



Brooklyn connections

All submitters feedback

27 June - 23 July 2023

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| 1 | Calvin | Brooklyn | An individual | 1 |
| 2 | Emily Elvin | Brooklyn | An individual | 2 |
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| 4 | Alice | Brooklyn | An individual | 4 |
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| 6 | Jez Weston | Brooklyn | An individual | 6 |
| 7 | Katie | Brooklyn | An individual | 7 |
| 8 | Deirdre Bakker | Wilton | An individual | 8 |
| 9 | Gary McAlpine | Berhampore | An individual | 9 |
| 10 | Debbie Stowe-Hunt | Crofton Downs | An individual | 10 |
| 11 | Paul Jones | Mornington | An individual | 11 |
| 12 | james | Brooklyn | An individual | 12 |
| 13 | Felix | Brooklyn | An individual | 13 |
| 14 | Margaret Jeune | Brooklyn | An individual | 14 |
| 15 | Garth Bates | Aro Valley | An individual | 15 |
| 16 | Will Young | Brooklyn | An individual | 16 |
| 17 | Lisa Habershon | Brooklyn | An individual | 17 |
| 18 | Milo Davies | Brooklyn | An individual | 18 |
| 19 | James McIntyre | Karori | An individual | 19 |
| 20 | Mike | Hataitai | An individual | 20 |
| 21 | Peter | Te Aro | An individual | 21 |
| 22 | Graeme Sugden | Wadestown | An individual | 22 |
| 23 | Tristan Thomas | Karori | An individual | 23 |
| 24 | Darlene | Brooklyn | ProCheck Building consultants | 24 |
| 25 | Andrew Cameron | Island Bay | An individual | 25 |
| 26 | John Howarth | Brooklyn | An individual | 26 |
| 27 | Sam Bakker | Brooklyn | An individual | 27 |
| 28 | Geraint Scott | Other | An individual | 28 |
| 29 | Normail@gmail.com | Brooklyn | An individual | 29 |
| 30 | Lucas frey | Brooklyn | An individual | 30 |
| 31 | Micheline Evans | Brooklyn | An individual | 31 |
| 32 | Caleb | Brooklyn | An individual | 32 |
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| 221 | Jane Pannu | Island Bay | An individual | 221 |
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| 274 | A Stephen | Karori | An individual | 274 |
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| 454 | Actually I should be able to provide feedback anonymously | Other | An individual | 550 |
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| 469 | Pierre Tellier | Strathmore Park | An individual | 580 |
| 470 | Lyndon Akerblom | Brooklyn | An individual | 582 |
| 471 | Tansy Tompkins | Brooklyn | An individual | 584 |
| 472 | Tim Hope | Mount Cook | An individual | 586 |
| 473 | Evan McCarney | Brooklyn | An individual | 588 |
| 474 | Ingrid Gotlieb | | An individual | 590 |
| 475 | Sarah | Aro Valley | An individual | 592 |
| 476 | Casey James | Brooklyn | An individual | 594 |
| 477 | Lucas MacDonald | Brooklyn | An individual | 596 |
| 478 | Sheetal Patel | Brooklyn | An individual | 598 |
| 479 | Isaac | Brooklyn | An individual | 600 |
| 480 | Vanessa Simpson | Brooklyn | An individual | 602 |
| 481 | Chun-Lin Lee | Aro Valley | An individual | 604 |
| 482 | Dylan | Brooklyn | An individual | 606 |
| 483 | Kirill | Churton Park | An individual | 608 |
| 484 | Brett Halkett | Miramar | An individual | 610 |
| 485 | Laurence Millar | Te Aro | An individual | 612 |
| 486 | Thomas Mitchell | Mount Cook | An individual | 614 |
| 487 | Timothée Sayegh | Melrose | An individual | 616 |
| 488 | Ingo Schommer | Kingston | An individual | 618 |
| 489 | Munro | Tawa | An individual | 620 |
| 490 | Ben Lamason | Brooklyn | An individual | 622 |
| 491 | Ari Pfeifferberger | Brooklyn | | 624 |
| 492 | Christopher McLellan | Brooklyn | An individual | 626 |
| 493 | Andrew Lensen | Mount Cook | An individual | 628 |
| 494 | Eamonn Marra | Berhampore | An individual | 631 |
| 495 | Richard | Brooklyn | An individual | 633 |
| 496 | Vivian Stephens | Aro Valley | An individual | 635 |

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|-----|---------------------|--------------|---|-----|
| 497 | Sam | Wilton | An individual | 637 |
| 498 | Graeme | Newtown | An individual | 639 |
| 499 | S Hoskinsc | Brooklyn | An individual | 641 |
| 500 | Andrew Linklater | Vogeltown | An individual | 643 |
| 501 | Beth | Brooklyn | An individual | 645 |
| 502 | Marc de Boer | Brooklyn | An individual | 647 |
| 503 | Tim | Thorndon | An individual | 649 |
| 504 | Blake | Brooklyn | An individual | 651 |
| 505 | Sonya | Brooklyn | An individual | 653 |
| 506 | E J Child | Brooklyn | An individual | 655 |
| 507 | Mark Hodson | Brooklyn | An individual | 657 |
| 508 | Rebecca | Brooklyn | An individual | 659 |
| 509 | Moira Smith | Brooklyn | An individual | 661 |
| 510 | Carilyn | Brooklyn | An individual | 663 |
| 511 | Iain Macleod | Seatoun | Penthouse Cinema and cafe | 666 |
| 512 | Jonathan Meikle | Oriental Bay | An individual | 668 |
| 513 | Eleni Hackwell | Brooklyn | An individual | 670 |
| 514 | Nathan Irwin | Brooklyn | An individual | 672 |
| 515 | Simon Reed | Brooklyn | Brooklyn Northern United Junior Football Club | 674 |
| 516 | Andrew | Brooklyn | An individual | 676 |
| 517 | Sam Shepherd | Brooklyn | An individual | 679 |
| 518 | Doreen Peers | Brooklyn | An individual | 681 |
| 519 | Jacob Jolley | Newtown | An individual | 683 |
| 520 | Susan Campbell | Brooklyn | An individual | 685 |
| 521 | Jonathan Bayliss | Brooklyn | An individual | 687 |
| 522 | Larry Foster | Brooklyn | An individual | 689 |
| 523 | Geoff Leech | Karori | An individual | 691 |
| 524 | Patrick Morgan | Te Aro | Cycling Action Network | 693 |
| 525 | Jocasta Whittingham | Brooklyn | An individual | 695 |
| 526 | Ed | Kingston | An individual | 697 |
| 527 | Donna Jennings | Mornington | An individual | 699 |
| 528 | J Kingston | Island Bay | An individual | 701 |
| 529 | Lynne White | Brooklyn | An individual | 703 |
| 530 | Caroline Vincent | Brooklyn | An individual | 705 |
| 531 | Sam Bridgman | Brooklyn | An individual | 707 |
| 532 | Anna Pendergrast | Brooklyn | An individual | 709 |
| 533 | Raukura Chadwick | Brooklyn | An individual | 711 |
| 534 | Hilary | Brooklyn | An individual | 713 |
| 535 | Georgia | Brooklyn | An individual | 715 |
| 536 | JP | Berhampore | An individual | 717 |
| 537 | Rachel | Island Bay | An individual | 719 |
| 538 | Jessica | Brooklyn | An individual | 721 |
| 539 | Sue Field | Brooklyn | An individual | 724 |

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|-----|----------------------|-------------|-------------------------|-----|
| 540 | Rahul | Brooklyn | An individual | 726 |
| 541 | D Brennan | Brooklyn | An individual | 728 |
| 542 | Bogdan State | Berhampore | An individual | 730 |
| 543 | Tim | Northland | An individual | 732 |
| 544 | Shaun Kelly | Island Bay | An individual | 734 |
| 545 | Philippa Yasbek | Karori | An individual | 736 |
| 546 | Cathie Payne | Brooklyn | Brooklyn Central Health | 738 |
| 547 | Emma | Brooklyn | An individual | 740 |
| 548 | Yu Ligin | Mount Cook | | 742 |
| 549 | Pat Leota | Mount Cook | | 744 |
| 550 | Susan | Mount Cook | An individual | 746 |
| 551 | Vincent Shane Wright | Mount Cook | An individual | 748 |
| 552 | Marama Te Kira | Mount Cook | An individual | 750 |
| 553 | Sonia Richardson | Mount Cook | An individual | 752 |
| 554 | Warren White | Aro Valley | An individual | 754 |
| 555 | Debbie Port | Mount Cook | An individual | 756 |
| 556 | Barbara | Brooklyn | An individual | 758 |
| 557 | Amelia Fogg | Brooklyn | An individual | 761 |
| 558 | Mark Finnigan | Brooklyn | An individual | 764 |
| 559 | Simon Louisson | Karaka Bays | An individual | 767 |
| 560 | Gail | Brooklyn | An individual | 769 |
| 561 | Sam Roque-Worcel | Kingston | An individual | 771 |
| 562 | Louis | Newtown | An individual | 773 |
| 563 | David Cadman | Thorndon | An individual | 775 |
| 564 | Philippa Boardman | Kingston | An individual | 777 |
| 565 | C Hall | Khandallah | An individual | 780 |
| 566 | Jessica Lett | Brooklyn | An individual | 782 |
| 567 | David | Brooklyn | An individual | 784 |
| 568 | Russell Allen | Lyll Bay | An individual | 786 |
| 569 | Nicole Benkert | Aro Valley | An individual | 788 |
| 570 | Amanda Cox | Brooklyn | An individual | 790 |
| 571 | David | Brooklyn | An individual | 792 |
| 572 | Gary lowe | Rongotai | An individual | 795 |
| 573 | Andrea Knox | Brooklyn | An individual | 797 |
| 574 | Simon Anderson | Brooklyn | An individual | 799 |
| 575 | Georgia | Brooklyn | An individual | 801 |
| 576 | Sarah Willcox | Brooklyn | An individual | 803 |
| 577 | Terry Moore | Brooklyn | An individual | 805 |
| 578 | Saif Khader | Brooklyn | An individual | 807 |
| 579 | Mark | Brooklyn | An individual | 809 |
| 580 | Isabella Cawthorn | Other | An individual | 811 |
| 581 | Dionesia | Brooklyn | An individual | 813 |
| 582 | Anne B | Brooklyn | An individual | 815 |
| 583 | Ashleigh | Brooklyn | An individual | 817 |
| 584 | Kim Sawers | Khandallah | An individual | 819 |
| 585 | Donald Nordeng | Te Aro | An individual | 821 |

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|-----|---------------------|----------------|-------------------------------------|-----|
| 586 | Hatty | Hataitai | An individual | 823 |
| 587 | Christine Wilson | Crofton Downs | An individual | 825 |
| 588 | Sylvia | Brooklyn | An individual | 827 |
| 589 | David Crawford | Johnsonville | An individual | 829 |
| 590 | Apple Yang | Brooklyn | An individual | 831 |
| 591 | Hannah Dare | Brooklyn | An individual | 833 |
| 592 | Tara | Northland | An individual | 835 |
| 593 | Ben | Johnsonville | Seido Karate Brooklyn Wellington | 837 |
| 594 | Colin Marshall | Brooklyn | An individual | 839 |
| 595 | Avis Macadam | Other | An individual | 841 |
| 596 | Peter Flowers | Other | Wellington Seido Karate | 843 |
| 597 | Elizabeth Bush-King | Brooklyn | An individual | 846 |
| 598 | Thomas Guldborg | Miramar | An individual | 848 |
| 599 | Nicky McIndoe | Brooklyn | An individual | 850 |
| 600 | M. Stote-Blandy | | An individual | 852 |
| 601 | Kevin Hackwell | Brooklyn | An individual | 854 |
| 602 | Melby Ruarus | Other | An individual | 856 |
| 603 | R J Stote-Blandy | Brooklyn | An individual | 858 |
| 604 | maree spencer | Island Bay | brooklyn medical centre | 860 |
| 605 | Phillip Bolton | Vogeltown | An individual | 862 |
| 606 | Hector McLachlan | Mount Victoria | An individual | 864 |
| 607 | Aaron Graham | Johnsonville | An individual | 866 |
| 608 | Saskia Young | Brooklyn | An individual | 868 |
| 609 | Andrew Barrowman | Brooklyn | An individual | 870 |
| 610 | Jessica Kellow | Brooklyn | An individual | 872 |
| 611 | Izzy Cresswell | Brooklyn | An individual | 874 |
| 612 | Astrid an Huef | Brooklyn | An individual | 876 |
| 613 | Nick Brown | Brooklyn | An individual | 878 |
| 614 | Jane Cooper | Brooklyn | An individual | 880 |
| 615 | Angelos | Brooklyn | An individual | 882 |
| 616 | Max Nichol | Mount Cook | An individual | 884 |
| 617 | Thomas Hadley | Johnsonville | An individual | 886 |
| 618 | Sam Small | Brooklyn | An individual | 888 |
| 619 | Nicky Boughtwood | Brooklyn | An individual | 890 |
| 620 | Williams | Brooklyn | An individual | 892 |
| 621 | Karen Thomas | Brooklyn | An individual | 894 |
| 622 | Rebecca Langton | Owhiro Bay | An individual | 897 |
| 623 | Joanna Devereux | Brooklyn | An individual | 899 |
| 624 | Carl Savage | Brooklyn | An individual | 901 |
| 625 | Joanne Devine | Brooklyn | An individual | 904 |
| 626 | Justin Henehan | Brooklyn | An individual | 906 |
| 627 | Sam Bridgman | Brooklyn | A2B - Active to Brooklyn | 908 |
| 628 | Gabrielle Amodeo | Brooklyn | An individual | 910 |
| 629 | June Vallyon | Mount Cook | An individual | 912 |
| 630 | Jonathan | Brooklyn | An individual | 914 |

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|-----|---|--------------------|---|------|
| 631 | CHRIS DUDFIELD | Vogeltown | South Coast Business & Promotion Assoc. | 916 |
| 632 | J Armitage | | An individual | 919 |
| 633 | Brock | Island Bay | An individual | 922 |
| 634 | Marissa | Brooklyn | An individual | 924 |
| 635 | Paul Blaschke | Vogeltown | An individual | 927 |
| 636 | Caroline Holden | Brooklyn | An individual | 929 |
| 637 | Dylan Packman | Brooklyn | An individual | 931 |
| 638 | Frank Sligo | Brooklyn | An individual | 934 |
| 639 | Andrew Bartlett | Miramar | An individual | 936 |
| 640 | Jane Coleman | Brooklyn | An individual | 938 |
| 641 | Ian Paterson | Brooklyn | An individual | 940 |
| 642 | Phil Stewart | Brooklyn | An individual | 942 |
| 643 | Dyk Wia | Brooklyn | An individual | 944 |
| 644 | Tom Bennion | Other | An individual | 946 |
| 645 | Miriam | Wellington Central | Women in Urbanism | 948 |
| 646 | Celia Murphy | Brooklyn | An individual | 950 |
| 647 | Sam Griffen | Aro Valley | An individual | 953 |
| 648 | Alex Dyer | Island Bay | An individual | 956 |
| 649 | Kirsty | Island Bay | An individual | 958 |
| 650 | Susie Robertson | Brooklyn | An individual | 960 |
| 651 | David Hill | Brooklyn | An individual | 962 |
| 652 | Gideon Burke | Brooklyn | An individual | 964 |
| 653 | Richard Lucy | Brooklyn | An individual | 966 |
| 654 | Rich H | Brooklyn | An individual | 968 |
| 655 | Alex Dyer and Linda Beatson - co-chairs | Brooklyn | Cycle Wellington | 972 |
| 656 | AJ | Island Bay | An individual | 975 |
| 657 | Barbara Quickenden | Brooklyn | An individual | 977 |
| 658 | Feodor Tarrant-Hill | Brooklyn | An individual | 979 |
| 659 | Anna Wild | Brooklyn | An individual | 981 |
| 660 | David Penfold | Brooklyn | An individual | 983 |
| 661 | Carlene Brown | Brooklyn | An individual | 985 |
| 662 | Katrina Quickenden | Brooklyn | An individual | 987 |
| 663 | E W Davies | Brooklyn | An individual | 989 |
| 664 | AJ Martin | Brooklyn | An individual | 991 |
| 665 | Sefton Bates | Crofton Downs | An individual | 993 |
| 666 | Julie Herron | Karori | An individual | 995 |
| 667 | Laura Christie | Brooklyn | An individual | 997 |
| 668 | Robyn Anderson | Brooklyn | An individual | 999 |
| 669 | Dijon O'Kelly | Brooklyn | An individual | 1001 |
| 670 | Hannah Harland | Brooklyn | An individual | 1003 |
| 671 | Brenda Harkness | Brooklyn | An individual | 1005 |
| 672 | Bruce Millard | Paparangi | An individual | 1007 |
| 673 | Anna Morgan | Brooklyn | An individual | 1009 |

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|-----|----------------------------|-----------------------|-----------------------------------|------|
| 674 | James | Newtown | An individual | 1011 |
| 675 | George Sederis | Hataitai | An individual | 1013 |
| 676 | James McLean | Brooklyn | An individual | 1015 |
| 677 | Diana Castle | Brooklyn | An individual | 1017 |
| 678 | Jos Coolen | Hataitai | Taikoza Wellington | 1019 |
| 679 | Monty Mouat | Brooklyn | An individual | 1021 |
| 680 | Darcy Snell | Karori | An individual | 1023 |
| 681 | Simon Edmonds | Brooklyn | An individual | 1025 |
| 682 | Scott Dudley | Miramar | An individual | 1027 |
| 683 | Karuna Muthu | Strathmore Park | An individual | 1029 |
| 684 | Catherine Duthie | Karori | An individual | 1031 |
| 685 | Dipak Bhana | Brooklyn | An individual | 1033 |
| 686 | Samuel Kempthorne | Brooklyn | An individual | 1035 |
| 687 | Dan | Brooklyn | An individual | 1037 |
| 688 | Catharine Underwood | Brooklyn | An individual | 1039 |
| 689 | Bevan Smith | Brooklyn | An individual | 1044 |
| 690 | Kalanthee Paul | Brooklyn | An individual | 1046 |
| 691 | David and Sarah Knox | Brooklyn | An individual | 1048 |
| 692 | Alex Gray | Brooklyn | An individual | 1050 |
| 693 | Dani bann | Brooklyn | An individual | 1052 |
| 694 | Henry | Newtown | An individual | 1054 |
| 695 | Derek Bealing | Kelburn | An individual | 1056 |
| 696 | Kelly Walton | Brooklyn | An individual | 1058 |
| 697 | Susan Dinsdale | Wellington Central | An individual | 1060 |
| 698 | Sarah Shand | | Transpower New Zealand Limited | 1062 |
| 699 | Nicola Moore | | An individual | 1064 |
| 700 | Gill McLean | Mount Cook | An individual | 1066 |
| 701 | Ros Luxford | Brooklyn | An individual | 1068 |
| 702 | Tyler | Brooklyn | | 1070 |
| 703 | Aaron | Other | An individual | 1072 |
| 704 | Ri | Brooklyn | An individual | 1074 |
| 705 | Pam Cambridge | Miramar | An individual | 1076 |
| 706 | Taryn Batters | Mornington | An individual | 1078 |
| 707 | Raquel | Brooklyn | An individual | 1080 |
| 708 | Helen McDonald | Karori | An individual | 1082 |
| 709 | Marianne Elliott | Brooklyn | An individual | 1084 |
| 710 | Dr Ruth Fischer-Smith | Mornington | An individual | 1086 |
| 711 | Sue McCabe | Brooklyn | An individual | 1088 |
| 712 | Liz Rhodes | Seatoun | Brooklyn School | 1090 |
| 713 | D A Long | Brooklyn | An individual | 1092 |
| 714 | JONATHAN BHANA- THOMSON | | NZ HEAVY HAULAGE ASSOCIATION | 1094 |
| 715 | Ben Lampard | Brooklyn | An individual | 1097 |

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|-----|-----------------|----------|---|------|
| 716 | Katie Underwood | Brooklyn | Greater Brooklyn Residents Association Incorporated | 1099 |
| 717 | Sam | Brooklyn | An individual | 1106 |
| 718 | Helen Young | | An individual | 1109 |
| 719 | Caroline Carson | | Brooklyn Community Centre | 1111 |
| 720 | Adam | Brooklyn | An individual | 1113 |

Brooklyn Connections Proposal
Feedback

1

114355208676

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Calvin | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Wellington including Brooklyn are designed to be friendly for cars but not so much for walking and cycling, even crossing the road when getting off the bus is dangerous at the stop before the Brooklyn shops. Brooklyn hill is a wide road which encourages high speeds. I walk everywhere but would love to bike sometimes, but wouldn't as I don't feel its safe. I strongly agree with this plan, for too long cars have been king, with drivers getting to drive at high speeds. Its really unsafe to walk around some parts of Wellington. I think this plan is a really great way to make getting around on foot or by bike much safer, faster and more enjoyable. The impact on car drivers will be minimal too. |

Brooklyn Connections Proposal
Feedback

2

114355202949

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Emily Elvin | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Good, sustainable and progressive plans in all areas. Go ahead! |

Brooklyn Connections Proposal
Feedback

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|--------------|
| 3 |
| 114355184055 |

| | | | |
|----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Emma | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The bike lane up Brooklyn hill is great! |

Brooklyn Connections Proposal
Feedback

4

114355148266

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alice | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

5

114355144279

| | | | |
|------------------------------|--------------------------|---------------------------------------|--------------------------------|
| NAME: Peter Steven | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|--------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I think the design is great and I'm looking forward to more cycleways of this calibre around Wellington. Cycleways benefit all road users as it gets slow cyclists out of the traffic lane and allows traffic to move smoothly. High quality cycleways like this one will also lure more people out of their cars and onto bikes, e-bikes and e-scooters, helping reduce emissions and the amount of traffic in town. I personally know a lot of 'interested but concerned' folk who don't currently use a bike to get around, but they would if it was safer.

Brooklyn Connections Proposal
Feedback

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| 6 |
| 114355142485 |

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jez Weston | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Please just get on with it |

Brooklyn Connections Proposal
Feedback

7

114355106671

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Katie | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

8

114355066957

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Deirdre Bakker | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

9

114355056471

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Gary McAlpine | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

10

114355037180

| | | | |
|-----------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Debbie Stowe-Hunt | SUBURB: Crofton Downs | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

11

114355024542

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Paul Jones | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I support the concept but not the plan that has been proposed. There are too many new pedestrian crossings proposed, two can be removed: the one planned for the top of Cleveland street is not required, and there are two closely adjacent at the top of Brooklyn Hill, should be only one. they also do not need to be raised, that is unnecessary additional cost to ratepayers. Should also remove the bus stop that is on the intersection of Brookland road and Cleveland street, there are two more stops within 50m in each direction and busses block the intersection when passengers are alighting. It is not required there and removing it would improve traffic flow.

Brooklyn Connections Proposal
Feedback

12
114355027512

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: james | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

13

114355025130

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Felix | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| We urgently need more, safer crossings on Brooklyn Road and improvements for pedestrians. This work should be carried out quickly. |

Brooklyn Connections Proposal
Feedback

14

114355011872

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Margaret Jeune | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I am concerned about the loss of parking. Brooklyn is notoriously difficult to find a park in. It will be worse when a new apartment block is finished in Cleveland Street which has no provision for off street parking. I believe that developers should have to provide off street parking. |

Brooklyn Connections Proposal
Feedback

15

114355013237

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Garth Bates | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

16

114355010518

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Will Young | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Just make sure the ghost road markings are properly removed. They make the road extremely dangerous in the wet on the motorbike. I am really surprised that such poor quality road surface markings are legal. |

Brooklyn Connections Proposal
Feedback

17

114354989153

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lisa Habershon | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

No consideration that people with families need their vehicles, kids sport, groceries, - not everything can be done by bike. Where are we parking??

Brooklyn Connections Proposal
Feedback

18

114354975304

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Milo Davies | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

19

114354966484

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: James McIntyre | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The road is wide enough for cyclists and has minimal pedestrian foot traffic. Stop spending our rates on this type of work and fix our water pipes first. The lack a sensible prioritization by our council is mind boggling. |

**Brooklyn Connections Proposal
Feedback**

20

114354950987

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mike | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

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If you have any comments about the overall proposed plan, please share them here

Another wide road reduced in width to accommodate how many cycle users per day? Where is the data for cyclists and especially for riding up Brooklyn hill? If it is like Evans Bay/Coburn Drive please don't tell me its in the 1000s per day. Here WCC has turned a wide road with good access for cyclists into a situation whereby traffic flow has slowed (being the alternative way into town), wide roads have narrowed and footpaths for walkers have become a hazard. It is my experience that WCC senior employees come up with a plan consult minimally, especially with the ratepayers and then do what they set out without change. I have first hand experienced this WCC who now responsible under new govt legislation for the Evans Bay Camper park. Consult the school, boaties, yacht club and much later finally consult ratepayers who live in the area, then make changes to the agreed plan without consultation. Don't get me started about the reduced parking, especially outside the hospital an area that requires parking. The Wakefield's may have sold Wellington as being flat, but this is not Amsterdam this is a hilly terrain and we are focusing on the few to safely ride their bikes at the expense of the majority who already are hampered by increased traffic due to infill housing (who saw that coming), poor road access, poor parking and lack of free inner city transport options.

Brooklyn Connections Proposal
Feedback

21

114354963408

| | | | |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Peter | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

22

114354951558

| | | | |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Graeme Sugden | SUBURB: Wadestown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I would hate to be a business in Wellington and I pity the picture theatre because if I cant drive and park I wont go there. Ideologues!!!!

Brooklyn Connections Proposal
Feedback

23

114354948154

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Tristan Thomas | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Care must be taken to provide enough passing space for two cyclists going up the hill. Much like the current roadway allows for faster cars to pass slower trucks, the cycle lanes need to be wide enough for faster ebikes to safely pass slower acoustic bikes |

Brooklyn Connections Proposal
Feedback

24

114354929200

| | | | |
|-------------------------|----------------------------|---|-------------------------------|
| NAME: Darlene | SUBURB: Brooklyn | ON BEHALF OF: ProCheck Building consultants | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Brooklyn is a hilly neighbourhood. It is not always possible for people to walk. It is ridiculous that you are making it harder for the majority of people to get around for the few. Seems typical of this country at the moment. How are trades people meant to service people's houses if they don't have off street parking and you take away all the on street parking? I suppos he could always take his ladder and all his tools on his bike and load up the bus if shows up!!!

Brooklyn Connections Proposal
Feedback

25

114354924568

| | | | |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Cameron | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

26

114354903015

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John Howarth | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| If you have any comments about the overall proposed plan, please share them here |
| The significant number of heavy vehicles (fully loaded going uphill to the landfill) using Brooklyn Road will make the implementation of raised crossings problematic to unworkable. |

Brooklyn Connections Proposal
Feedback

27

114354650837

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam Bakker | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

You've removed a whole bunch of carparks outside of our properties without any alternative place to use to park. This has both lowered the value of the properties and caused a number of problems. We are a family. Bikes can't fit my small children. Buses don't go to the places we need to take the kids.

Brooklyn Connections Proposal
Feedback

28

114354526584

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Geraint Scott | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Yes to more cycle lanes, better bus stops, and pedestrian improvements! |

Brooklyn Connections Proposal
Feedback

29

114354469744

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Normail@gmail.com | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

30

114354465489

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lucas frey | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

31

114354461028

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Micheline Evans | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

32

114354458820

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Caleb | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

33

114354437904

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mark | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Really like the proposed plan. One area that still needs improvement is the connection of this route to the bike lane in victoria st. Turning left from webb st onto top end of willis st is dangerous at times as cars merge from two to one lane. |

Brooklyn Connections Proposal
Feedback

34

114354438900

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: James | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

We will all be better off if more people can safely switch to walking and riding more. I strongly support these changes.

Brooklyn Connections Proposal
Feedback

35

114354421604

| | | | |
|--------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Charlie Mather | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Please please don't spend any more rate payer money on this. There has been zero improvements to the ways we move, if anything the changes that have been made including removing a lane have made Brooklyn Road significantly more dangerous. Bikes could always use the left lane but this is the main arterial route to the tip and the road is frequented by large trucks. Now people overtake me on my moped instead of slower moving traffic being able to pull into the left lane. Please no more.

Brooklyn Connections Proposal
Feedback

36

114354417940

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Charlotte Darling | SUBURB: Rongotai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

37

114354415730

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jasmine | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

38

11435440070

| | | | |
|-----------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: David Bevan-Smith | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The major thing I've noticed about riding up and down Brooklyn Road is that the stormwater doesn't reach the sumps in the kerb and channel, the water flowing down the street short circuits because of the grade. It flows back and forth across the street and bypasses the sumps all the way from Washington Ave intersection down to the flat. Would recommend an inspection on a rainy day. Also the two places where the bike lane and footpath share the space are poorly designed for comfort when cycling onto and off of the shared zone. The bike lane also needs almost constant sweeping. |

Brooklyn Connections Proposal
Feedback

39

114354404446

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Chris Marshall | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Making cycling safer will encourage more people to do it. Thank you. |

Brooklyn Connections Proposal
Feedback

40

114354397637

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Emelia Atkins | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Very excited about the new changes. One that could use a slight tweak is the pedestrian crossing before Washington Ave. Having the crossing on this side of the road makes it extremely difficult to cross as there is on coming traffic turning in front of the crossing. Having the crossing after the road makes for an easier crossing as the traffic turning onto the crossing is significantly less. |

Brooklyn Connections Proposal
Feedback

41

114354395013

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Nigel Ramsay | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

42

114354383047

| | | | |
|-----------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Mae Bellein | SUBURB: Happy Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

43

114354381516

| | | | |
|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Amanda | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

44

114354377863

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nigel Guy | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

45

114354376760

| | | | |
|-----------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Shaun Assad | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

46

114354374221

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lilly | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

47

114354370832

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Karen Mills | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

48
114354365100

| | | | |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Sarah | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

49

114354359290

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tim Keightley | SUBURB: Highbury | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

50

114354357368

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ashley | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

51

114354358061

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Johno Tunnell | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It's a fantastic plan |

Brooklyn Connections Proposal
Feedback

52

114354355391

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Geoff Ridley | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

53

114354353463

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Matt McKillop | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Ideally the Ohiro Rd bike lanes would be fully separated to allow for greater safety.

Brooklyn Connections Proposal
Feedback

54

114354351420

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Daniel | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Far to many pedestrian crossings proposed. 7 is overkill and not required. It is a very busy main road with large trucks traveling along all day. 1 or 2 crossing could be a good idea however 7 is a waste of money. |

Brooklyn Connections Proposal
Feedback

55

114354351989

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Stuart Macandrew | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

56

114354331338

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Karen Scott | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

57

114354328316

| | | | |
|----------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: J Campbell | SUBURB: Crofton Downs | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| More ratepayer resources spent on the small proportion of people who cycle. |

| | | | |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Jill Ford | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Looks great. But really need to remove parking from Cleveland Rd to BP garage on both sides. As this gets very narrow and there are heaps of LARGE lorries going to the Tip. I cycled up today and it would be really easy to put an uphill bike lane in from Owhiro Bay. There is a hard shoulder most of the way, parking on the downhill side, and a couple of corners where need to take aout parking but all have off street parking. I was overtaken several times by lorries going very close, its very scary and not suprising more people dont cycle. With E bikes this is a more viable route.

Brooklyn Connections Proposal
Feedback

59

114354326170

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Melanie McGrath | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

60

114354322041

| | | | |
|-----------------------|----------------|---------------------------------------|-------------------------------|
| NAME: chris | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

61

114354320786

| | | | |
|-------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Michael Dowse | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The section of painted on cycle lanes at the top of Brooklyn hill really isn't enough for less experienced cyclists like my partner and daughter to feel safe. Just adding some hit sticks here would create a big psychological difference for both cyclists and drivers. |

Brooklyn Connections Proposal
Feedback

62
114354317463

| | | | |
|----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Luke | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| There use to be two lanes up ohiro road. This was amazing infrastructure built for the future. Stop ruining the roads. There should be fewer bus stops, encourage people walk between stops. The idea of placing a bus stop in a single lane road is ridiculous. Buses need to pull to the side and let traffic flow. |

Brooklyn Connections Proposal
Feedback

63

114354316990

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Sylvie Gray | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Half the time I see cyclists going up the hill they aren't actually in the cycle lane. The removal of car parks is extremely disappointing as someone who lives on a small side street with little parking as is, there is now hardly ever any parks when I get home from work because all the parks removed from Brooklyn hill cars have to park elsewhere. You can just remove and not create an alternative- I would support this if there was a space created for cars that have had their parks removed |

Brooklyn Connections Proposal
Feedback

64
114354311938

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Axel | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I'm totally against the changes. Looking at the responses, the majority seem to be cyclists. They don't make up anywhere near the same proportion of traffic through the area as they do respondents to this poll, and the disabled parks that already exist don't get used. Additionally the road is wide and clear enough to support all road users as it stands, and it's not a high foot traffic area. Crossing the road without dedicated crossings is easy even in peak traffic times. |

Brooklyn Connections Proposal
Feedback

65

114354310592

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sian Allen | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

66

114354308311

| | | | |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Tristan | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

67

114354306675

| | | | |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Felix Marwick | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

68

114354305703

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Mary Theberge | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

69

114354304714

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: tara monaghan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

70

114354303586

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I'm delighted to see the pedestrian crossings!! |

Brooklyn Connections Proposal
Feedback

71

114354302102

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ciaran O’Kelly | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

72

114354300360

| | | | |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: stuart gardyne | SUBURB: Roseneath | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

73

114354298950

| | | | |
|-----------------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Craig Lewis | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

74

114354297478

| | | | |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ana Saez | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

75

114354296010

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Dolf van Asbeck | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Is Ohiro Road down to Te Aro Road becoming a 30kph zone?

Brooklyn Connections Proposal
Feedback

76

114354294367

| | | | |
|---------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Joe | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

A complete load of rubbish. A major cost when the rest of the city, water, infrastructure is falling apart.

Brooklyn Connections Proposal
Feedback

77

114354293189

| | | | |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John Doe | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| It's working absolutely fine as-is. Spending is already utterly wasteful by council. There are other priorities. Fix the pipes before you worry about this, instead of pumping up rates even further. |

Brooklyn Connections Proposal
Feedback

78

114354289163

| | | | |
|--------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Rob Fall | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

79

114354287572

| | | | |
|----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: andy | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| You say Wellingtonians want this.....Utter lies |

Brooklyn Connections Proposal
Feedback

80

114354282852

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Sara Passmore | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I think it makes sense to keep it now it there. People are using it, car drivers are better able to predict where cyclists will be. Great all-round. |

Brooklyn Connections Proposal
Feedback

81

114354276839

| | | | |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Peter Bellam | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I like the new raised crossings. That will help to make people walking safer. I like the new cycleways that will be put in next to Brooklyn shops. |

Brooklyn Connections Proposal
Feedback

82

114354276170

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Graham Howe | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

As a cyclist, I see someone has sprayed a 'Slow down' message to the shared bike and pedestrian footpath just after Washington Ave turn off, going up the hill. I think this is where the pedestrians are saying faster bikes need to slow down and consider better sharing of the space. I think the person who sprayed the message needs to communicate their needs clearly to understand them better.

Brooklyn Connections Proposal
Feedback

83

114354271369

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Emeline | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Absolutely ridiculous idea. My flatmates and I already struggle immensely to find car parks on the street as we have no car park at our flat (166 Ohiro Road). It is already a struggle when moving large items in and out of the flat or even simple things like groceries from the car up to the flat as a result of the lack of car parks available and already having to park far away from home. With the implementation of this plan, we would have to compete for car parks up Helen street or Todman street- both of which are already hard to find parks on because those living on those streets need them. My flatmate who bikes also strongly opposes this idea. So ridiculous. |

Brooklyn Connections Proposal
Feedback

84

114354269988

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: David | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

I'm only supporting this change as it hasn't negatively impacted the drive ability of the Brooklyn hill. But also even if I didn't like it you'd go ahead with the plan anyway.

Brooklyn Connections Proposal
Feedback

85

114354269134

| | | | |
|------------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Russell Tregonning | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| We are in a climate emergency and need to rapidly cut emissions: transport is the biggest source of these. |

Brooklyn Connections Proposal
Feedback

86

114354269820

| | | | |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Richard Busby | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Segregated bike lanes with concrete barriers is a good improvement on the current temporary structure. |

Brooklyn Connections Proposal
Feedback

87

114354254924

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mike Taves | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I'd like to reiterate a comment I provided with previous consultations, as it seems to be ignored. The uphill-bound traffic from Webb Street to Willis Street currently has two left-turning lanes. This should be reduced to one left-turning lane for two reasons: (1) provide buses can turn more easily (without poorly attempted takeover attempts from vehicles in the middle lane), and (2) provide more space for a continuation of a bike path.

Brooklyn Connections Proposal
Feedback

88

114354266957

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Geoff Nicholls | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Hardly anyone uses the bike lane, now. Why would that change? |

**Brooklyn Connections Proposal
Feedback**

89

114354262535

| | | | |
|--------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: PT | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I'd focus on public transport and buses first over cycleways. I am an asthmatic and cycling isn't an option for me, buses are either full or cancelled. We carpool as a household to and from work which works best for us. I don't see how adding a raised crossing to increase traffic and congestion helps here. There is already a crossing further down the road. When driving up Brooklyn road, the right turn into the tennis center causes a backlog of traffic as cars can no longer maneuver around the vehicle waiting to turn right. Suggest you get some better designs which also takes into account people who actually rely on a car. I cannot take my elderly family members to appointments on a bike or public transport as they are fairly immobile. |

Brooklyn Connections Proposal
Feedback

90

114354263230

| | | | |
|------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Steve Bielby | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Bringing our roads back towards safe is a big priority

Brooklyn Connections Proposal
Feedback

91

114354262479

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Martyn Macpherson | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The majority of Wellingtonians do not support exorbitant expenditure on cycleways. Stop Let's Get Wellington Moving! |

Brooklyn Connections Proposal
Feedback

92

114354261555

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dean Friedman | SUBURB: Lyll Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

93

114354260887

| | | | |
|-------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Nick Rinehart | SUBURB: Oriental Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

94

114354258288

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Stephanie | SUBURB: Rongotai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

The trial bike lane has clearly been popular, I was amazed to be one of many people cycling to Brooklyn when I visited a friend recently in the evening. It takes all the stress out of sharing this route with heavy trucks. Making it permanent will make it safer and easier to use. I would prefer the lane was continued with the same separated treatment all the way to the shops as merging can be tricky and makes the street less predictable for drivers.

Brooklyn Connections Proposal
Feedback

95
114354258000

| | | | |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Shaun Brennan | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Great plan |

Brooklyn Connections Proposal
Feedback

96
114354257358

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Simes | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Several poorly considered and overbaked changes that impede transport and further waste ratepayer funds. |

Brooklyn Connections Proposal
Feedback

97

114354257408

| | | | |
|---------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Sam | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

98
114354256758

| | | | |
|------------------------------|---|---------------------------------------|-------------------------------|
| NAME: Mark Randall | SUBURB: Wellington Central | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Looks good. The sooner the better. |

Brooklyn Connections Proposal
Feedback

99

114354254479

| | | | |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Todd Hayvice | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| As a cyclist, I am against the pedestrian crossing at the bottom of Brooklyn Hill. It is very dangerous, especially for cyclists to stop/slow down on a steep hill. I already am very wary of car's pulling out from housing and from the vet. I also feel that other area's of Wellington have a higher importance/need than Brooklyn. |

Brooklyn Connections Proposal
Feedback

100

114354255300

| | | | |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Kirsty Bunny | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| There is perfectly good park - Central Park that could be utilised to get bikes off the road and out of the way of cars. With all the trucks going up to the landfill it is dangerous to have bikes on the hill so get them into the bike and make a well lit decent bike trail through the park. Wellington is a hilly, windy city and all these bike lanes are crazy when they are not used and we dont have good alternative public transport. |

Brooklyn Connections Proposal
Feedback

101

114354255372

| | | | |
|------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: George | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

102

114354252927

| | | | |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Nick du Bern | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I fully support the bike lane but I do question the need to have the bike lane raised? You could save money by just bolting down concrete dividers to stop cars crossing into the bike lane. It feels like you are adding too many zebra crossings, I feel the critical crossings are at the top and bottom of the hill. But overall I support the changes in any form and I think that the more bike lanes the better! |

Brooklyn Connections Proposal
Feedback

103

114354253636

| | | | |
|----------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: John | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Once completed, cyclist numbers will increase. |

Brooklyn Connections Proposal
Feedback

104

114354252898

| | | | |
|-----------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: simon jones | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here
wellington people want more tunnels and better roads, not cycle lanes

Brooklyn Connections Proposal
Feedback

105
114354228497

| | | | |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Shamala Panchacharan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Don't know |
| If you have any comments about the overall proposed plan, please share them here |
| I am a pedestrian and I don't see any improvement for pedestrian access on the eastern side of Brooklyn Road (from Bidwell st onwards to Washington Ave). People will still have to cross over and there is no pedestrian crossing towards western side of Brooklyn Road to walk up towards Brooklyn or down to the city. What about those wanting to walk from Bidwell St or Mt Cook towards Brooklyn - they end up crossing a very busy road. So much for pedestrian first WCC! |

Brooklyn Connections Proposal
Feedback

106

114354183059

| | | | |
|--------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Richard Hoskin | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Thank you for adding cycle lanes to Ohiro Rd between Brooklyn Rd and the shops. While I can understand any anger that results from the loss of parking spaces, cyclist safety will be increased and car/bus/truck congestion will be reduced. |

Brooklyn Connections Proposal
Feedback

107

114354144665

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Kevin O'Donnell | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

108

114361405696

| | | | |
|-----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Katie | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I support separated cycleways across Wellington, including Brooklyn. They make it safer and easier for both cyclists and drivers to move around while lowering the risk of accidents/conflicts between the modes. Separated cycleways also encourage less confident cyclists to get out on the road.

Brooklyn Connections Proposal
Feedback

109
114361284487

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Daniel Berry | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| No raised crossings - period. Effects the flow of traffic including bus. All bus stops must be as inset as possible to avoid backups of traffic. The stop opposite the commision is a problem...traffic backs up. Do not remove parking....this is already an issue Thanks xo |

Brooklyn Connections Proposal
Feedback

110

114360901261

| | | | |
|---------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Justin Crawshay | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

111

114360746137

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Anaru Davis | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The road is now more dangerous. I'm a cyclist and do not feel any safer. |

Brooklyn Connections Proposal
Feedback

112
114360733412

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Rhonda Swenson | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Enforcement needed of cars parked in the bike lane |

Brooklyn Connections Proposal
Feedback

113
114360721179

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Craig Spanhake | SUBURB: Lyll Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

114

114360719674

| | | | |
|----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: john terry | SUBURB: Kelburn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

115
114360715561

| | | | |
|-----------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Coby Parker | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

116
114360690427

| | | | |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Revathi | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

117

114360689654

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Sandra Calder | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane. |

**Brooklyn Connections Proposal
Feedback**

118

114360688458

| | | | |
|--------------------------------|-------------------------|---|-------------------------------|
| NAME: Florent Perret | SUBURB: Other | ON BEHALF OF: Tennis Central Region | ORAL SUBMISSION: No |
|--------------------------------|-------------------------|---|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

Getting in and out of the Renouf Tennis Centre is very very dangerous as cars cannot over pass cars waiting to turn into the Renouf Centre because of the cycling lane. Cars coming downhill are also driving at a fast speed which makes it very dangerous to get out of the Renouf Centre carpark cause the visibility is very reduced... It should be bumpers on Brooklyn road just before the Renouf so the cars can slow down.... It has already been several car crashes there, and it's just a matter of time before someone get killed !

Brooklyn Connections Proposal
Feedback

119

114360685680

| | | | |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Nick | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Brooklyn Hill is very steep and gets very little use by cyclists. Raised crossings are an impediment for motor vehicles which are the majority of road users. Removing car parking is a nuisance for those who use recreational facilities in the area.

Brooklyn Connections Proposal
Feedback

120
114360677827

| | | | |
|--------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Melissa Jansen | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I believe the cycle lane should be removed entirely from Brooklyn Road. I have not seen it used to a level that could justify retaining it. However, if the cycle lane is to be retained, I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane. |

**Brooklyn Connections Proposal
Feedback**

121

114360599818

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jessica Fa'aea | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

It's serving a very small population rather than catering to the majority. I'm both a road user and frequent pedestrian (I walk from the city to Brooklyn at least 2-3 times a week). The plan is also dangerous, as it narrows the road and makes moving aside for emergency vehicles difficult particularly on the blind corner towards the top (I've already had this experience due to the temp bike lane). I strongly oppose the plan. Use the money to upgrade the water issues instead. I've been a rate payer in Wellington for 18 years and am absolutely frustrated and disappointed in the way our hard earned money is being used. There are much better initiatives to invest in such as our green areas, water, social housing. Why is cycling a high priority?!?

Brooklyn Connections Proposal
Feedback

122

114359943036

| | | | |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Naomi | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

123

114359842524

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Sophie Watson | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

124

114359793875

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alana Cockburn | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

125

114359596444

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Guy Callender | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane.

Brooklyn Connections Proposal
Feedback

126
114359400353

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Eirlys Hunter | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

127

114359399676

| | | | |
|------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Shane Binnie | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane.

Brooklyn Connections Proposal
Feedback

128
114359377218

| | | | |
|----------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: G Whitaker | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

| |
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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

129
114359358364

| | | | |
|------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Yogesh | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

I believe the cycle lane should be removed entirely from Brooklyn Road. I have not seen it used to a level that could justify retaining it. However, if the cycle lane is to be retained, I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane.

Brooklyn Connections Proposal
Feedback

130

114359351829

| | | | |
|-------------------------------|-------------------------|--|--------------------------------|
| NAME: Tim Shannahan | SUBURB: Other | ON BEHALF OF: Tennis Central Region Inc. | ORAL SUBMISSION: Yes |
|-------------------------------|-------------------------|--|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I strongly support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane. |

Brooklyn Connections Proposal
Feedback

131

114359354501

| | | | |
|----------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Ian Miller | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Don't know |
| If you have any comments about the overall proposed plan, please share them here |
| I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane. |

**Brooklyn Connections Proposal
Feedback**

132
114359339102

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alice | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I think the current uphill bike track is sufficient and does not require further money spent on it. I have biked it and found it perfectly safe, providing adequate protection from cars. The downhill route does not require a specific lane, there is plenty of room with the current car layout to share the lane with cars and bikes. The loss of parking will be very detrimental for people wanting to access Central Park and the tennis club, doctors in Brooklyn, for those living in or visiting Owhiro Road properties, and those visiting Central Park flats. I would argue that it would lead to less access to recreational and social facilities. The raised zebra crossings are mostly unnecessary as nearly all Brooklyn walkers cut through Central Park. there just needs possibly to be a crossing at the bottom when you come out of the main gates to Central Park. Please leave the angle parking outside the Fire station alone - there is a huge shortage of parking in Brooklyn as it is. Removing this will just lead to people double parking to do quick errands. |

**Brooklyn Connections Proposal
Feedback**

133
114359342396

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Suzanne | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Very dissatisfied Kingston Rate payer To whom it may concern Wellingtonians have made it clear they DO NOT want action on climate change and transport. CLIMATE CHANGE HAS NOTHING TO DO WITH OUR ROADS. IT HAS BEEN PROVEN ELECTRIC BUSES AND CARS ARE MANY TIMES HEAVIER AND HARDER ON OUR ROADS, BRIDGES, CARPARKS THAN CONVENTIONAL VEHICLES..... Public transport improvements, so more people can get around in climate-friendly ways AS YOU KNOW IS UNTRUE AND A UN AGENDA. PLEASE TELL US THE TRUTH. Proposing street changes that will give people better options to walk, bike, scoot, and bus to and from Brooklyn shops WILL NOT WORK FOR OUR COMMU IT. DO OUR MANY ELDERLY LIVING IN BROOKLYN NOW HAVE TO GET ON SCOOTERS, WALK OR BIKE. BUSES ARE NOT ALWAYS CONVENIENT OR CLOSE TO THEIR HOUSES. Plans include a more permanent uphill bike lane on Brooklyn Road from lower Nairn Street replacing the trial lane, proposed new bike lanes at the top on both sides of Ohiro Road to Cleveland Street,.... THIS IS COMPELTELY REDICULOUS ..WHERE EXACTLY CAN I DRIVE MY CAR ON THIS STREET and a downhill shared on-road route to Aro Street, where safer biking connections are being installed in stages. AGAIN THIS STREET IS SO NARROW ALREADY..... WILL IS ALSO BECOME A 1 WAY FOR CARS????? Take a look at the proposed changes We've worked with technical experts, WHO ARE THISE EXPERTS, WILL THEY SPEAK WITH US????? You're now seeking wider community feedback. WE SAY NO I AM HOPING THIS IS NOT A FOREGONE CONCLUSION AND DECISION WHICH I FEW IT MIGHT BE. STOP THIS NONSENSE NOW WELLINGTON COUNCIL YOUR FAITHFULLY SUZANNE HARRIS

Brooklyn Connections Proposal
Feedback

134

114359244945

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|----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Paul | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Get rid of cycleways and don't take away our car parking |

Brooklyn Connections Proposal
Feedback

135
114359206862

| | | | |
|---------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Walter McGinnis | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

136

114359193968

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|--|-----------------------------|---------------------------------------|--------------------------------|
| NAME: Alex Marinkovich-Josey | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It looks fantastic. I typically use the bus to get to and from Brooklyn, but I'm also a cycling commuter when I can and these changes would make me feel safe and supported to travel from the city to Brooklyn. |

Brooklyn Connections Proposal
Feedback

137
114359134487

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: david werry | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Apart from making things safer for cyclists, goal is to get people to drive less, switching to public transport, so in tandem we need more reliable & frequent bus services with bus priority lanes in choke points, & free public transport for all |

Brooklyn Connections Proposal
Feedback

138
114358831547

| | | | |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Julian | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I hate bike lane |

Brooklyn Connections Proposal
Feedback

139

114358753649

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Megan | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

140
114358667721

| | | | |
|-----------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Sheila Hart | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

141
114358664324

| | | | |
|----------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Harvey Livschitz | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| great plan |

Brooklyn Connections Proposal
Feedback

142
114358283012

| | | | |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Nell | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

143

114357835412

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Graham Leonard | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It would be great to let pedestrians use the new uphill raised side of the road too. That may be the plan? And it would be great to have the downhill lane on ohiro to aro fully separated. |

Brooklyn Connections Proposal
Feedback

144
114357813843

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Daniel | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

145
114357807844

| | | | |
|-----------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Emma Roache | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

146
114357721077

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mark Hyde | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

147

114357129979

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Chris Mitchell | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

148
114357055613

| | | | |
|--------------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Pamela Jane Stainton | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| If you have any comments about the overall proposed plan, please share them here |
| Agree with leaving the bike lane from the base of Brooklyn hill to the top as it is a wide street and there is plenty of room to fit a bike lane. However I think it should stop at the top and be removed where the shops and the Penthouse Cinema is, as some parks are needed for the businesses there. Surely people could get off their cycles and walk along the footpath for a short way. |

Brooklyn Connections Proposal
Feedback

149
114357042000

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|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Thomas Kay | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Love it. In fact, I think you could go further. That intersection at the bottom of Ohiro Road at Aro Street is always so hard to cross. It will be great to have a crossing there. And great to transition people towards active transport. Please keep it up! Go faster! |

Brooklyn Connections Proposal
Feedback

150

114356889282

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David Jobson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| its great to see the proposed changes heading south on Ohiro Road from the shops. Riders being separated from the high volume of trucks I consider the main improvement to help sustain the strong growth in levels of bike usage. I was very nearly killed on this stretch 10 years ago. |

Brooklyn Connections Proposal
Feedback

151
114356883571

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Hiromi Beran | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

152
114356735918

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Tonya Sweet | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The plan for permanent bike lanes is great as the trial has seen lots of use. My biggest comment, however, is that this plan still neglects the need for a bike-friendly solution on Ohiro Road from Owhiro Bay to Brooklyn. This is a very dangerous span of roadway with significant cycle traffic in connecting the South Coast to Brookly and CBD. |

Brooklyn Connections Proposal
Feedback

153
114356229447

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|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Amanda | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

154

114356198695

| | | | |
|---------------------------------|------------------------------|--|-------------------------------|
| NAME: Souradeep Gupta | SUBURB: Khandallah | ON BEHALF OF: Systems Thinking Ltd | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|--|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

More safer bike lanes will invite more more shift for those who are not confident, leading to various benefits including economic benefit.

**Brooklyn Connections Proposal
Feedback**

155

114356173290

| | | | |
|---------------------------------|----------------|---------------------------------------|--------------------------------|
| NAME: Katie Armstrong | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------|----------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

This needs to stop. You are not developing this plan for a cross-section of Wellingtonians, this plan is developed for able-bodied people who have the ability and fitness to use bicycles as their primary mode of transport - the cost is removing car parking. When you remove car parking you are reducing options. You are making it impossible for the elderly, for people with disabilities, for families with young children to park near their homes or to find parking in and around Brooklyn village. Furthermore, for the many of us who rely on street parking availability to get to our homes there is already a huge demand for limited street parking. I strongly oppose this plan while it includes the reduction and/or the removal of car parks. WCC you have to do better this and develop a city that is accessible and works for all Wellingtonians - not just the young and able-bodied.

Brooklyn Connections Proposal
Feedback

156

114356145311

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Tom Brodie | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| unnecessary and a waste of funds , the raised footpaths are not necessary . leave the current changes a s is and review in 5 years |

Brooklyn Connections Proposal
Feedback

157

114356099854

| | | | |
|--------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Alistair | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

158
114356090820

| | | | |
|------------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Christian Hoerning | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

159
114356061462

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Charles Brooklyn | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Don't know |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The current cycleway works OK. Strongly disagree with proposed four raised pedestrian crossings on Brooklyn Rd. This is a major arterial route in the city used by thousands of vehicles daily. Many are heavy vehicles going to the landfill others buses and emergency vehicle's. Raised crossings will have a detrimental impact on environment through slowing traffic and increasing pollution from vehicles having to stop start. No cost benefit analysis of the proposals has been provided by WCC to make an informed decision. Assumption has been made in this survey that the current layout of the road is unsafe yet no supporting evidence provided as to why the WCC consider this road unsafe. |

Brooklyn Connections Proposal
Feedback

160

114356029726

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Donna Jack | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Alot of senior people in Central Park,Etona and Berkeley Dallard depend on the bus stops either side of Central Park area as Nairn Street bus stop is too steep for them especially with transporting weekly groceries.It will definitely affect alot of people's independence and ability to go out |

Brooklyn Connections Proposal
Feedback

161

114355906350

| | | | |
|---------------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Philip Tremewan | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

The sooner we have an integrated cycleway system the better.

Brooklyn Connections Proposal
Feedback

162
114355888649

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Matt Boucher | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Safety and convenience for public and active transport, especially for young families, must be paramount. These changes support that kaupapa. Please ignore the local NIMBYs who will not actually be affected in any way, and have made moaning their primary hobby. |

Brooklyn Connections Proposal
Feedback

163
114355782889

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Iskra | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Temp solution is dangerous to bikes |

Brooklyn Connections Proposal
Feedback

164
114355620823

| | | | |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alex Cartmell-Gollan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Most changes are fine. Installing speed bumps on a main artery route through the city is exceptionally poor planning. The vast majority of people still need to get around the city, including infrastructure workers, refuse trucks, tradespeople. We don't have the choice of public transport or cycling to work. By all means put speed bumps on side roads, but not the main roads. |

Brooklyn Connections Proposal
Feedback

165
114355365986

| | | | |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Chris cresswell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The cost vastly out weighs the use |

Brooklyn Connections Proposal
Feedback

166
114355349572

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam Muirhead | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

167
114355341927

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Louise | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| This is a severe misuse of ratepayers money! I've my 30 years living in Brooklyn I have yet to see what the problem is you are trying to solve. There are very few accidents on the Brooklyn stretch and cannot see why this is necessary. Traffic has gotten worse and the illusion of safety for cyclist is false. And the volume of cyclists using that lane does not warrant how wide it currently is. What proof do you have that the status quo was not safe? Where is the evidence that there was a problem? |

Brooklyn Connections Proposal
Feedback

168

114355342089

| | | | |
|---------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Charlotte | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It's awesome and will encourage more people to take their bike, walk or grab the bus more often. |

Brooklyn Connections Proposal
Feedback

169
114355313367

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|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Lincoln Mackay | SUBURB: Wadestown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Remove all of the raised crossings from this plan. These are unnecessary, add cost, impede vehicle traffic and reduce productivity of our city. |

Brooklyn Connections Proposal
Feedback

170
114355304645

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Harriet Kerr | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I think the proposal looks great though it would be great to think about how/where additional parking could be created to make up for the parking being removed on Ohio Road. It's already a really challenging area to find a park so perhaps adding angle parks on Helen Street and Todman street (which are quite wide streets) could be a way of doing this. Also it would be great to ensure all the old painted lines are covered up properly as currently multiple lines show on the road which makes it quite confusing when driving. Otherwise love the proposal! |

Brooklyn Connections Proposal
Feedback

171

114355268735

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tom Donald | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

172
114355249832

| | | | |
|-------------------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Corwin Newall | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Get it done ASAP please before the loud few get organised. |

Brooklyn Connections Proposal
Feedback

173

114354598155

| | | | |
|--------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Michaela | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Don't know |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I oppose as I don't want my rates bill to increase for a bike lane I'll never use and speed bumps that will only lengthen my daily commute. I don't think that's unfair to say? I know it won't make much of a difference. But honestly, can there at least be some compassion, even acknowledgement, for those of us that are having to make costly sacrifices for this to go ahead, just so some people can have a more comfortable cycle on a shiny new road? And all those wanting it to go ahead, are they ratepayers? Do they have that financial burden to balance out their enthusiasm? I'm just curious to know. |

Brooklyn Connections Proposal
Feedback

174
114368265842

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: carl green | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| i've driven up the hill to get to the landfill. the current temporary cycle way has no negative impact on motorized traffic, so make it permanent as you propose! |

Brooklyn Connections Proposal
Feedback

175
114368253072

| | | | |
|------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Chris Fowler | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

176
114368231865

| | | | |
|--------------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Augustus Fairweather | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Your killing businesses |

Brooklyn Connections Proposal
Feedback

177
114367939254

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Nick Walshe | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

178

114367800004

| | | | |
|---------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Grant Petherick | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Great to move from temporary bike lane to perm one whole way up, along with pedestrian and bus improvements. |

Brooklyn Connections Proposal
Feedback

179
114367722856

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alberto | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

180

114367720092

| | | | |
|----------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Joel | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The approach of trialling cheaply and then implementing a more permanent solution is great. |

Brooklyn Connections Proposal
Feedback

181
114367673923

| | | | |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Lewis Stevens | SUBURB: Roseneath | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I really support the proposal. Better cycleways between Brooklyn and the city will be really great. |

Brooklyn Connections Proposal
Feedback

182

114367598439

| | | | |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Caleb | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

183

114366904008

| | | | |
|-------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Bridget | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I love the uphill cycle lane. I don't bike up that road, but it make it feel so much safer for cars and bikes. I hope the downhill speed bumps on Ohiro Road will have gaps for bikes to pass through on the flat. |

Brooklyn Connections Proposal
Feedback

184
114366822928

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Toby Cooper | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| The removal of car parks will be an issue for people without off-street parking. This would likely disproportionately affect families and the elderly, who are less able to use public transport, cycling, etc. |

Brooklyn Connections Proposal
Feedback

185

114366679594

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Bruce Carey | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

186
114366029003

| | | | |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Morgan Hanks | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

187
114366027313

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Kennie Tsui | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

188
114365983770

| | | | |
|----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Anke | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

189
114365913769

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nimesh | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Waste money |

Brooklyn Connections Proposal
Feedback

190

114365814581

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Olive | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

191
114365251560

| | | | |
|-------------------------|-----------------------------|---------------------------------------|--------------------------------|
| NAME: Matthew | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------|-----------------------------|---------------------------------------|--------------------------------|

General feedback

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

| | |
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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

This is a specific comment about one aspect of the plan that will affect me and greatly concerns me. As a cyclist, the proposals for Ohiro Rd down to Aro St make no sense. Speed bumps on the way down and a stop sign at the bottom will create additional hazards requiring more braking and greater challenges for a cyclist to maintain control and comfort. For example speed bumps cause cars to only briefly slow and they brake more sharply than cyclists can. It is always the vulnerable cyclist who has to watch out and react and adjust when cars are forced to behave erratically. When other traffic isn't present, when cycling with some natural downhill speed, negotiating an unnecessary bump in the road surface is problematic. When approaching a give way sign, a road user prepares to stop if necessary, but can roll through if the way is clear. A stop sign will require sharper braking on a downhill slope, creating additional risks

Brooklyn Connections Proposal
Feedback

192

114365257454

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Hannah Draaisma | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Continue a bike lane to owhiro bay

Brooklyn Connections Proposal
Feedback

193
114365242087

| | | | |
|------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Lauren Vargo | SUBURB: Churton Park | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

194
114365007343

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Maria McDonald | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I live in Brooklyn Village. I strongly oppose these changes. As a mother with 4 children (ranging in age from 11-17) my primary mode of transport is our van, but we walk or use the bus to get into Wellington city. The bike lane up past Central Park is a good idea, even with the removal of *48* car parks. The proposal to remove a *further 37* car parks is totally unnecessary. The plan is working fine as it is. The proposal is remove a *further 48* car parks from the Brooklyn Village area is foolish and arrogant, catering to an idea rather than the real needs of people. People actually live in Brooklyn, and many of these parks are integral to their homes. In the Brooklyn Village precinct there is a school, Childcare Centre, Community Centre and two churches, as well as multiple shops and services. These parks are necessary for the well being of the village and its residents. I have many in my extended family who live in the Netherlands, regarded the epitome of cycle-land. They all have bikes and cycle regularly. But: Most also have cars. Even in flat Holland, cars are necessary. Cars are not going away. We live in hilly Wellington, not flat Europe, and our need for cars is not going to change, regardless of the how many bike lanes are installed.

Brooklyn Connections Proposal
Feedback

195

114364964298

| | | | |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Dylan Chapman | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I support any steps to creating safer cycle infrastructure. I do believe usage would be higher if the cycle lanes were protected the whole way. There was mention of concrete separators but I see a lot of unprotected sections on the photos. |

Brooklyn Connections Proposal
Feedback

196
114364917407

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|----------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Eldon Tate | SUBURB: Kaiwharawhara | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

197
114364251791

| | | | |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Beverley Aspros | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| We have a wonderful park were bikers and walkers could safely use together away from buses trucks and cars . Common sense has not prevailed when planning. Elderly, disabled ,mothers with babies non bikers were is the consideration to these residents. |

Brooklyn Connections Proposal
Feedback

198
114364250702

| | | | |
|--------------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Holly Marshall | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|--------------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

199

114364251238

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Melanie vaultier | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

200

114364250186

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Annie | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

201

114364247007

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Nicholas Parker | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I visit Brooklyn shops from my home, and I would like the trip to be less harrowing than it is today. I think these improvements will enhance Brooklyn's connection to the rest of the city and make it feel less isolated. |

Brooklyn Connections Proposal
Feedback

202
114364249185

| | | | |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Amy-lou Turner | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

203

114364123407

| | | | |
|----------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: John | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Totally object to the removal of car parks and the degradation of our roading infrastructure to appease a vocal minority

Brooklyn Connections Proposal
Feedback

204

114364074400

| | | | |
|----------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Ingrid McEnanaey | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I don't want any carparks taken away or roads narrowed.

Brooklyn Connections Proposal
Feedback

205

114364060778

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jameson Brown | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It would also be hugely helpful (and safer!) to have a pedestrian crossing to Central Park on Ohio Road where Tanera Crescent splits off. |

Brooklyn Connections Proposal
Feedback

206

114363902690

| | | | |
|--------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Nikita kuschke | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

207

114363349603

| | | | |
|----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Erin | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I have concerns about ensuring we balance the safely of getting children to and from school with more sustainable commute options for all residents. Cleveland Street is the hub of brooklyn. The buses struggle to manavour at the moment there are children and elderly people who rely on the hub. I don't believe any changes to cleavland street would add value to this community. |

Brooklyn Connections Proposal
Feedback

208

114363346542

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lillian Hanly | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Would it be possible to have a footpath on the hill side of Brooklyn road as well?

Brooklyn Connections Proposal
Feedback

209

114363278555

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Zoe | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

210

114363209122

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Richard Clemo | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I'm super supportive of this work, and making it permanent, it's been awesome to have a safe uphill route on my way home or taking the kids to soccer. - with that in mind, I can't see how to move from the uphill lane (on the kerb) into the right turn down to Ohiro Road (to go to Tanera park or Aro Road) without carrying on further up to the proposed zebra crossing. - There should be speed tables over ALL side roads that the lane crosses. - it's great to be able to get all the way to the shops in a protected lane. - the uphill bike lane should be wider to permit overtaking of other users. - I'm not sure widening the corner at Brooklyn/Ohiro helps - it means drivers are going faster (including those turning off towards Aro St). Is the new footpath necessary on the Western side of Ohiro at Brooklyn? i don't believe it connects up. Between the corner widening and footpath people lose 10 parks. - the upper section will end up with pedestrians and cyclists together, just keep the cycle lane separate.

Brooklyn Connections Proposal
Feedback

211

114362942168

| | | | |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Richard Mansfield | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I support the improvement of the bike lane with more permanent materials, and bus stop bypasses. I would not expect a lot more biking between Brooklyn and the city with these changes alone. Making Willis Street safer will do it! |

Brooklyn Connections Proposal
Feedback

212

114362912014

| | | | |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Isaac Gumbrell | SUBURB: Roseneath | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

The bike lane needs concrete barriers all the way up to better physically separate bikes from cars.

Brooklyn Connections Proposal
Feedback

213

114362910968

| | | | |
|---------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Anthony Britton | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

214

114362896611

| | | | |
|------------------------|------------------------------|----------------------|-------------------------------|
| NAME: Victor | SUBURB: Berhampore | ON BEHALF OF: | ORAL SUBMISSION: No |
|------------------------|------------------------------|----------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

215

114362895485

| | | | |
|------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Simon Coates | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

As someone who has regularly cycled throughout Wellington, I strongly support this proposal as a part of, hopefully, a more extensive cycle network throughout Wellington with complementary measures including, reducing vehicle speed limits.

Brooklyn Connections Proposal
Feedback

216

114362851922

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nicole Mistal | SUBURB: Newlands | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

217

114362771543

| | | | |
|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: bobbie | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

218
114362540615

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Carman | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The cycle lane needs physical separators from the vehicle lanes, NOT just paint. This is most important near intersections, where other changes are also needed to prevent high speed turns (in or out) across the bike lane (Nairn St, Bidwell St, Washington Ave). The lane needs to be wide enough to easily allow ebikes to pass non ebikes. |

**Brooklyn Connections Proposal
Feedback**

219
114362486083

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Greg | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I strongly object to all the proposed raised pedestrian and courtesy crossings in Brooklyn Rd. I have no issue with painted crossings at road level. This is a main arterial route in Wellington used by thousands daily including hundreds of heavy vehicles going to and from the landfill. The proposal makes the road unsafe and unpleasant to use for all. It will increase pollution and noise in the area as vehicles stop / start up and down the hill. It will significantly increase time spent in vehicles. I also strongly object to all the proposed speed humps in Ohiro Road to Aro Street. There is no evidence that this road needs them. What are the crash and injury accidents on this road that justifies such a extreme measure. Why is the funding for this project not being spent as a priority on the urgent repairs of the infrastructure that continues to fail daily. There is something very wrong with council decision making ruining a perfectly good road ahead of urgent repairs when funding is so tight. Question 7 in this survey is a leading question. It assumes safety is not present currently. What is proposed will make it unsafe for all. |

**Brooklyn Connections Proposal
Feedback**

220

114362336351

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Chris | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

STOP IT! For God's sake Council - listen for once in your lives and STOP. You are not in a position for nice-to-haves. You are elected to provide a secure and functioning city. We are all sick to death of you ignoring the fundamental faults with infrastructure and and geography the city faces. You are treating the city like a colouring book that you are wasting countless of millions on pleasuring yourselves with. I object to even the consultation fees paid for these designs let alone the follow through. This is a want to have, not a necessity. At the top of the hill is a slip that has been 'safely' coned off, but left. That is a job. Fix that. That is YOUR job. Not this costly dalliance you call safety. You owe us fresh water, safe hillsides, repaired waste systems, filled potholes and mown dog parks. Instead you fritter our rates away like you are all living in a La La Land. The city is not yours to treat like a toy. It is ours to be maintained and run as efficiently as possible. I can't believe we have to point this out to you. Or why we bother. Your consult process is a joke. We are in a crisis. FIX THE FUNDAMENTAL ISSUES FACING OUR CITY! JUST THAT! DO YOUR JOB!

Brooklyn Connections Proposal
Feedback

221

114361684595

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Jane Pannu | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The addition of the cycle lane has created hazards, impacting on safe access in and out of the Renouf tennis Centre. This safety hazard can be reduced if the cycle lane is moved so it follows the curb of the road. Now there is only 1 lane, Drivers get stuck behind buses or large rubbish trucks going to & fro from the tip & if turning left onto Washington Ave, cyclists are not always visible.

Brooklyn Connections Proposal
Feedback

222
114361618296

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Claudia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

223

114361601646

| | | | |
|---------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Ben | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

224

114361571329

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alina Siegfried | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| These two improvements will increase my sense of safety in riding up the Brooklyn hill, particularly the extension from Ohio road to the shops |

Brooklyn Connections Proposal
Feedback

225
114361437793

| | | | |
|------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Maggie | SUBURB: Kelburn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

226

114371144065

| | | | |
|---------------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Ian Wells | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The proposed changes as described are not supported and are considered to be poorly conceived, focussing on a minority of users. They will unlikely create improved access and benefits to all users. No costings for the changes are provided which means that submissions are unable to assess the costs, versus claimed benefits. This is tantamount to hiding a major impact on all of Wellington’s rate-payers – those who will ultimately pay. The changes will constrict the route causing increased congestion (and so increased Carbon emissions) and will negatively impact a considerable portion of regular users of these routes. This is contrary to the “lets get Wellington moving” campaign. The removal of vehicle parking will negatively impact local residents, customers of local business and users of Central Park.

WCC%20Brookly%20Road%20changes%20submission.docx

You state that you are proposing changes that will make the Brooklyn Road route safer and more accessible for everyone. Yet this is not backed up by any robust evidence from your web-site, nor is a cost benefit assessment provided for us to comment on. As a regular user of this route it is unclear from what you are proposing that you will in fact make it more accessible as claimed. Rather, the proposed changes will likely make it more dangerous to all users. This is because the changes will considerably narrow what is a main arterial route from the southern suburbs. Further, the constrictions will make it more hazardous to traffic and create further congestion.

The uphill bike lane trial has shown some additional benefits to cyclists only; though not to pedestrians nor to vehicle users. Rather than maintain the temporary incursion onto the road and adding “concrete separators”, a better, safer and more permanent solution would be to widen the footpath (to form a dual use path/cycle lane) from the bottom of the hill up to where it ends, and then maintain the current separation. This would then improve use of the pathway and not introduce impedances and obstacles for all other traffic. This obvious option appears to not have been considered.

The proposed creation of a downhill cycle lane on Brooklyn Road is unlikely to provide substantial benefit to cycle users but *will* incur dis-benefits to all other users. As a cyclist, I would continue to follow the road as this is wider and speed can be maintained easily with vehicular traffic. It would however negatively affect all users by constricting the route and adding costly obstacles. It would also negatively impact residents at the top (Ohiro Road to Cleveland streets) and further down, from the tennis club to the bottom of the hill, through loss of parking and increased congestion.

The addition of a bus stop downhill of the tennis centre seems illogical. This will not benefit residents as it will be further to walk to. It is also very unlikely to be used by those using the tennis club or those wanting to go to the Midland Park play area. In fact the bus stop will negatively impact users of that play area by removing the parking spaces that families currently use.

In summary, the proposed changes as described are not supported and are considered to be poorly conceived, focussing on a minority of users.

They will unlikely create improved access and benefits to all users. No costings for the changes are provided which means that submissions are unable to assess the costs, versus claimed benefits. This is tantamount to hiding a major impact on all of Wellington’s rate-payers – those who will ultimately pay.

The changes will constrict the route causing increased congestion (and so increased Carbon emissions) and will negatively impact a considerable portion of regular users of these routes.

This is contrary to the intent of the “lets get Wellington moving” campaign.

The removal of vehicle parking will negatively impact local residents, customers of local business and users of Central Park.

Brooklyn Connections Proposal
Feedback

227
114371076730

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jon Parker | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I bike a lot, I think it the plan is good. Separation of bikes from cars trucks and buses is good. |

Brooklyn Connections Proposal
Feedback

228

114371057144

| | | | |
|--------------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Carmen Hertzig | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

As a frequent user of the Seido karate rooms, taking away the parking out front will be really difficult to continue to use this community facility. The bus service doesn't get us there at the times we need to be there. I am transporting a young person who has mobility difficulties, so it will be very difficult to get her there, if we can't park closely.

Brooklyn Connections Proposal
Feedback

229

114370630479

| | | | |
|----------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Jane | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Please stop removing car parks. Especially for residents who have nowhere else to park their car.

Brooklyn Connections Proposal
Feedback

230
114370532938

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tom | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

| | |
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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| In a few years time, my kids will be ready for High School. I'm looking forward to them accessing their school and their city with their own bikes. This upgrade will give them this freedom without them having to take unnecessary risks. It will also take some pressure off me as a motorist having to decide when it is best to pass a Bicycle. |

Brooklyn Connections Proposal
Feedback

231

114370543577

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Diva Bidgood | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

232

114370535508

| | | | |
|------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Yeshan Magan | SUBURB: Kaiwharawhara | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I've been going to the Dojo doing Katate for the last 15 years I am now 18 and I am so disappointed in the city council, this council pretends to listen but when even when a massive Majority is against these changes we know that the city council will Still push them through. We want our car parks, we come from All over wellington in cars, we have a lot of equipment to carry it's the most impractical idea to remove car parks. Where is everyone going to park including those who live in the area? Once again we have a council who don't care what we the residents care about. |

Brooklyn%20rd%20submission.docx

Brooklyn Rd submission

Background Context

Wellington Seido Karate (affiliated to the World Seido Karate organisation) has a 40-year history in the community. We have operated in the current location at 32 Brooklyn Rd for 10 years attracting a stable membership of 180+ students ranging in age from 7-70 years. Our membership is drawn from all Wellington suburbs and includes long term members living as far as the Hutt Valley, Porirua and Kapiti coast. The premises are part of the Renouf Tennis Centre who is our landlord.

We offer up to 30 classes per week Monday-Sunday with separate programmes focusing on the needs of children and adults, with an additional emphasis on fitness conditioning and yoga stretch classes. We provide scholarships to a number of children and adults, who for financial reasons, would not otherwise have access to participating in this martial art. We also provide a dedicated and free programme for youth and adults with Down Syndrome and currently have between 12-15 regular students attend this weekly class. Instructors for all programmes are volunteer Black Belts with long association to Seido Karate who choose to give back to the community.

Classes during the week run morning, noon and afternoons through evenings at the following times: 7.00-8.30am; 11.30am – 1.30pm and from 4.00 – 9.00pm. On weekends the Seido classes run 7.00am – 12.00pm on both days.

Additionally, we have made the dojo available outside of our own timetable to other groups that broadly align to Japanese themed activities; these being: Wellington Taikoza Drummers; Ryukyu Dento Kobujutsu Kobudo (Japanese weapons); Rembuden Karate (Goju Ryu style) and an Iaido (Sword) school.

Wellington Seido Karate also regularly hosts regional and national events for the wider Seido NZ community. For example, the recent national tournament held in May 2023 attracted 190 competitors and supporters to Wellington from around NZ and Australia.

We have considered the proposed changes for the Brooklyn Rd improvement in some detail. Our primary concern is the removal of almost all available parking, both uphill and downhill, to the point it will seriously undermine our own, and other groups, ability to continue providing what are hugely successful and beneficial community programmes.

Proposal responses

1. Improvements to the uphill bike lane

- In total 19 carparks will be removed. Currently, a number of these are used regularly by residents of Central Park Flats. Our members also use them, mainly in the evenings. If

these are permanently removed, residents of the flats will likely move their cars to the downhill parks available for residents further reducing availability of parking.

- The proposal will also impact available coupon parking for the general public during the week who often park on the city fringe and walk into the CBD for work. During the weekend it will reduce available parking for those families and groups visiting Central Park playground.
- The removal of 19 carparks in this short uphill section of Brooklyn Rd is disproportionately in favour of cyclists when considering the needs of all users.

2. Proposal for new bus stop at 32 Brooklyn Rd outside Seido Karate

- In total 7 carparks will be removed including the 4-5 offroad parks giving direct access to Central Park via the stairs and wheelchair/buggy ramps.
- We have 60+ children in our membership who are reliant on parents / caregivers dropping off and collecting. Some stay for the hour-long class. There are no other alternative options proposed or available for a safe drop off and pick up.
- Our Down Syndrome students are totally reliant on parents and caregivers to attend classes – this is the only free community-based programme offering this service to people with this degree of intellectual disability.
- Likewise, the Taiko drummers utilise the premises for weekly practice. They frequently need to unload and load their large drums and associated equipment and will have nowhere close by that allows them to do this safely.
- As mentioned, many of our adult membership comes from the wider Wellington and regional communities. The demand on the small number of remaining parks on the downhill section of Brooklyn Rd, especially in the early evening when arriving from work, leaves little parking space available. A very small number walk or cycle; most come by motorbike or car. With evening class sizes between 15-25 people where can they park?
- We requested and received, with thanks, 18 months of Metlink passenger data starting January 2022 to June 2023 for bus stop 7713 and 7714.
- Data for bus-stop 7714 at the top of Nairn St shows on average 1.1 passengers per day gets off the bus, and 4.4 passengers per day get on the bus. We assess those getting on will likely come from top of Nairn, Thompson or Hankey Streets as there are no other houses in the vicinity. The proposal will increase time and walking distance for these passengers.
- Data for bus-stop 7713 across the road from Central Park Flats shows on average 2 passengers per day get off the bus, and 5.2 passengers per day get on the bus. Our assessment of boarding passengers is likely to be residents of these flats. Removing this bus-stop will mean either an uphill walk of ~150 meters or a similar walk downhill to bus-stop 7712. Further comment on the impact will I am sure be raised by those directly affected.
- Generally, it would seem the net removal of bus-stops does not reconcile with the stated Council goal to encourage the use of public transport.

3 General comments and questions

Having observed the way people move up and down Brooklyn Rd, and use Central Park over the last 10 years we make the following comments:

- The use of the carparks outside Seido Karate when no classes are on are nearly always occupied by cars carrying families, often with buggies and other equipment, for play and picnics in the park. The proposed location for this new bus stop will remove any option for families with young children to access the park. Is it the intention of Council to remove access for families to public recreational spaces as part of this proposal?
- There has always been a very small number of keen cyclists going up Brooklyn Rd and even with advent of e-bikes to assist with the steepness of the road, there has not been a large increase in actual cyclists riding up Brooklyn Rd. The survey data focused on points of view rather than actual cyclist usage data. It would have been very useful, and in the spirit of a genuine public consultation, for Council to publish before and post cycle lane trial data.
- We note in the consultation document the uphill footpath is to be widened. It would have been very helpful if Council had presented the pedestrian traffic data that substantiates the rationale to build a new footpath between 1.8 to 2 meters wide. Again, our observation over preceding years is the pedestrian traffic uphill side of Brooklyn Rd is almost nil. Pedestrians either use the Central Park side footpath or walk through Central Park itself. Perhaps the footpath could be narrowed to make some space for the permanent cycleway.

Conclusion

Wellington Seido Karate is vehemently opposed to the relocation of a bus stop to outside our dojo. Should this proceed, it will have an extremely detrimental effect on our dojo business and membership numbers, as well as on other groups who utilise the dojo space as mentioned above.

Also, based on our direct observation, it will cut off access to many families to the recreational space in Central Park.

The permanent eradication of 19 carparks on the uphill section of lower Brooklyn Rd is completely disproportionate to the volume of uphill cycle and pedestrian traffic. Surely, the temporary cycleway can be made permanent while retaining the existing 19 carparks as it is.

Brooklyn Connections Proposal
Feedback

233
114370528584

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ash | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
This is all Bullshit. Do not need cycle lane. If there is one then the cyclist that uses part of the road should pay road user charges and register their cycles.

Brooklyn Connections Proposal
Feedback

234

114370528072

| | | | |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Echo Brooke-White | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

My mother takes my daughter to karate at the dojo near Renuaf Centre. Having access to a carpark is important for her to drop off.

Brooklyn Connections Proposal
Feedback

235

114370476448

| | | | |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Benjamin Swale | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

236

114370463167

| | | | |
|----------------------------|-------------------------|---|-------------------------------|
| NAME: Linda Bain | SUBURB: Ngaio | ON BEHALF OF: Tennis Central Region | ORAL SUBMISSION: No |
|----------------------------|-------------------------|---|-------------------------------|

General feedback

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

Important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

I support the proposal to move the cycle lane so it is against the curb as it passes the entrance to the Wellington Renouf Tennis Centre. This will make it far safer for vehicles to turn into the Centre, as vehicles going uphill can pass safely on the left without being impeded by the cycle lane.

Brooklyn Connections Proposal
Feedback

237

114370430034

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Simon | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

This plan is long overdue

Brooklyn Connections Proposal
Feedback

238
114370294810

| | | | |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Tasja Hawthorne | SUBURB: Southgate | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| This proposal will adversely affect the safety all users in the area. The bus stops are in good locations already that gives easy access to the park and area without compromising visibility or useability. This new proposal does not. Please reconsider and if you want to improve the safety of the area consider lowering the speed limit to 30km per hour from just before the tennis centre. |

Brooklyn Connections Proposal
Feedback

239
114370242468

| | | | |
|-------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Darshan Magan | SUBURB: Kaiwharawhara | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here taking away our carparks will make it impossible for us to continue to do our Karate which will be detrimental to both our mental and physical health. Wellington City Council is always ignoring what we as residents want. |

Brooklyn%20rd%20submission.docx

Brooklyn Rd submission

Background Context

Wellington Seido Karate (affiliated to the World Seido Karate organisation) has a 40-year history in the community. We have operated in the current location at 32 Brooklyn Rd for 10 years attracting a stable membership of 180+ students ranging in age from 7-70 years. Our membership is drawn from all Wellington suburbs and includes long term members living as far as the Hutt Valley, Porirua and Kapiti coast. The premises are part of the Renouf Tennis Centre who is our landlord.

We offer up to 30 classes per week Monday-Sunday with separate programmes focusing on the needs of children and adults, with an additional emphasis on fitness conditioning and yoga stretch classes. We provide scholarships to a number of children and adults, who for financial reasons, would not otherwise have access to participating in this martial art. We also provide a dedicated and free programme for youth and adults with Down Syndrome and currently have between 12-15 regular students attend this weekly class. Instructors for all programmes are volunteer Black Belts with long association to Seido Karate who choose to give back to the community.

Classes during the week run morning, noon and afternoons through evenings at the following times: 7.00-8.30am; 11.30am – 1.30pm and from 4.00 – 9.00pm. On weekends the Seido classes run 7.00am – 12.00pm on both days.

Additionally, we have made the dojo available outside of our own timetable to other groups that broadly align to Japanese themed activities; these being: Wellington Taikoza Drummers; Ryukyu Dento Kobujutsu Kobudo (Japanese weapons); Rembuden Karate (Goju Ryu style) and an Iaido (Sword) school.

Wellington Seido Karate also regularly hosts regional and national events for the wider Seido NZ community. For example, the recent national tournament held in May 2023 attracted 190 competitors and supporters to Wellington from around NZ and Australia.

We have considered the proposed changes for the Brooklyn Rd improvement in some detail. Our primary concern is the removal of almost all available parking, both uphill and downhill, to the point it will seriously undermine our own, and other groups, ability to continue providing what are hugely successful and beneficial community programmes.

Proposal responses

1. Improvements to the uphill bike lane

- In total 19 carparks will be removed. Currently, a number of these are used regularly by residents of Central Park Flats. Our members also use them, mainly in the evenings. If

these are permanently removed, residents of the flats will likely move their cars to the downhill parks available for residents further reducing availability of parking.

- The proposal will also impact available coupon parking for the general public during the week who often park on the city fringe and walk into the CBD for work. During the weekend it will reduce available parking for those families and groups visiting Central Park playground.
- The removal of 19 carparks in this short uphill section of Brooklyn Rd is disproportionately in favour of cyclists when considering the needs of all users.

2. Proposal for new bus stop at 32 Brooklyn Rd outside Seido Karate

- In total 7 carparks will be removed including the 4-5 offroad parks giving direct access to Central Park via the stairs and wheelchair/buggy ramps.
- We have 60+ children in our membership who are reliant on parents / caregivers dropping off and collecting. Some stay for the hour-long class. There are no other alternative options proposed or available for a safe drop off and pick up.
- Our Down Syndrome students are totally reliant on parents and caregivers to attend classes – this is the only free community-based programme offering this service to people with this degree of intellectual disability.
- Likewise, the Taiko drummers utilise the premises for weekly practice. They frequently need to unload and load their large drums and associated equipment and will have nowhere close by that allows them to do this safely.
- As mentioned, many of our adult membership comes from the wider Wellington and regional communities. The demand on the small number of remaining parks on the downhill section of Brooklyn Rd, especially in the early evening when arriving from work, leaves little parking space available. A very small number walk or cycle; most come by motorbike or car. With evening class sizes between 15-25 people where can they park?
- We requested and received, with thanks, 18 months of Metlink passenger data starting January 2022 to June 2023 for bus stop 7713 and 7714.
- Data for bus-stop 7714 at the top of Nairn St shows on average 1.1 passengers per day gets off the bus, and 4.4 passengers per day get on the bus. We assess those getting on will likely come from top of Nairn, Thompson or Hankey Streets as there are no other houses in the vicinity. The proposal will increase time and walking distance for these passengers.
- Data for bus-stop 7713 across the road from Central Park Flats shows on average 2 passengers per day get off the bus, and 5.2 passengers per day get on the bus. Our assessment of boarding passengers is likely to be residents of these flats. Removing this bus-stop will mean either an uphill walk of ~150 meters or a similar walk downhill to bus-stop 7712. Further comment on the impact will I am sure be raised by those directly affected.
- Generally, it would seem the net removal of bus-stops does not reconcile with the stated Council goal to encourage the use of public transport.

3 General comments and questions

Having observed the way people move up and down Brooklyn Rd, and use Central Park over the last 10 years we make the following comments:

- The use of the carparks outside Seido Karate when no classes are on are nearly always occupied by cars carrying families, often with buggies and other equipment, for play and picnics in the park. The proposed location for this new bus stop will remove any option for families with young children to access the park. Is it the intention of Council to remove access for families to public recreational spaces as part of this proposal?
- There has always been a very small number of keen cyclists going up Brooklyn Rd and even with advent of e-bikes to assist with the steepness of the road, there has not been a large increase in actual cyclists riding up Brooklyn Rd. The survey data focused on points of view rather than actual cyclist usage data. It would have been very useful, and in the spirit of a genuine public consultation, for Council to publish before and post cycle lane trial data.
- We note in the consultation document the uphill footpath is to be widened. It would have been very helpful if Council had presented the pedestrian traffic data that substantiates the rationale to build a new footpath between 1.8 to 2 meters wide. Again, our observation over preceding years is the pedestrian traffic uphill side of Brooklyn Rd is almost nil. Pedestrians either use the Central Park side footpath or walk through Central Park itself. Perhaps the footpath could be narrowed to make some space for the permanent cycleway.

Conclusion

Wellington Seido Karate is vehemently opposed to the relocation of a bus stop to outside our dojo. Should this proceed, it will have an extremely detrimental effect on our dojo business and membership numbers, as well as on other groups who utilise the dojo space as mentioned above.

Also, based on our direct observation, it will cut off access to many families to the recreational space in Central Park.

The permanent eradication of 19 carparks on the uphill section of lower Brooklyn Rd is completely disproportionate to the volume of uphill cycle and pedestrian traffic. Surely, the temporary cycleway can be made permanent while retaining the existing 19 carparks as it is.

Brooklyn Connections Proposal
Feedback

240

114370246169

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Fiona | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Concerned about the raised crossings on Brooklyn road, if raised crossings are used please make them suitable for road bike tyres, and bikes that don't have suspension |

Brooklyn Connections Proposal
Feedback

241
114370241914

| | | | |
|------------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Kerry Lamont | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

242
114370234093

| | | | |
|------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Ashwin Magan | SUBURB: Kaiwharawhara | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| its again a propasal that is ideologically driven not supported by anyone except the Radical Green agenda of the city council WHO DONT LISTEN to us the ratepayers. WE DONOT WANT THIS. |

Brooklyn%20rd%20submission.docx

Brooklyn Rd submission

Background Context

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Proposal responses

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Brooklyn Connections Proposal
Feedback

243
114370232581

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jinal Merchant | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Have you thought about the hundreds of families with young children who use the Seido Karate, tennis club and central park? Can you just take take all the car parks away!

Brooklyn Connections Proposal
Feedback

244

114370177294

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Natasha Parker | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

245

114369594243

| | | | |
|------------------------------|-------------------------|---|-------------------------------|
| NAME: Stephen hyde | SUBURB: Other | ON BEHALF OF: Airport shuttles wellington ltd | ORAL SUBMISSION: No |
|------------------------------|-------------------------|---|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

246
114369456306

| | | | |
|-------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Jan Macandrew | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

247

114369426064

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: L Tidwell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

248
114369423254

| | | | |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Jamie Hoare | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The footpaths need to be connected up as well as the cycleway and the traffic lanes. It's important that this cycleway keeps going all the way into the Brooklyn shops, and doesn't just end abruptly as it does currently. |

Brooklyn Connections Proposal
Feedback

249

114369369327

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lindsay Shelton | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

250

114369348964

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ian Logie | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I began (Oct 2022) commuting by bike. I would not have without the uphill bike lane. No longer having the passing lane has also made car travel uphill a lot safer and with less stress. A win-win. |

Brooklyn Connections Proposal
Feedback

251

114369258821

| | | | |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Jane Watson Byrne | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| It is very rare to see a cyclist on the Brooklyn Cycleway. I consider this to be a dreadful waste of money given the other more urgent and pressing issues Wellington is experiencing. It would be more sensible to have the road as a clearway between 7am - 9am and 4.30 - 6.30pm. I'm sure that you will have considered the impacts for ALL other road users that will be seriously impacted. |

Brooklyn Connections Proposal
Feedback

252
114368741075

| | | | |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Langton | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Important that cycles and cars/buses have a free flow through brooklyn. Bus stop should allow cars to pass while bus is stopped. |

Brooklyn Connections Proposal
Feedback

253

114368739207

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Iain Raeburn | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

254

114368703892

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Emily Greenbank | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here
would be good to have a proper bike lane downhill on brooklyn road

Brooklyn Connections Proposal
Feedback

255
114368697786

| | | | |
|------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Robb Morison | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Doesn't matter what most people say, it's going to happen regardless! |

Brooklyn Connections Proposal
Feedback

256

114368690008

| | | | |
|------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Anna M | SUBURB: Oriental Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Love the bike lanes, please do make it permanent and make it go to the Brooklyn shops! |

Brooklyn Connections Proposal
Feedback

257
114368618918

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Jeremy Macey | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

258

114368593243

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Bronwyn Long | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| It doesn't feel like enough consideration has been given to where people can park on Ohiro Rd, what are the options for the doctors surgeries etc |

Brooklyn Connections Proposal
Feedback

259

114368580545

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Aaron | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

There's bugger all parking as it is, leaving the blimmin roads alone, you're just making a mess!

Brooklyn Connections Proposal
Feedback

260

114368555637

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

261

114368554359

| | | | |
|---------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Max | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Very difficult to find parking in the area, especially as a tradie needing to work on houses nearby. This just results in parking in illegal spaces, such as yellow lines, and then passing on the cost of any parking tickets to home owners in the form of increased prices.

**Brooklyn Connections Proposal
Feedback**

262
114373376957

| | | | |
|----------------------------------|--------------------------|---------------------------------------|--------------------------------|
| NAME: Heather Sinclair | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------------|--------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

I have very real concerns about the proposed removal of parking on the lower part of Brooklyn Road on the Central Park side, including the four off road parks adjoining the Seido Karate dojo. Our daughter has an intellectual disability(Down Syndrome) and for more than 10 years has attended classes at the dojo, as part of a special group, the Downright Dragons. Her karate classes have become an integral part of her life, a chance to develop skills and life philosophies at a pace suited to her abilities, as well as providing an opportunity to socialise with her peers. Because it is such a special group, the catchment for the class attendees extends far wider than the Brooklyn area and includes Whitby, the Hutt Valley and the eastern suburbs. The class is run by wonderful volunteer teachers some of whom also make the journey from outside the WCC area. It is neither safe nor practical for the Downright Dragons students to get to and from the dojo by bus. The proposed removal of parking will be a significant impediment for our special needs karate students. Please re-consider your proposal for this area including the proposed removal of all parking. A bus stop here will be of no practical benefit to our students.

Brooklyn Connections Proposal
Feedback

263
114373379562

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Calder | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Looking forward to the improvements. The current lane has made riding up from town much more pleasant. |

Brooklyn Connections Proposal
Feedback

264
114373378762

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Iona Woodward | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

265
114373358486

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jyoti | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| It is very dangerous with continuing the bike lane to the intersection ar Brooklyn shops for both bikers, cars and people getting off the buses |

Brooklyn Connections Proposal
Feedback

266

114373358142

| | | | |
|-------------------------|------------------------------|----------------------|-------------------------------|
| NAME: David B | SUBURB: Berhampore | ON BEHALF OF: | ORAL SUBMISSION: No |
|-------------------------|------------------------------|----------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| You do not need to waste money as you already have a tempory cycleway |

Brooklyn Connections Proposal
Feedback

267

114373356500

| | | | |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Chris | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Recreational activities and facilities in the area promote community and cohesion across a broad spectrum of backgrounds. As it stands losing car parks in the area and reconfiguring the bus stops will negatively affect this as buses and bicycles are not an ideal mode of transport all of the time. The social and community benefits of keeping the existing access around the Renouf tennis centre and Kaizen substantially outweigh the perceived benefits of combining two bus stops into a new one only a few metres away. This would further cause unnecessary risk to pedestrians and cyclists as buses pull in and out of the proposed new stop. |

Brooklyn Connections Proposal
Feedback

268

114373358189

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Ketan Magan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

**Brooklyn Connections Proposal
Feedback**

269
114373354769

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Debbie Howard | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

While not a resident of Wellington, we are weekly users of Brooklyn Road, my adult son, who has Down Syndrome, an intellectual disability, attends Wellington Seido Karate. I drop him off every Sunday and then collect him after his class. Because of his intellectual disability it would not be safe to drop him any where else and walk to the dojo. We come from Whitby especially for this class. It is not possible for us to use alternative transport to get here. He has been attending this class for 14 years, 10 of those years on Brooklyn Rd. If the proposals go ahead I fear that he will not be able to attend any longer, this will be devastating for him. Attending these classes has developed his independence, been dropped off and going in on his own. He has gone from strength to strength, over the years, as have the other participants of the class. While our adult children are attending class many parents go to a Brooklyn village cafe for the morning, this too would have to stop, which would be such a shame, as we meet to give mutual support to one another. Please do not alter the parking or drop off area, it would be so detrimental in so many ways if this proposal were to go ahead.

**Brooklyn Connections Proposal
Feedback**

270

114373356710

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Sonya Hogan | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

With the proposed changes to the lower section of Ohiro road to Aro Street I am in full support of the speed humps and bike lanes. However this route will still be used as a short cut to Brooklyn to avoid the one way system at willis st. It is a pedestrian hazard. I would like to see it made one way down hill from maarama cresent. This would allow more room for a bike lane, also if all the car parks were made resident only it would make it much safer as there would be less through traffic, more space and less public car use. So I would also like to see coupon parking removed and all parks in that section of the street made resident only.

Brooklyn Connections Proposal
Feedback

271
114373356452

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|----------------------------|-------------------------------|---------------------------------------|-------------------------------|
| NAME: carol shaw | SUBURB: Morningside | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|-------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

272

114373356442

| | | | |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Erinna Gilkison | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The temporary bike lane has made cycling from town to Brooklyn feel much safer, and anything you can do to continue improving this would be fantastic. Physical separations where possible, rather than painted lines, would be much appreciated. |

Brooklyn Connections Proposal
Feedback

273

114373355718

| | | | |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Catherine Gardiner | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| We need more car parking in and around the Brooklyn shops. Removing car parks would be disastrous |

Brooklyn Connections Proposal
Feedback

274

114373354411

| | | | |
|---------------------------|--------------------------|---------------------------------------|--------------------------------|
| NAME: A Stephen | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------|--------------------------|---------------------------------------|--------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Should have shared use of transport corridors not bike lanes and no parks. The goal of any transport policy should be to improve access not prevent it. Invest in the buses rather than cycle lanes(I say this as a regular cyclist) |

Brooklyn Connections Proposal
Feedback

275
114373354146

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Diane Shaw | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Why waste 6 million dollars in this economy when there are families in need and other more pressing issues than the luxury of a cycle lane for the very few who will use it. This is NOT a necessity !!!! |

Brooklyn Connections Proposal
Feedback

276

114373354616

| | | | |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Sarah kisby | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Save the car park

Brooklyn Connections Proposal
Feedback

277
114373353383

| | | | |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Gordon Barrell | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
It isn't necessary to spend \$6 million on something that isn't broken , it will effect trade of local small businesses in Brooklyn. Please fix leaking water, sewage infrastructure first and also retaining hillsides , there's a lot of pressure from inflation and we don't need extra rates expenses and taxes

Brooklyn Connections Proposal
Feedback

278
114373353104

| | | | |
|---------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam pavan | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

279
114373352210

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Vlad Barbalich | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

280
114373350342

| | | | |
|----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Nick Mouat | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The Brooklyn Connection changes are a welcome and necessary step towards us all contributing to lower carbon transport and a less congested city. |

Brooklyn%20Connections%20Submission%20-%20Nick%20Mouat%20230723.pdf

Brooklyn Connections

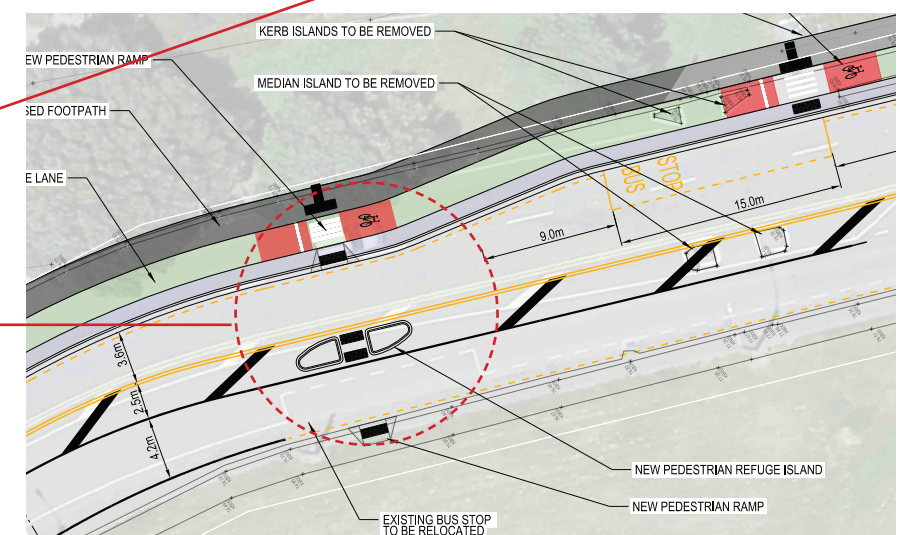
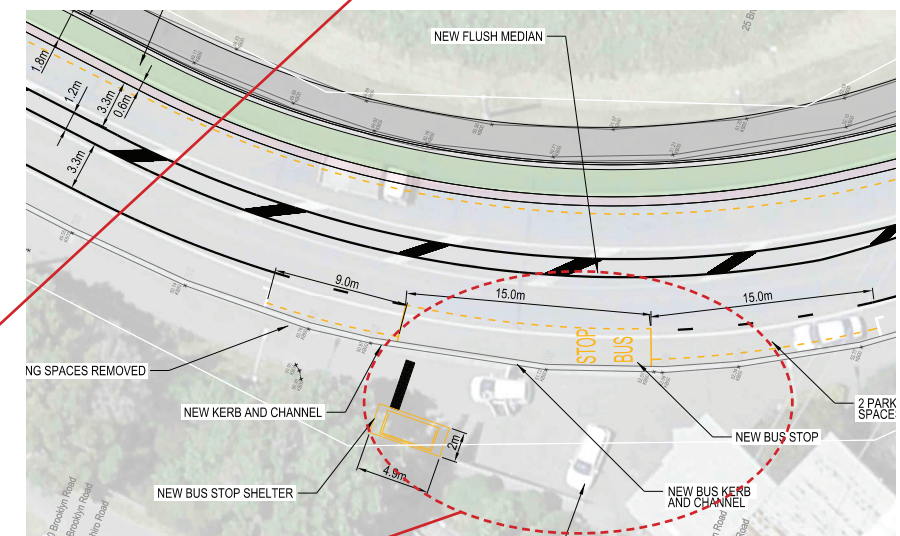
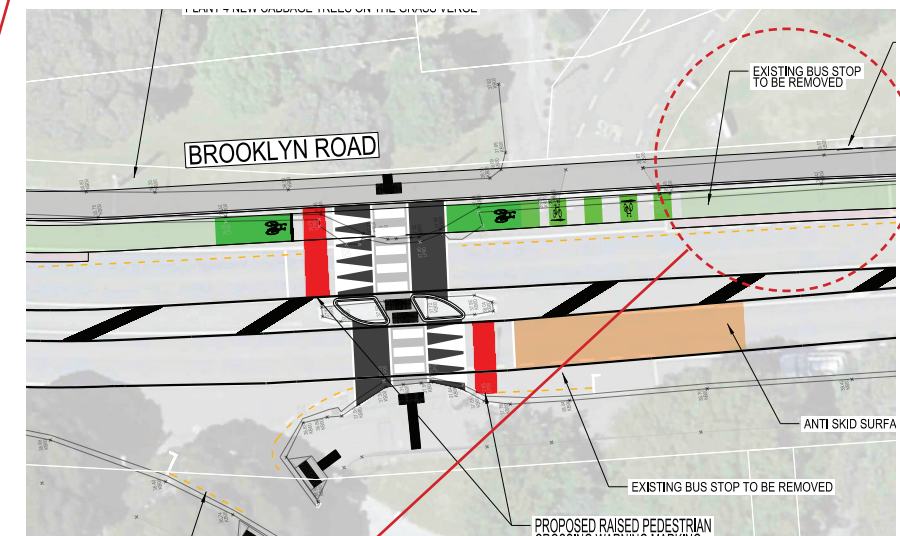
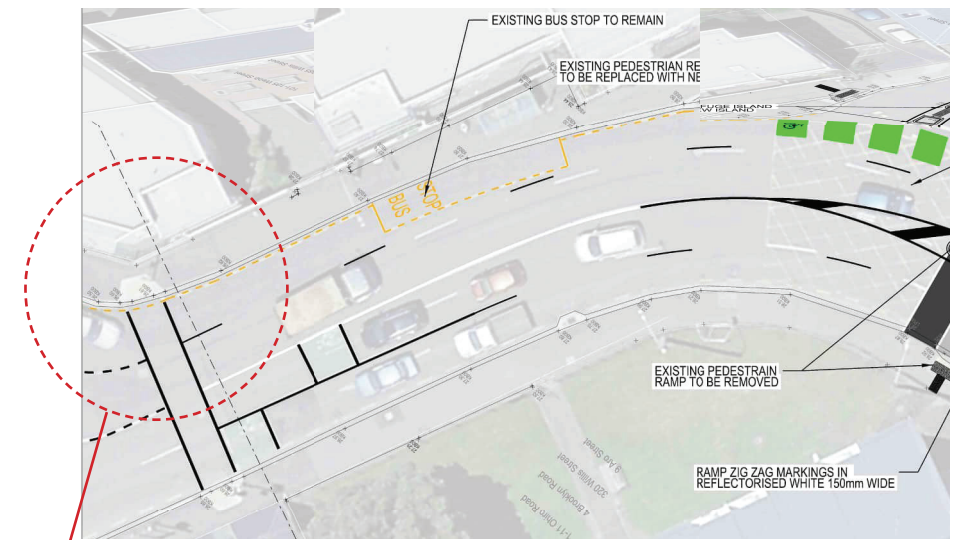
Submission by Nick Mouat

23 July 2023

- Overall, I support the draft concept design for Brooklyn Connections with the following observations and suggestions for further improvements. I would like to make an oral submission also.
- The temporary trial cycle lane that was built has been, in my view, a great success. It has enabled all transport mode users of this route to get used a different scenario and data to be gathered to support the final design. Personally, I cycle this route in both directions most days and I now feel safer, more at ease, and more willing to promote others to take up cycling as I know they are more likely to have a positive experience.
- It would be a good idea to rename the drawings to be 'Brooklyn Connections' as per the website description of the project. While physical changes to improve the safety and ability for more people to cycle is a substantial part of the project there are, quite rightly, significant improvements to pedestrian and public transport infrastructure also. Terming the drawings 'Uphill Cycle Lane' helps feed a perceived culture clash between people in cars and those on bikes. The reality is that most people who ride, including myself, also use a private car, walk and use PT for some journeys depending on the purpose of my journey, length of trip, and of course the weather!

Lower Brooklyn Road below Bidwill Street

- The Webb/Willis intersection should be clearly identified as a separate LGWM project as that will stand out as a 'missing link' in the journey between the CBD and Brooklyn Shops. Even if this is outside of the Brooklyn Connections project the likely changes here should be referred to as they help explain the logic of this as a completed 'connection'. While not part of this project, my suggestion is that there is a protected cycle lane beside only one left turning vehicle lane which can thus turn clear of the north bound vehicles coming down Brooklyn Road. If this could allow this to then be a free turn, as it was before Karo Drive came into being, it would ease vehicle congestion and allow traffic to clear upper Victoria Street more readily. Controlled pedestrian crossings would still obviously be needed.
- The new pedestrian crossing at Central Park Gates is great however, the removal of the south bound bus stop here should be reconsidered as this, from my observations, is heavily used by the large number of Central Park flats residents. The current situation of cyclists stopping when passengers are alighting works fine as cyclists are moving slower uphill and can see the bus stopping. They can hence check their speed to reach the stop after bus and passengers have moved on.
- The removal of the carparks outside the Karate Club and the zig-zag up the Central Park playground should be reconsidered. I have no view or knowledge of whether a bus stop is required here but the retention of the carparks will benefit those accessing the Karate Club and playground as the bus stop itself could double as a clear kerb crossing into this parking area.
- The relocated pedestrian refuge below Bidwill Street is good as it aligns with the path up to Nairn Street Park. While I assume this provides a safer crossing than the current position further towards the corner where traffic is coming down relatively quick, it will not be used by many of the pedestrians coming down Brooklyn Road to Bidwill Street. Most secondary students, and some others, will take the direct 'desire line' to still cross informally at Roger's Corner as they do now, which I've commented on later.

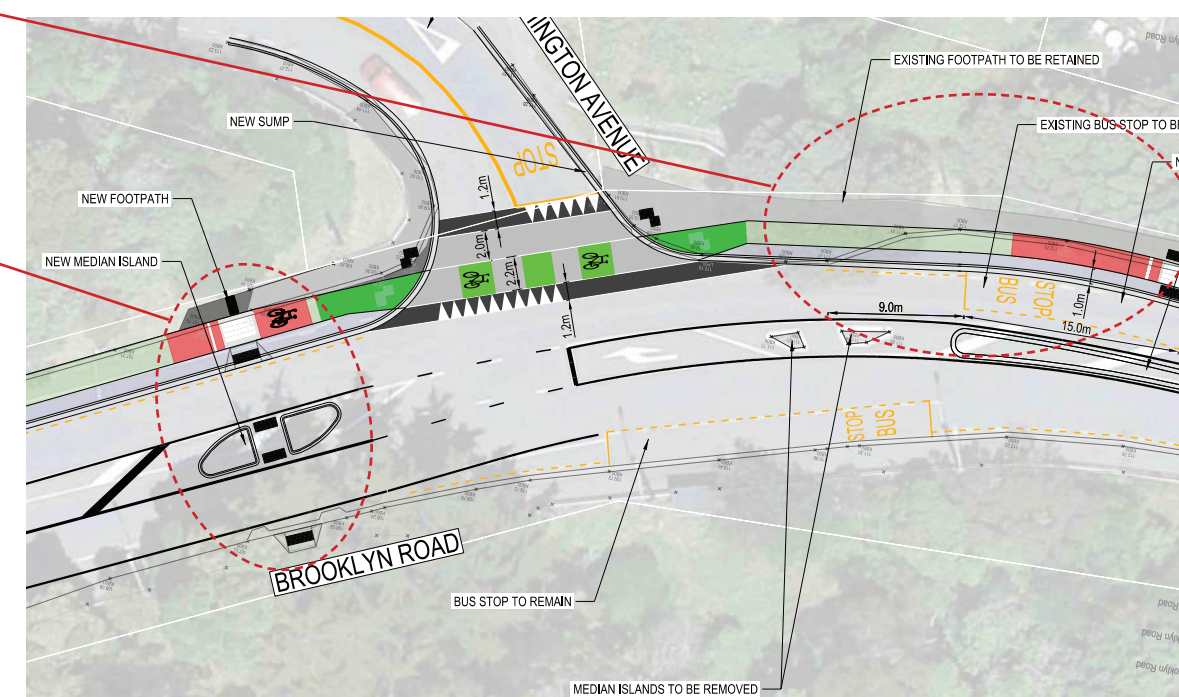
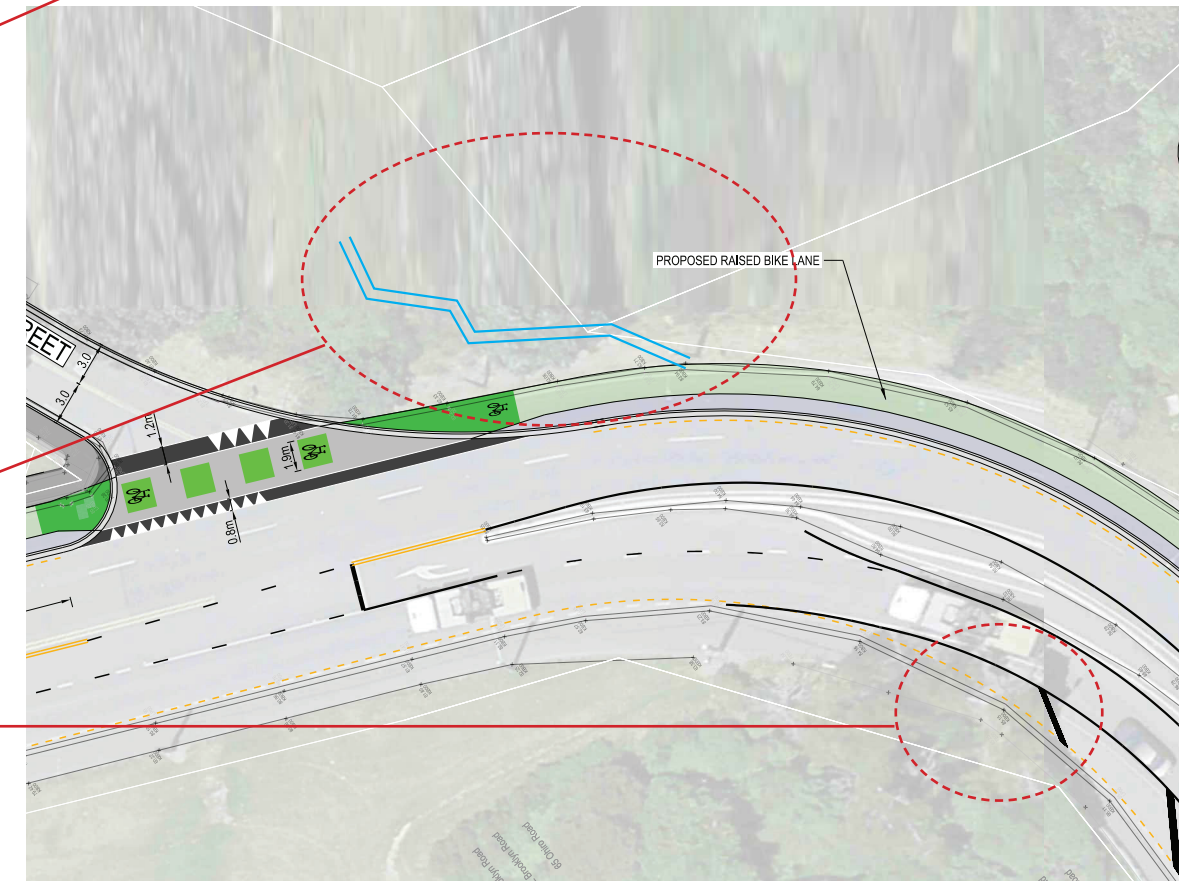
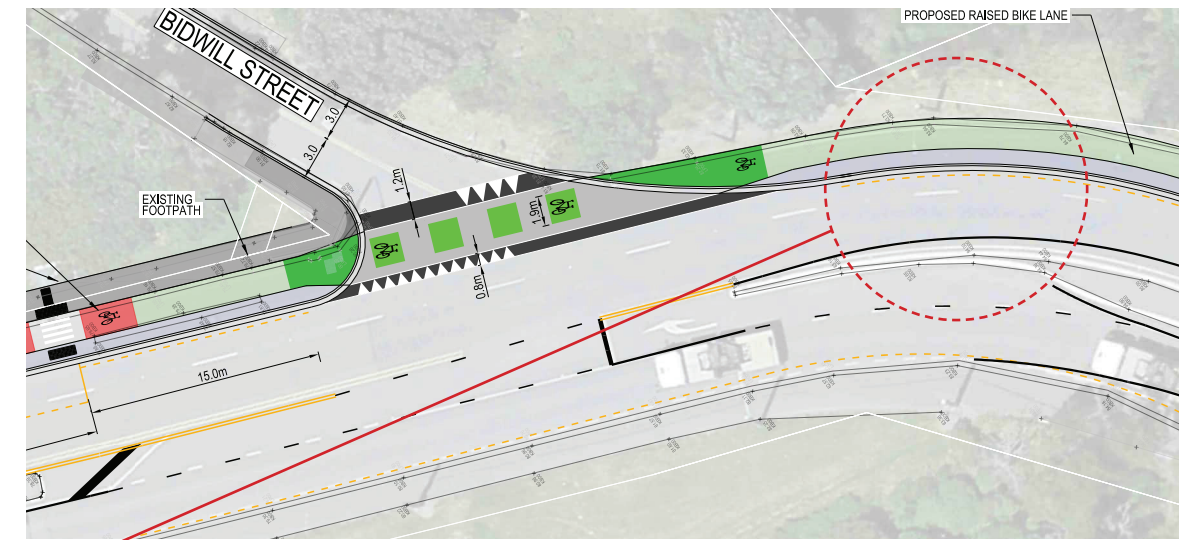


Brooklyn Connections

Submission by Nick Mouat
23 July 2023

Upper Brooklyn Road above Bidwill

8. The project should provide a walking route down the uphill side of Brooklyn Road between Washington and Bidwill. This is a great opportunity to provide a more direct route for those walking via Bidwill to Wellington High, Wellington College, Wellington East secondary schools, Massey University, and into Te Aro. Many of these students currently follow the 'desire line' using the median island at Rogers Corner and will be more inclined to do so when the authorized refuge crossing is moved further down Brooklyn Road. I understand this pedestrian route was considered as an option and rejected due to the cost. However the current drawings show a 1.5m wide zone between the cycle and vehicle lanes which could function as a narrow footpath for those keen to use this side of Brooklyn Road. As cyclists are moving uphill there is less risk of pedestrians and bikes colliding. Also, if this strip was moved to the bank side it would help distance the bikes from dirt and rocks that spill off the bank and give pedestrians more distance from moving vehicles.
9. In addition to recognizing that pedestrians will walk on the uphill lane side regardless of what's built, a set of timber steps between Rogers Corner and Bell Road would provide a direct route that would avoid pedestrians having to lose height by dropping to the Brooklyn/Bidwill intersection and then back up to the Bidwill/Bell Road intersection. This would avoid the tight steep bank on the downhill/south side of Bidwill where it meets Brooklyn Road. This should also be reviewed alongside what Wellington Water's long-term plans are for the Bell Road Reservoir as one option was for a direct vehicle connection at Rogers Corners to avoid the tight Bell Road route for trucks. Anticipating that may help make the steps solution more viable.
10. In the detailed design phase please consider if non-slip paint can be used on the inside/downhill side stripes opposite Rogers Corner. This spot is, for me, the most dangerous part of coming down Brooklyn Road as cars and bikes are jockeying for position to turn into Bidwill or continue down Brooklyn Road. If you need to move to the inside to avoid vehicles the white lanes here can be lethal as you're leaning into the curve.
11. The bus stop within the vehicle lane above Washington Ave seems like a last resort. If it is needed to achieve a separated cycleway and footpath then I'd support it but there is a lot of space slightly below this position where it may be possible to get the bus stop clear of the vehicle lane. Even if the cycle and footpath widths need to be narrower at this point that is probably OK as cyclists will still be needing to stop so as to give way to passengers getting on/off the bus.
12. Moving the crossing refuge island to below Washington Ave does not seem to make sense from a pedestrian's point of view. At this junction pedestrians who are crossing in the morning to the north bound bus stop or into Central Park will need to cross Washington, go downhill a little, cross Brooklyn Road, and then back uphill. The risk is that some will take the desire line and cross where the old refuge was. Also, by crossing above Washington Ave pedestrians are avoiding interacting with the majority of traffic coming out of Washington which is heading down Brooklyn Road.

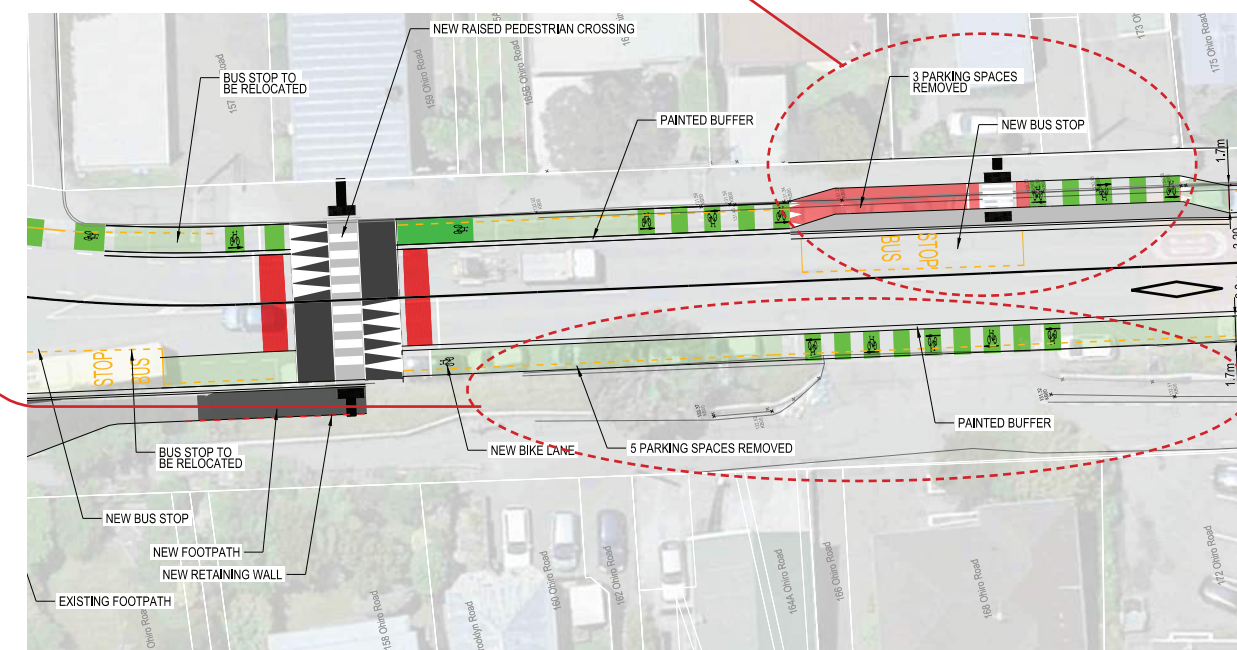
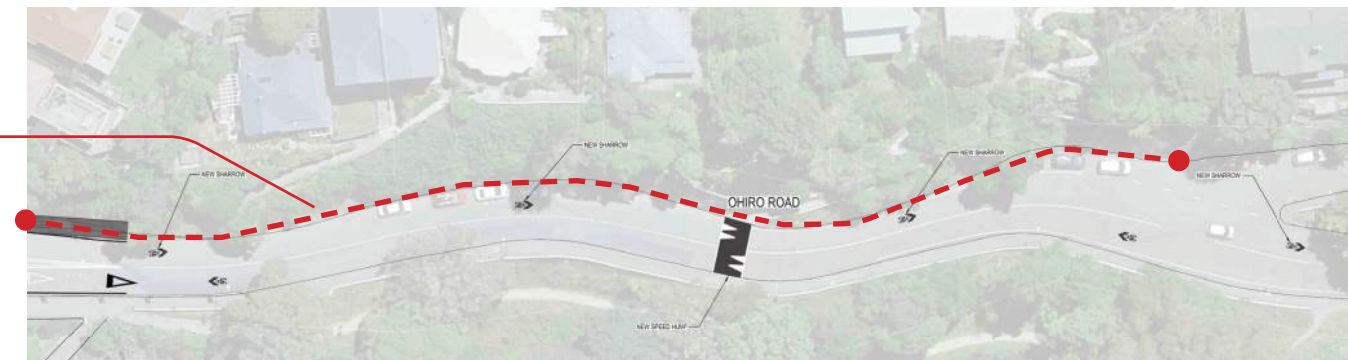
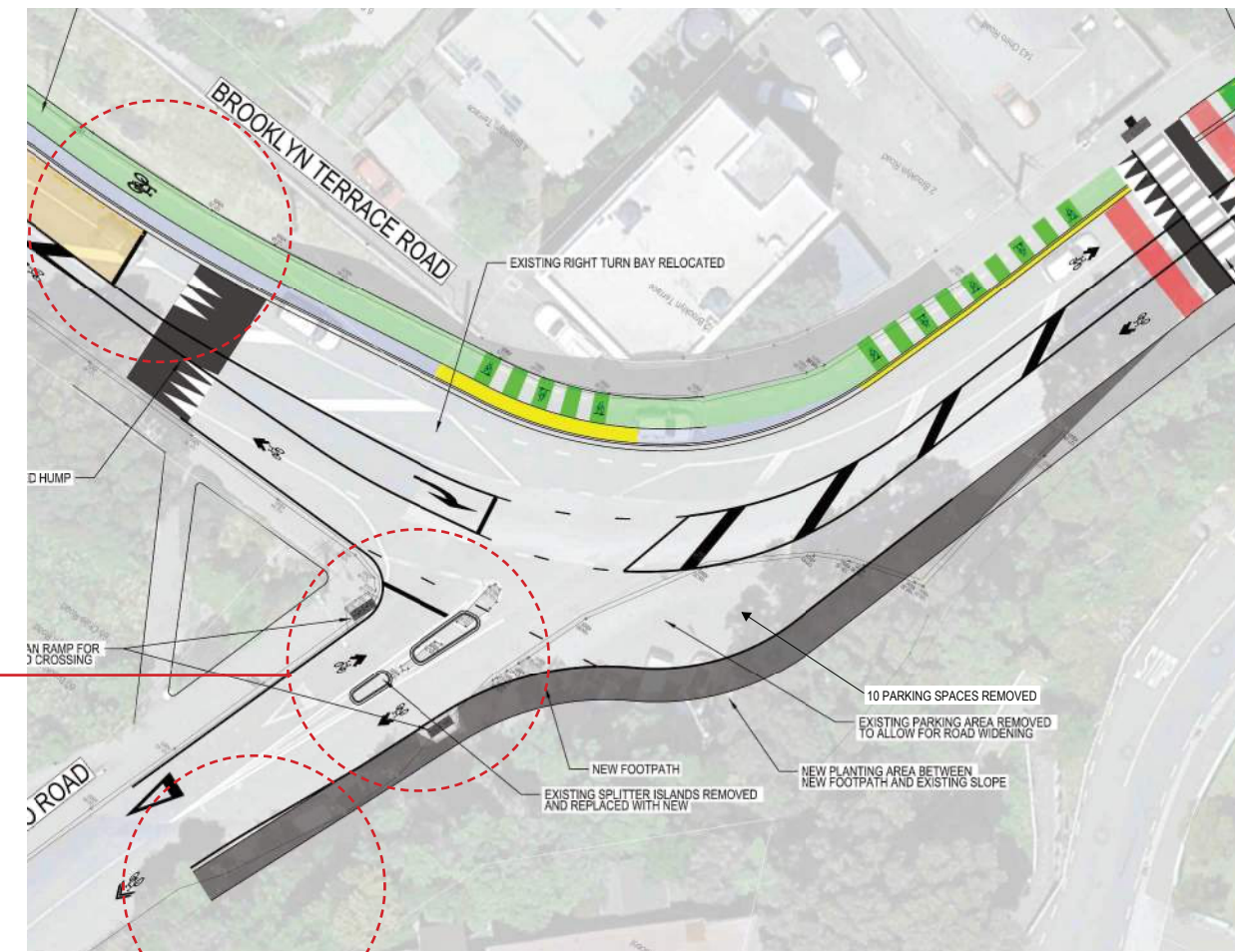


Brooklyn Connections

Submission by Nick Mouat
23 July 2023

Ohiro Road - Brooklyn Road to Todman

13. The proposal to make improvements to the Brooklyn/Ohiro intersection for the safety of all users, but particularly the most vulnerable who are walking and cycling is great! I do think the crossing just below the intersection of Brooklyn and Ohiro not being a proper pedestrian crossing is a shame as that will be the only uncontrolled main crossing on the route between Brooklyn and the CBD... however I do understand the explanation that vehicles turning right down into Ohiro Road won't have a safe opportunity to align giving way to both the downhill traffic and pedestrians on a zebra crossing who have the right of way. I realize this will come in the Detailed Design phase but the current concept drawings do not give the impression of slowing down the Ohiro Road traffic enough. From my observations many drivers do not indicate or feel they need to slow down and hence for pedestrians crossing Ohiro Road here there is a decent amount of goodwill and luck in deciding to step out.
14. As a resident of 132 Ohiro Road, one of 5 properties whose access is the first path down Ohiro Road, I would like to see the carparks between the pedestrian ramp and our path retained, even if that means a very narrow footpath linking to our shared path. There will be a reduced number of on-street carparks but it will retain the ability to drop off and pick up nearer our path, particularly as the layby above is proposed to be removed to make space for a safer intersection layout.
15. Having spoken with my neighbours on the shared path (128 to 136 Ohiro) and we propose that the stretch of roadside parking between the corner of Ohiro & Brooklyn Road and 114 Ohiro Road, where none of the properties can have off-street parking, has an allowance for *'residents only parking'*. With the removal of on-street parking all the way back to Todman Street, this length of road will become more attractive to drive from elsewhere to park and walk into town. Below this the road becomes *'coupon parking'*.
16. As with the stop down near Washington Ave, it is unfortunate that the bus stop needs to remain in the vehicle lane. As cyclists need to stop for passengers alighting here, is there a way to narrow both footpath and cycle lane to retain the moving traffic or is it simply too narrow? Potentially this could be achieved by moving the bus stop south where cyclists have needed to move into the vehicle lane anyway.
17. I fully support removing the on-street carparks on both sides of Ohiro Road between Brooklyn Road and Todman Street to enable a protected cycleway both north and south bound and I am pleased to see the old brick bus stop is being retained! Almost all the properties on this stretch of Ohiro Road have their own private driveways or garages, so the direct effect on those properties is minimal. Also, these current carparks are mostly unavailable for people visiting the two doctors' clinics as they are full all day from people driving to here and then walking into the CBD.



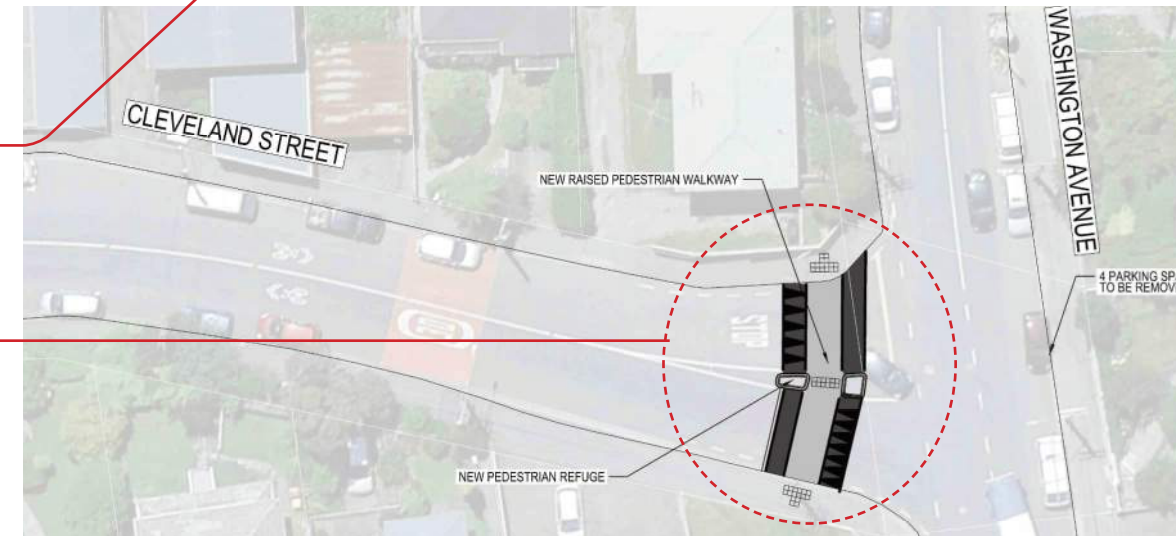
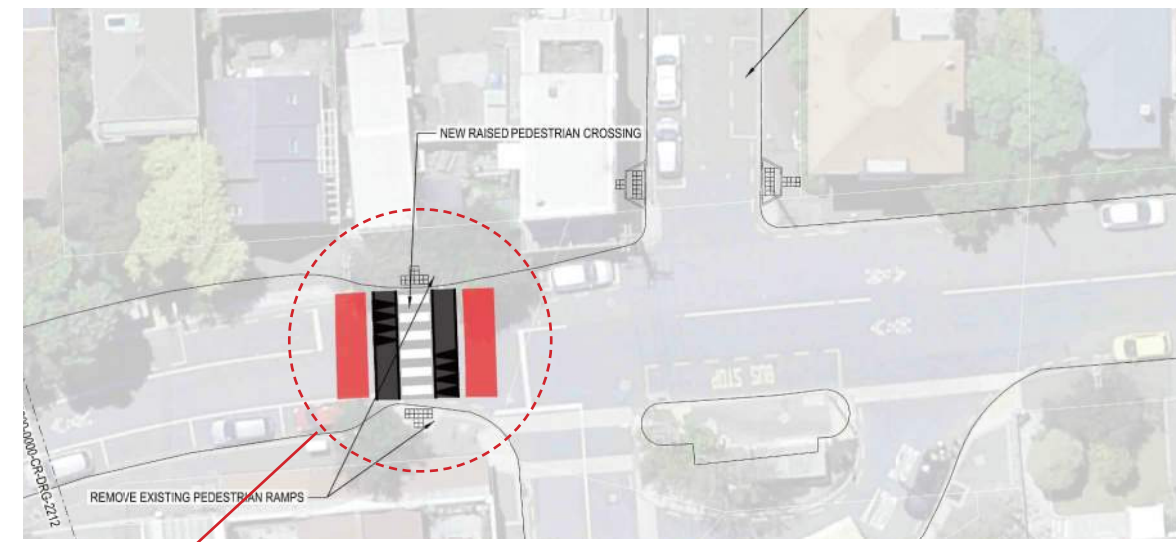
Brooklyn Connections

Submission by Nick Mouat
23 July 2023

Cleveland Street

18. I support the introduction of a raised crossing to upgrade the current on grade zebra crossing near the intersection with Jefferson Street. For several years I managed the parent volunteers who monitor and support students walking and cycling to school. The improvements here will make those parent's job safer and help some parents be more willing to let their children walk or bike to school.

19. I support the raised pedestrian walkway across Cleveland at the Washington Ave intersection.



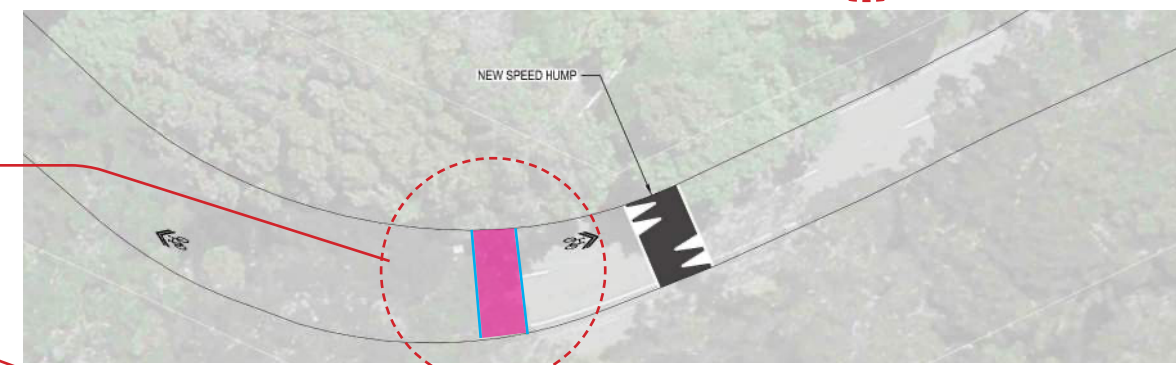
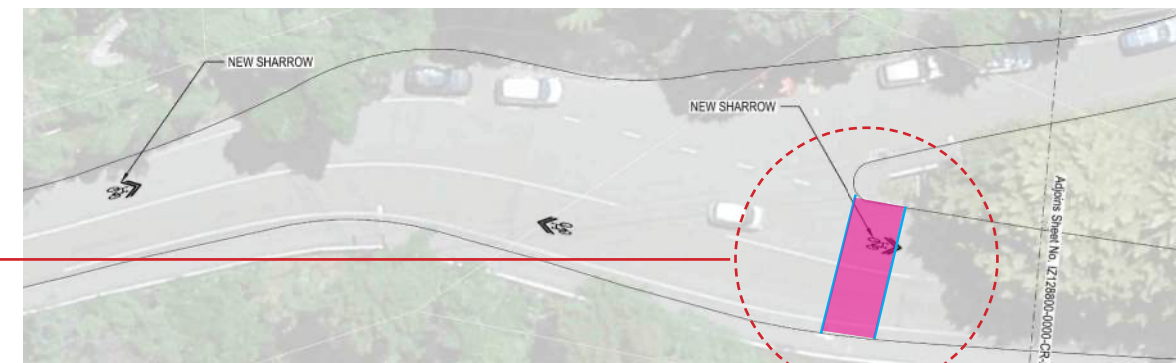
Ohiro Road below Brooklyn Road

20. While I have no problem with the addition of speed humps down Ohiro Road I do not anticipate that I would then choose this route over heading down Brooklyn Road as I do now. Brooklyn Road is wider, has better visibility, is less prone to being wet as its more open, and is not as steep. Hence it's easier to control your speed as a cyclists and there is more time and space to anticipate what vehicles are doing vs the narrow tight corners on Ohiro Road.

21. I suggest the first speed hump is replicated or moved down to provide a safer pedestrian route across Ohiro to Tanera Cres and down to Tanera Park. This is a well-used route for pedestrians walking to the CBD via Tanera Park and Aro St but also for weekend sport at the old Bowling Club and Tanera Park. All the sport here is for primary school aged children so promoting and enabling them and their families to walk to their games and practices would be a great benefit. Even more so if it enables the children to begin to do so independently.

22. The next speed hump below Tanera on Ohiro could be moved uphill slightly to be more visible for downhill traffic, so they slow down earlier, but also so it can align with the pedestrian path which zig zags down here from the Tanera Park access road.

23. The last speed hump above Aro Street could be moved downhill about 20m so it aligns with the path that connects to Marama Cres. People using that now have no option of remaining on that side of Ohiro Road as there's no footpath there, hence facilitating them crossing more safely would make sense.



Brooklyn Connections Proposal
Feedback

281

114373349143

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Max Cowley | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

282
114373344792

| | | | |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Leoni Hawkins | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The trial bike lane has made me feel much safer biking into Brooklyn to visit the penthouse and cafes. I now choose to bike more than previously, so I strongly support these changes, especially the continuation into the shops. The speed humps on Ohiro Rd are also a good idea to slow traffic down on that road. |

Brooklyn Connections Proposal
Feedback

283

114373343815

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Christopher Baker | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

284

114373341151

| | | | |
|---------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Leigh Struthers | SUBURB: Maupuia | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

285

114373339155

| | | | |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: M McLaren | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn bike lane feedback This good as far as it goes, but it doesn't go far enough. For people like me and my toddler son, cycling without protected bike routes / lanes is frightening and deeply unpleasant. The bike lane on Ohio Rd needs real protection, especially posts and kerbs. Paint is not enough. Walking and biking is supposed to take priority over stationary cars. I would like be able to go to Brooklyn safely and without fear, and I don't consider that possible at the moment without a car – which makes me part of the problem and not part of the solution to why Brooklyn is unpleasant and unsafe. Raised pedestrian crossings are missing from this plan in places where side streets are too wide and dangerous which encourages drivers to enter and leaves streets far too fast. This includes Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohio Road; and Tanera Cres.

Brooklyn Connections Proposal
Feedback

286

114373336797

| | | | |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Jenny | SUBURB: Melrose | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

While it is important to create safe cycling lanes, the removal of parking spaces will cause difficulty for local businesses such as the Penthouse cinema. There is already limited parking and many people who use the cinema are elderly or have babies and children. A survey of 123 people at an evening fundraiser showed that only 3 cycled. It would be fine if there were easy public transport solutions to Brooklyn from other areas of the city such as Melrose and Miramar but there are not. Several buses are required and buses are infrequent. Many people would be unable to use the cinema if it was not possible to park. There are many people who will never be able to bike particularly uphill and in bad weather.

Brooklyn Connections Proposal
Feedback

287

114373336939

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John Grose | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

288

114373333617

| | | | |
|------------------------|-------------------------|---------------------------------------|--------------------------------|
| NAME: Andray | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------|-------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| What are you guys thinking, where are your brains. This is probably one of the dumbest ideas you've had. |

Brooklyn Connections Proposal
Feedback

289

114373326843

| | | | |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ash Deva | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

290
114373317345

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Darren Young | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

291
114373314058

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Helen | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I strongly disagree. There is so much wrong with these proposed changes. What a waste of money at a time when we can least afford it. |

Brooklyn Connections Proposal
Feedback

292
114373307089

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Cheryl Priest | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I support the section which used to be double laned as it makes sense. But I oppose removing car parks from near the Brooklyn shops and Doctors surgeries. I'm saying this as a non car owner but after seeing the mess that has been created in other suburbs it doesn't make sense. Cars will be around after petrol gone. You need to be forward thinking not backward. |

Brooklyn Connections Proposal
Feedback

293

114373304999

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Gay Skully | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

294

114373303536

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sky Heighway | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Great to see the removal of parks on Ohiro Road, near the Brooklyn Shop lights, as this it slows all traffic down. I also like the addition of a footpath by the bus stop (near Bidwell) to allow better pedestrian access to Nairn Street Park. The part near the Malaysian Embassy needing sorting - leave pedestrians on the footpath, and allow bike and buses room on the road. |

Brooklyn Connections Proposal
Feedback

295
114373301568

| | | | |
|----------------------|----------------|---------------------------------------|--------------------------------|
| NAME: john | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|----------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| continuation of plan tom ruin city and outlying suburbs and huge waste of money for something that will be rolled back in the very near future |

Brooklyn Connections Proposal
Feedback

296
114373294387

| | | | |
|-----------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Julia | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| Please leave parking outside the medical centre and pharmacy. I feel like you are forgetting about those less able and just focusing on all the people who can bike and have other options. Please consider those who don't have another choice, who can't walk far, the elderly the disabled and advocate for them too. |

Brooklyn Connections Proposal
Feedback

297
114373293986

| | | | |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Dolores Hoy | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I cycle the Brooklyn road to visit friends and the cinema. I used to live here as well both cycling and driving in the suburb. I strongly support a protected cycle lane route as I know the difference it makes for safety and easier access for all. |

Brooklyn Connections Proposal
Feedback

298
114373290977

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John Bosomworth | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

299

114373287928

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Judy Ryan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

| |
|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I don't agree with taking away parking on both sides of Ohio Road between Brooklyn Road and the shops. These parks are well used and there is no other parking close by once all these parks have been removed. Your own survey showed they were heavily occupied. I think the bike line should be seperated going north in this section and shared going south. This would allow parking to remain on one side of the road. Also, given one of yhe main parts of feedback was that the lanes didn't start soon enough on the town side you are not doing anything about that. |

Brooklyn Connections Proposal
Feedback

300
114373285167

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Oliver M. | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I have two main comments about the proposed changes. 1. I love the removal of parking between Todman St and Tanera Crescent, that area is unnecessarily dangerous with the mixed use of the road. 2. The raised crossings on Brooklyn Road are not a good idea. The crossings themselves are good, but not the raised element. Trucks braking and accelerating more often will be bad for the road, the environment, and other road users. It is a main arterial road servicing almost as many trucks as cars, so that should not be made more difficult. |

Brooklyn Connections Proposal
Feedback

301

114373056966

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alice | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Strongly support making the bike lane permanent, and anything that will slow the constant stream of trucks speeding through Brooklyn. Safe crossing spots for the bus stops near Tanera Crescent will be a welcome addition. |

Brooklyn Connections Proposal
Feedback

302
114373276882

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Rowan Strang | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| More bikes are good |

**Brooklyn Connections Proposal
Feedback**

303

114373271810

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Richard Edwards | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I support measures to enhance provision for active transport methods like walking and cycling. As a cyclist I support putting in place fully protected cycleways/lanes to increase the safety of people who cycle and encourage more people to get around the city using this mode of transport. It will help reduce vehicle congestion, air pollution and greenhouse gas emissions; increase the livability of the city and help address the climate crisis. There are some parts I am not so supportive of, for example the Ohiro Rd should be a fully separated and protected bike lane with physical separators from the traffic to maximise safety improvements for cyclists (I think the need for that was a key theme in previous feedback). Also, I think the uphill bike lane could be wider so as to permit over-taking - it is a long uphill section and many people ride e-bikes which go a lot faster uphill. The upper part of the Brooklyn Rd section will function as a shared path, but is too narrow to do that. It should either be wider or have a separate dedicated protected cycle way.

Brooklyn Connections Proposal
Feedback

304

114373270500

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Joanna Pohatu | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Steps to improve people's ability to use alternatives to a car and do so safely are needed. Climate change requires us all to change our behaviors and choose other options. My children want to cycle to school and parks, but the manic traffic and driver behavior makes me anxious about that. Drivers of cars must recognize that cyclists and pedestrians are just as entitled to use our roads and streets and do so safely without aggression and anger projected at them. |

Brooklyn Connections Proposal
Feedback

305

114373263245

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|--------------------------------|---------------------------|---------------------------------------|--------------------------------|
| NAME: Jenifer Parker | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I love having mixed transportation options, and if I'm honest, separate bike lanes makes a big difference for safety in my preferred way to commute. I will only commute by bike if I feel safe on the roads, and I feel safest with separate bike lanes. |

Brooklyn Connections Proposal
Feedback

306
114373262825

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Taryn Penfold | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

307

114373258392

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Susan Tipene | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Not needed. I ride it most days and never had Ann issue previously. |

Brooklyn Connections Proposal
Feedback

308
114373236402

| | | | |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Alison | SUBURB: Wadestown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Please just leave it the way it is, works fine. Please don't remove carparks. So much anger towards cyclists now that never existed before. I ride regularly and get abused by pedestrians and people in cars for no reason other than that i am riding a bike. It is ruining my fun riding, please stop with these changes |

Brooklyn Connections Proposal
Feedback

309

114373233238

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Adam A | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Changes look very positive for all users and will improve our public and active transport options. Thank you! |

Brooklyn Connections Proposal
Feedback

310

114373077031

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jacob Leath | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

311

114373034230

| | | | |
|-------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Jessica | SUBURB: Ngaio | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

312

114373018144

| | | | |
|-----------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Bruce Welsh | SUBURB: Kilbirnie | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The cycleway divides the community as it restricts service activities from accessing dwellings and businesses on the route. Cycleways would be much better on secondary quieter routes. |

Brooklyn Connections Proposal
Feedback

313

114372964192

| | | | |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Ann Boyle | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| This will make conditions very dangerous. Not to mention the cost to make things worse. Ridiculous idea totally unsafe |

Brooklyn Connections Proposal
Feedback

314
114372933221

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Nicola Oliver | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Cycle lanes will make the roads more dangerous as there is no room for them. Motor vehicles, including larger trucks going the the landfill, will remain the main form of transport, it is absurd to inconvenience the main road users for a small number of cyclists. Motor vehicle traffic will block up back towards the city as motorists try to get passed the occasional cyclist. |

Brooklyn Connections Proposal
Feedback

315
114372884788

| | | | |
|---------------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Jonathan Brewer | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I would prefer raised zebra crossings everywhere and no "courtesy crossings" at all. |

Brooklyn Connections Proposal
Feedback

316
114372882238

| | | | |
|--------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Natasha Kenyon | SUBURB: Johnsonville | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| need parking around the movie theatre which is a big draw for people in the evening and elderly/retired people during the day who will not be biking! |

Brooklyn Connections Proposal
Feedback

317

114372878701

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|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Judith | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Bus stop outside Berkeley Dillard must remain because the flats are full of elderly who are settled here and some of us don't have cars . I'd have to walk too far |

Brooklyn Connections Proposal
Feedback

318
114372874374

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Paul Homes | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| Removal of bus stop from Berkeley Dallard is a good idea as it's close to the one on Nairn St. We need a bus shelter and elderly people need them. Bus drivers need totell people with disability cards and their carers on for free as some people don't know. |

Brooklyn Connections Proposal
Feedback

319

114372874096

| | | | |
|-------------------------------|------------------------------|------------------------------------|-------------------------------|
| NAME: Alan Marshall | SUBURB: Mount Cook | ON BEHALF OF: PCB NZ Ltd | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

It's a main arterial route for heavy transport

Brooklyn Connections Proposal
Feedback

320
114372867667

| | | | |
|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Louise | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Bus stops need to remain in particularly the one outside Berkeley Dillard as this provides access for elderly residents and people with disabilities and families with shopping and small children. Social housing residents did not receive a mail drop |

Brooklyn Connections Proposal
Feedback

321
114372865815

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Phillip | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Please get rid of all the cycle lanes and proposed upcoming cycleways along Brooklyn Road. They are a bloody nuisance to many motorists, inconveniencing them at the expense of a few cyclists who at the best of times hardly ever uses them!! Therefore I implore you to please rid of all these present and future proposed cycleways along Brooklyn Road!!!! |

Brooklyn Connections Proposal
Feedback

322
114372865182

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Stu Clentworth | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

I support the idea cause the temporary changes (especially worn road markings) have now become confusing and unsafe. Introducing pedestrian crossings is a good idea especially around Washington Road and Biddwell St but 6 is excessive and raising them is crazy. It they have to be raised then please make them gentle. Please also consider introducing Residents Only parking in the surrounding streets to prevent people who would usually park in the deleted parks from blocking up parks surrounding streets and preventing residents from parking in their own street. This problem is already bad enough with people driving and parking close to bis stops.

Brooklyn Connections Proposal
Feedback

323
114372861840

| | | | |
|----------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Tina | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
The removal of the bus stop from outside Berkley Dillard will have bad impact on elderly and disabled residents of all the housing close by

Brooklyn Connections Proposal
Feedback

324

114372859386

| | | | |
|------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Simeon | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
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**Brooklyn Connections Proposal
Feedback**

325
114372815452

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|-------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Matthew | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The trial period has been absolutely terrible, and has already been complained about many times. The road was not properly done, so the old markings were there making it very confusing for driving. Have no confidence in it being done properly for a permanent solution. There is no space for emergency vehicles, I have seen many times emergency vehicles trying to get past and being unable too, there is no where for cars to safely move over. Where as before the trial period there was more room with the wider road. This is quite important and reduces safety for everyone, both users of the roads and people in the wider area needing help. Coupled with the large trucks that often use the road, it's a lot less safe for driving. Removing even more car parks is crazy. This is quite a popular area for parking and is often full. It's a good area to park when coming in from outside the city - it's quick to get to from the motorway and then quick to exit which is better for congestion and the environment. Adding the pedestrian crossings do seem a good idea, walking around the area at peaks times it can be hard to cross with the volume of traffic. Of course this will likely cause traffic to build up. "Our goal is to be a city where people of all ages and abilities can safely and easily get around on foot, by bike, scooter or public transport and be less reliant on cars." This is not a bad goal, but I don't think all the changes proposed help with this. From my points above, there is less safety with these changes and it doesn't help at all for people coming into the city (which is a large amount of people!) - if the public transport for getting into the city was better, there'd be less need for people to drive into the city.

Brooklyn Connections Proposal
Feedback

326
114372787993

| | | | |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: James Worley | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Please please do not put in a zebra crossing at the bottom of the slope. People will get hurt, bicycle brakes overheat and get less effective down that hill. Someone will get killed if you've got a zebra crossing at the bottom of a long descent like that. |

Brooklyn Connections Proposal
Feedback

327

114372763891

| | | | |
|------------------------------------|----------------------------|----------------------|-------------------------------|
| NAME: Marilyn Northcotte | SUBURB: Hataitai | ON BEHALF OF: | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|----------------------|-------------------------------|

General feedback

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

| | |
|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This is a good step in the right direction to make it easier to get around the city by walking, cycling a public transport. I am safer when riding on protected bike lanes. The bike lane on Ohiro Rd should be protected, not just paint. Physical flexipost separators and kerbs should be added. WCC's transport policies state that safe walking and cycling is more important than parking. There is significant suppressed demand for walking and cycling in the area, so it is appropriate to reallocate street space as proposed. Raised zebra crossings, or at least kerb buildouts and a speed table should be added across the mouths of side streets that are currently wide and dangerous where drivers of cars enter/exit dangerously fast, including: Nairn St at Willis/Brooklyn ; Nairn St at Renouf Centre; Bidwell St; Washington Ave; Ohiro Rd; and Tanera Cres. |

Brooklyn Connections Proposal
Feedback

328

114372734799

| | | | |
|-------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Madison | SUBURB: Churton Park | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Waste of time & tax payers money

Brooklyn Connections Proposal
Feedback

329

114372604068

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ben Cho | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Ridiculous don't do it |

**Brooklyn Connections Proposal
Feedback**

330
114372388509

| | | | |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Nike Sharma | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| You have to do this once the public transport run on time and reliable . While this not implemented then I will drive my car . To ask people to giving up driving , you need a good solution for everything . By solving one problem “safe biking” only that’s create other problem . Why you wasting so much time to do this and that if the bus not even reliable ? I don’t bike and i train in Brooklyn karate dojo 5 days a week. We lost the parking opposite our dojo and how many cycle that way up and down everyday ? How many people drive up and down that way everyday ? I am paying high tax for my convenient and not for others while you create stupid proposal that does not solve anything . I tried several times to catch busses to train at the karate and bus cancelled - missed the class , bus late - missed the class and stressful to going back to work as bus not on time . Totally opposed on this. |

Brooklyn Connections Proposal
Feedback

331

114372288601

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Bruce Curtain | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| As a cyclist I was hit by a car door before the temporary bike lane was installed. I now feel much safer with parking removed and a dedicated bike lane. I strongly support this being made permanent and recommend a maintenance budget is also included. |

Brooklyn Connections Proposal
Feedback

332

114372254484

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Alok D'Hondt | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

333
114372250882

| | | | |
|---|----------------------------|---|--------------------------------|
| NAME: NZ Automobile Association | SUBURB: Brooklyn | ON BEHALF OF: NZ Automobile Association | ORAL SUBMISSION: Yes |
|---|----------------------------|---|--------------------------------|

General feedback

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

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|---|--------------|
| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Don't know |
| If you have any comments about the overall proposed plan, please share them here |
| |

Submission%20to%20WCC%20Re%20Brooklyn%20Connections%2019%2007%2023.pdf



21 July 2023

**WCC
Brooklyn Connections Proposal**

This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA).

1. The District Council represents over 200,000 members. We have many members living in Brooklyn and the surrounding areas who are likely to be affected by this proposal. Although we are an organisation representing motorists all of our members are on occasions pedestrians and an increasing number are cyclists. We recognise and support the objective of creating safe transport improvements for all road users and particularly support well-designed cycle lanes.
2. We also recognise that Wellington's topography and often narrow streets make it difficult to install separate cycle lanes without causing significant effects to residents, businesses and local communities. Consequently, we support, and strongly recommend to the WCC, a balanced approach to transport changes including cycle lanes. We recognise the need for mode shift but this should not be implemented without careful consideration of the consequential effects.
3. The Council is pleased to see the hatched median is being reinstated on the uphill section of Brooklyn road by Central Park apartments, as this will improve safety from potential head-on crashes.
4. We support the moving of the uphill bus stop below Bidwill Street, as this improves the visibility for uphill cyclists being seen by turning traffic when an uphill bus is at the stop.
5. We note that there are three pedestrian raised platform crossings on Brooklyn Road and 1 raised platform courtesy crossing by Nairn Street being proposed.
In the Council's view, on a major urban route such as this, the three pedestrian raised platforms are likely to cause noise, congestion, rubbish on road (from trucks) and increase emissions. We support raised crossings at shopping centres like Island Bay (and the one proposed for Cleveland Street) but there are no raised crossings on the rest of the Parade or Adelaide Road/Riddiford Street.
We accept there is a need to reduce speed and improve safety for pedestrians at the 3 locations, so instead suggest at grade traffic light pedestrian crossings with speed humps on the approaches to reduce speed of cars. Trucks and buses are wide enough to avoid the hump which will improve ride for bus passengers.
However, we consider the courtesy crossing by Nairn Street to be confusing and a potential safety hazard. There is no legal requirement to stop for pedestrians which is dangerous for pedestrians who might expect a car to stop. Similarly, there may be rear-end car collisions



caused by a following driver not expecting a car in front to stop. Therefore, we request this raised crossing be removed unless it meets the warrant for a pedestrian crossing.

6. We do not support the moving of the downhill bus stop #7714 to lower down Brooklyn Road as this will remove the 4 car parks that provide safe access for parents taking young children to the playground above at Central Park. The current bus stop appears to be infrequently used and could be merged with the next uphill bus stop which is proposed to be moved downhill.
7. We note the proposed moving of the pedestrian refuge island downhill from the relocated bus stop and suggest this be moved uphill about 10 metres, otherwise school pupils going down Bidwill Street may elect to cross without the safety of the refuge.
8. We have serious safety concerns on Brooklyn Road/Washington Avenue intersection regarding the proposed move of the pedestrian refuge from uphill of Washington Avenue junction to downhill with a raised crossing on the Washington Avenue Intersection. Most pedestrians cross the road at the current uphill refuge as its closest to the bus stop and the footpath through Central Park. The proposed downhill refuge is a potential safety hazard to pedestrians as about 80% of the traffic exiting Washington Avenue turns right going downhill Brooklyn Road. We suggest the refuge remain uphill of the intersection which in our view would eliminate the need for a raised crossing as the intersection is already proposed to be upgraded to a Stop (currently Give Way).
9. We are concerned that the downhill road width on Brooklyn Road is shown as 2.8 metres. This is inadequate for large trucks and trailers which use this road every day.
10. We acknowledge and support nearly all of the safety improvements proposed for the junction of Brooklyn Road and Ohio Road as this intersection currently has a high number of crashes. However, we do not see the need and object to the Watts style speed hump proposed for both sides of the road at the top of Brooklyn Road. Downhill traffic will already have been slowed down by two raised pedestrian crossings and uphill traffic is on a gradient with an approaching sharp corner. We note that two new median islands are proposed for this crossing but there is still the possibility of a motorist straightening the corner by driving on the hatched central median. To reduce this happening we suggest placing road studs on the edge of the hatched median at close centres. Also, as this section of Ohio Road already has a 5 tonne weight limit we also suggest the downhill road width be reduced to 2.8 metres to reduce speed.
11. We discussed the proposed removal of about 30 car parks on Ohio Road close to the 2 medical centres (with very limited on-site parking) and noted that the alternative side street suggested by Council (Helen Street) is already full for most of the day according to the Councils' own parking survey. Even if parks were available in this street we think it is unreasonable to expect elderly or disabled patients to cope with travelling this additional distance. We are also aware of the need to provide space for cyclists ideally in a separate cycle lane. As an alternative we suggest a peak hour clearway on both sides of Ohio Road



near the two medical centres. We consider this would be a win-win solution- providing space for cyclists in the morning and evening peak and close parking for patients during the day when there are few cyclists. We also note that some of the existing car parks are currently used all day by commuters which would stop occurring with this solution. We suggest that the clearway runs from 7am to 9am and 3pm to 6pm Monday to Friday and 8am to 5pm Weekends and holidays to allow for recreational cyclists.

12. On Cleveland Street we suggest instead of removing the angled parking outside the Kindergarten to instead make the angle more acute to stop vehicles reversing into the opposite lane or trying to head east.
Immediately uphill from the 4 angle parks there is a narrow section of road only 5.8 metres wide due to the bus stop being moved forward. We understand from Council that the reason for proposing removal of the angle parks was not safety but a request from Metlink. Removing the angle parks is pointless unless the bus stop is also moved back against the footpath.
13. We support the raised pedestrian crossing outside the dairy in Cleveland Street but we have reservations concerning the raised courtesy crossing at the intersection with Washington Avenue. A raised crossing will in our view make it more difficult to manage the intersection especially for long vehicles like buses. As an alternative we suggest a crossing at grade with a central refuge, move the Stop line forward and consider removing 2 car parks on the west side outside the apartments, as these impede visibility.

We thank you for the opportunity to make a submission on the Brooklyn Connections bike, bus and walking improvements **and wish to present our submission in person to Council.**

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Geordie Cassin', with a stylized flourish at the end.

Geordie Cassin
Chair, NZAA Wellington District Council

Brooklyn Connections Proposal
Feedback

334

114372233444

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Ben Barraud | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

Although I support the idea of bike lanes in general, I believe that this proposal goes too far and will negatively affect residents, and organisations on the lower half of Brooklyn road. I can support the removal of some parking on the the uphill side of the street, but removing all parking around the Central Park Playground, Renouf tennis centre and the karate dojo will have a negative effect on users of these organisations as well as people wanting to use visit central park and the playground. Parents bringing children to the playground need some parking.

Brooklyn Connections Proposal
Feedback

335

114372205792

| | | | |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Sonja Cabrera | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The proposed plan to remove car parks and replace with bus stops etc., undermines the health and wellbeing of Wellington residents who regularly attend attend classes at the Seido Wellington Dojo. This sport caters up to 30 classes a week starting from 7am in the morning til (in some cases) 9pm at night. The classes run seven days a week and are fully attended by children and adults, plus caregivers and parents/family members. To remove the parking will greatly disrupt and make access for students extremely difficult, especially as some of the classes require heavy tools used in the classes. This could negatively impact the membership and the business as a whole.

**Brooklyn Connections Proposal
Feedback**

336

114372168104

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Christine Barraud | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Removing parking from Brooklyn road to will be detrimental to non-profit community organizations. Seido karate- which is a community dojo from children, elderly and people with disabilities (down-syndrome group has been training here for many many years). Cyclists are a very few part of the community- they don't include young children and those with any disabilities. Parking is the only way many people can attend the community dojo. Please consider the impact on our wider inclusive community before you make any changes that will limit access to our dojo.

Brooklyn Connections Proposal
Feedback

337

114372117612

| | | | |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Christoph Gerds | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| This is great for confident or semi-confident cyclists, but imagine a 10-year old, or 70 year old zipping down the hill in mixed traffic. Also, painted bike-lanes are not cycle infrastructure. |

Brooklyn Connections Proposal
Feedback

338
114372109412

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Darian | SUBURB: Highbury | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Stop with the stupid bike lanes that are never maintained and hardly used. Increase bus services instead. |

Brooklyn Connections Proposal
Feedback

339

114372087185

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gol | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Brooklyn Connections Proposal
Feedback

340
114372082320

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gwyn Jones | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here focus on the important issues, like prolific water leakage. |

Brooklyn Connections Proposal
Feedback

341

114372078288

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Rey | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

342

114372059835

| | | | |
|----------------------------|-------------------------------|---------------------------------------|-------------------------------|
| NAME: Paula Ryan | SUBURB: Morningside | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|-------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

343
114372016743

| | | | |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Olivia Q | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

344

114371548629

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|-------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Neil Madgwick | SUBURB: Crofton Downs | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

345
114371554415

| | | | |
|----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Mark | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Problem here is if you choose support you have to support ALL changes. I do support a couple but not all. |

**Brooklyn Connections Proposal
Feedback**

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| 346 |
| 114371507285 |

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|----------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Noreen Mac Mahon | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Wellington City Council appears to be totally on a mission to only focus on cyclists. There are a lot of people that can not use bikes (can not afford them, are not physically able, are not safe) and their needs are not being considered. The rest of the world is working towards improving accessibility for all - WCC seems determined to improve access for only cyclists. Walkers, young families going to Central Park, Disabled people going to Karate, Physically restricted bus users, visitors from outside Wellington and workers wanting to use coupon parking and walk to work are being penalised. The proposed changes will mean that the Down Right Dragons karate club will no longer be easy and safe to access. Training in the club in winter evenings will not be safe, especially for women alone, if they have to park a distance from the building. Families are not as likely to use Central Park with limited parking. Not everyone can afford all the bus fares, and with young children and an extremely unreliable bus service, a planned fun day out would not be fun. Please think of everyone when making such major changes - there are a lot of people where proximity of parking is essential - not a nice to have. Please note that the road changes make it more difficult for people to walk and run in Central Park, if they do not live close by. |

Brooklyn Connections Proposal
Feedback

347

114371496341

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: G Donaldson | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Go go go!

Brooklyn Connections Proposal
Feedback

348

114371382674

| | | | |
|----------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Richele McKenzie | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

349
114371336742

| | | | |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John Scott | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Quick**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Expensive to upgrade without any financial support from users as in cyclists. Also detrimental to the environment of roads water reticulation city to sea drainage and the maintenance of services beneath the roads themselves. Covering streets with plastic paint and signage counter to any long term environmental benefits. Cyclists are not and will not become mode of choice transportation majority in the future. Other electric technologies and means of moving people will supersede meanwhile inestimable amounts of money will have been wasted without paying attention to water sewage and the like. ACC costs as a result of accidents will not be ameliorated by this proposal in fact they will be exacerbated.

Brooklyn Connections Proposal
Feedback

350
114371335040

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Annie | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Quick |
|---|--------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

Brooklyn Connections Proposal
Feedback

351

114371332185

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: John Wierenga | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Removal of carparks will be detrimental for many commuters and especially so for the for the businesses at the lower end of Brooklyn hill |

Brooklyn Connections Proposal
Feedback

352
114371320985

| | | | |
|----------------------------|-------------------------------|---------------------------------------|-------------------------------|
| NAME: Adam Smith | SUBURB: Morningside | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|-------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| They look like good reasonable steps forward. |

Brooklyn Connections Proposal
Feedback

353

114371320570

| | | | |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Sean Brownlow | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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Brooklyn Connections Proposal
Feedback

354

114371308640

| | | | |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Christine Phillips | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Please improve the bike lane going up hill near Washington Ave, Brooklyn Road intersection. Currently going up onto the footpath is problematic with pedestrians. Also the road gets quite dirty with rocks & stones from trucks which is difficult on bikes to ride around or over, please have more street cleaning. |

Brooklyn Connections Proposal
Feedback

355

114371298842

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|----------------------------|----------------------------|--|-------------------------------|
| NAME: Sarah Neal | SUBURB: Brooklyn | ON BEHALF OF: Brooklyn Junior Cricket Club | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

I'm submitting on behalf of Brooklyn Junior Cricket Club. We would like to strongly support the installation of a new raised zebra crossings on Ohiro Road, near Tanera Crescent as this will make it a lot safer for children and families crossing to get to Tanera Park for cricket practices and games.

Brooklyn Connections Proposal
Feedback

356

114371297069

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|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: John | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Its been refreshing seeing so many using the lane. Feel way safer, and has stopped cars and trucks racing up the two lanes |

Brooklyn Connections Proposal
Feedback

357

114371294863

| | | | |
|---------------------|-------------------------------|---------------------------------------|-------------------------------|
| NAME: Don | SUBURB: Morningside | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|-------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Quick

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

**Brooklyn Connections Proposal
Feedback**

358
114371270126

| | | | |
|--------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: PB | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I believe these proposed changes will negatively impact more people than they will supposedly help, as a) the percentage of people who can use bicycles (especially uphill) is very low, and b) there is no consideration of the elderly, parents with babies and/or young children, those carrying heavy equipment or shopping, or the hundreds of people who frequently use the carparks every day of the week when there are karate classes on Brooklyn Rd. For many/most of these people, cycling and/or bussing is not feasible due to time constrictions and/or carrying bulky equipment, and the bus service is at best unreliable and generally not available at the times needed (daytime and at night). The existing cycle lane is more than adequate for the small number of people who do/can ride a bike as their main means of transport. Wellington is not like Holland, and we can't expect to do as European cities do when our landscape is so hilly. Please do not remove any more carparks to add more cycle lanes! As others have pointed out, that would be detrimental to already struggling businesses and community facilities in the area, as people will be less inclined/able to go there, and narrower roads create more congestion - which causes more emissions - thus negating the whole purpose of the exercise. Furthermore, as others have also pointed out, rate-payers are already covering costs of other schemes that only benefit a small minority, so why not do a proper cost-benefit analysis and focus on other ways to improve the situation both for the environment and the people who live / work / do activities in the area? e.g. Campaign for cleaner fuels, make the bus service way more frequent and reliable... and fix the potholes first!

Brooklyn Connections Proposal
Feedback

359

114371217479

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|------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: James Barber | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Quick |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This is a brilliant plan. The old road marks need to be removed ASAP as the paint is wearing through and they are becoming very confusing. |

**Brooklyn Connections Proposal
Feedback**

360
114355199870

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Duncan Tabor | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I strongly support most of the changes, as someone who frequently uses the road for both walking and driving - and is planning on biking it as well soon. I do think perhaps the proposed crossings should be consolidated a bit - specifically get rid of the crossing at the bottom of the hill. Already a zebra just down and lights there, so feels redundant and likely to confuse. Also, the crossing at Bidwill is near useless - most pedestrians walking from (myself included) will not use it, as it is longer than just jaywalking. I do wonder if all crossings are going to be raised - alot of truck traffic as well as a fire truck, seems best not to slow them down unless needed e.g only 2 crossings raised.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

Pedestrian crossings are really good here - will make the shops more accessible

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

361
114355175879

| | | | |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Michelle | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
I oppose the plan in its current form and have submitted my reasons why in detail.

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Object to raised lane & crossings. Expensive and the number of large trucks travelling to dump has greatly increased the last few years. They will trash the raised crossings & fill will fall out of their trucks onto the road. The crossing at Bidwell St needs to be as close as possible to Bidwell St for all the High School & College children crossing. They won't use it if its further down Brooklyn Rd. The merge lane heading up Brooklyn Rd towards tennis centre needs to be reinstated and parks on left removed. So unsafe as it is with increase in large dump traffic. Bad accident waiting to happen. There needs to be enough parking on park side for childrens park & tennis centre. Cars turning right in to tennis centre indicate late. Ideally there should be a turning bay here so traffic can safely pass on left heading uphill esp at peak times.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Have the residence been consulted where these parks are being removed? 40 parks from this area is a lot. Will the owners/tenants/visitors now need to park/walk some way from their residence? The intersection of Tanera Crescent/Ohiro Rd is a well known issue even though it has a stop sign. Cars turning right from Ohiro Rd up Tanera to Helen St need a safe turning lane to stop/wait & turn safely. The current turning lane facing south needs to be more to the left to allow for large trucks coming towards you and cars that don't stop as they should on stop sign coming down from Tanera on to Ohiro Rd. The barrier is constantly being damaged here by cars that do not stop at the stop sign as they should. It is not ideal that the repositioned bus stop heading south will have to stop in the middle of the lane holding up traffic at peak times.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

We don't need another mobility park. The one that is there barely gets used. The angle parking is fabulous & not unsafe. I use with no issues. There is a childcare centre close to the angle parking & 25 new apartments going up next to this. The new apartment block only has 3 parks & I'm presuming these are onsite?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Too many speed humps. This road really isn't that busy. People that have properties close to intersection of Ohiro Rd/Brooklyn Rd without drive on need on street parking. Perhaps a simple painted cycle lane on left heading down but there are issues closer to bottom of Ohiro Rd/Aro St where the street becomes very narrow almost one way. I presume you would need to remove some parks here?

Brooklyn Connections Proposal
Feedback

362
114355189559

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tim Harford | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Wonderful. These changes will help bikes and motor traffic move better, while improving safety.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
The raised crossings are much needed at those points where there is currently a stream of people crossing the road. Raising the bike lane will be fantastic. A quick look at the hit sticks (not including the ones missing) shows how drivers treat them. This still leaves a gaping hole from where the Victoria St lane suddenly ends (at Karo Drive) to Nairn St.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Extending the lane all the way to the Brooklyn traffic lights is one of the key changes here. After getting to the top of the hill it is awful battling against traffic queued from the lights and parked

cars. I'm concerned the top and bottom sections aren't physically separated. A kerb, or raising them above street level, would increase safety and desirability. Combining the bus stops should be a surprise to noone - the current setup is nuts. Replacing on street parking with bike lanes will help both bikes and cars/trucks/buses flow better. Parked cars constantly delay movement at the moment

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Raised crossings = amazing. Cleveland is a gauntlet at the moment. And the 30kmph limit is ignored. Removing angle parking = amazing. Angle parking is dangerous for everyone and they constantly have long utes parked in them extending far out into the lane.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

363

114355175354

| | | | |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Tom H | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

This is great as long as we can manage the conflict between downhill and uphill traffic on the new raised "shared" path. It would also be good to understand the impact that the in-lane bus stops will have on the Brooklyn/Ohiro intersection.

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

Will we be able to stop people walking/scooting down the hill into the path of bicycles going up the hill? It looks like a shared path in the design. Is it two-way?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Can we add yellow humps or something slightly physical to improve the separation between cars and bikes? What impact will the inlane bus stop have on the roundabout intersection where Ohiro meets Brooklyn?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Great!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Where does the pedestrian crossing cross?

Brooklyn Connections Proposal
Feedback

364
114355158149

| | | | |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Ella | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

365
114355141235

| | | | |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Martin | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
Do it once, do it right. No speed bumps on Arterial routes, raise the cycle path the whole way and fix Ohiro Road so vehicles coming down Aro Valley can avoid having to do a lap of the city to get to Brooklyn and beyond South Coast.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Support the raised bike lane. Oppose the raised pedestrian crossings. This is a main arterial route with frequent heavy vehicles, keep it 50km with no speed bumps.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
Main arterial route, support removal of carparks but this will cause an issue for nearby shops and residents. Don't support raised crossing. Lights down the road and easy crossing at the top of

Ohiro Road. Bike Path should be raised. Concrete separators could be dangerous as has been discovered with similar lanes in Auckland.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Most vehicles have reverse cams now, loss of half the carparks for annoying to get in and out of parallel carparks are a backward step.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Arterial route from western suburbs to southcoast please don't add speed bumps - steep street that requires engine braking to be used this will have all the automatic drivers riding the brakes the whole way down. Fix Ohiro road properly, remove parking on lower Ohiro Road so it can safely be two way or make Durham Street and Tanera Cres One way and Lower Ohiro Road the opposite direction one way.

Brooklyn Connections Proposal
Feedback

366
114355136197

| | | | |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Lucy Stewart | SUBURB: Wadestown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I'm really pleased to see the trial design made permanent, it makes biking to Brooklyn much safer and easier. The pedestrian crossings are very badly needed too.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
I would really like to see some sort of physical barrier protecting the bike lanes here, even removable poles like those used for the trial lane further down the hill. In my experience without *something* physical some drivers will always block bike lanes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I support these changes so far as they go but ideally this road would be one-way uphill for cars at least as far as Maarama Crescent. Cars coming downhill can come down Brooklyn Hill and turn left, but cars coming from Aro Valley to Brooklyn can't turn right on Willis St. It is very unsafe right down the bottom with all the on-road parking. I wouldn't cycle up or down it and I hate driving up and down it.

**Brooklyn Connections Proposal
Feedback**

367
114355103643

| | | | |
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| NAME: Melissa Wells | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

I support it if the following things are followed: The cycleway should not be at footpath level as there is not adequate separation between cyclists and pedestrians. Visual cues are not enough for many pedestrians. The footpath at the bottom of Brooklyn road (opposite to the gardens) is very narrow, could this be widened as well? The small amount of at-level cycleways (i.e. the bus stops in Newtown) do not work, I see a near miss nearly every time I use the bus stops. 99% of them are caused by cyclists not giving way to pedestrians trying to board a bus.

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

the cycle lane should be at street level to ensure separation from pedestrians and safety for pedestrians. Additionally the footpath at the bottom of Brooklyn road (opposite to the gardens) is very narrow, could this be widened as well?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

The cycleway should not be at footpath level as there is not adequate separation between cyclists and pedestrians. Visual cues are not enough for many pedestrians. Additionally the small amount of at level cycleways (i.e. the bus stops in Newtown) do not work, I see a near miss nearly every time I use the bus stop. 99% of the caused by cyclists not giving way.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

368
114355098183

| | | | |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Tom O'Flaherty | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This will make the area prettier and safer for everyone. Hopefully it will encourage greater uptake of active transport. I would like to see some thought put into how we can improve the experience for people riding down Brooklyn Hill. This can be the scariest part of the commute where drivers often speed and dangerously overtake descending cyclists. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Fantastic to have a dedicated uphill bike lane. Great for getting home, unfortunately, you still have to get to work - which will be the big problem for cycling uptake. Cyclists are regularly harassed by motorists as they claim the lane for the downhill section, lots of punishment passes and dangerous overtaking. This puts people off cycling forever. I think the speed limit needs to be lowered to 30kmph for the whole area. And sharrow markings installed in the downhill section. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |

Do you have any comments to make about this part of the proposed design?

Proper separation is always better. Cars regularly drive in bike lanes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Speed humps are a good idea. Please design them so that cyclists can ride straight through them, but they slow cars down. This is an extremely dangerous section. The parking should also be removed at the bottom. It is an extremely dangerous pinch point and a ridiculous use of council real estate. It is a good example of houses that really should NOT be able to park right outside. It inconveniences thousands of people a day and regularly causes traffic jams.

**Brooklyn Connections Proposal
Feedback**

369
114355094443

| | | | |
|---------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Amy Smith | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
I don't see why WCC ratepayers need to fund the costly exercise of installing a raised bike lane (which you don't list above, except it's on the plans, so that's a bit sneaky of you), when the bike lane that's been installed works fine. There are other infrastructure needs in the city that are far more important than spending money on beautifying cycleways that are used by a very small proportion of our city. Water, wastewater, stormwater assets - leaking pipes, environmental contamination thru lack of funding WWTP assets, etc. WCC needs to get its priorities straight.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Why are you spending money on something that works fine as it is, when there is critical infrastructure that is failing and requires money more than a 'fancier' cycleway.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral

Do you have any comments to make about this part of the proposed design?

This is a very narrow section of road - lots of cars, busses and trucks (southern landfill), but I still don't see why you need to spend money on a raised cycleway for the 5pm rush. As per Island Bay, adding a raised cycleway results in massive cost blow outs once you consider all the ancillary work.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Love WCC's commitment to removing carparks (this is sarcasm).

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Seems sensible changes, simple and not massively costly.

Brooklyn Connections Proposal
Feedback

370
114355081000

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dan Parun | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Crazy waste of money, but the WCC doesn't listen anyway, so almost pointless filling this out when they don't listen to their own people. |

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|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Another waste of ratepayers money, disgraceful. Adds no benefit, people don't have the time to cycle everywhere. Wellington has terrible weather, it is cold and windy, it is not Copenhagen, it is not Amsterdam which are flat. Whatever climate actions we take here make zero difference to emissions unless India and China change their way. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Crazy waste of money catering for an elite few.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed limit is fine as it is. Another waste of money.

**Brooklyn Connections Proposal
Feedback**

371
114355078268

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|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Lyndon | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Great looking design folks, more raised and separated bike lanes the better

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I do wonder about how this affects the route to the Southern Landfill being used by countless trucks dropping backfill

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
As this section of road carries a lot of traffic, i do think a properly separated bike lane is better

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

372
114355031866

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|----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Nick | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This will make things better for people travelling by bike, foot, and car - and it looks really good. A great improvement on the current layout. |

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|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Well done on making this route much safer for people cycling. It will also make things easier and less stressful for people driving (as drivers often get frustrated behind people on bikes who are travelling slower than cars). The loss of a small number of car parks on this important route is outweighed by the benefits for people cycling and traveling by car through this route. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

While these changes aren't major, they will make things safer for people walking, including children at the nearby school.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

It would be great if there could be better connectivity between the bottom of Aro Street and Ohiro Road for people riding by bikes. Then Ohiro Road would be the 'default' safe and high quality option the people are most likely to take for riding from/through Aro Valley to Brooklyn. This would make things safer and more enjoyable for people riding by bike, and would also make the journey better for people in cars (as drivers often get frustrated and take risks when they are behind a person on a bike riding slowly up a hill).

Brooklyn Connections Proposal
Feedback

373
114355025170

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Malcolm Gore | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Bikes can share the WIDE footpaths that are not used. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Complete failure to meet the needs of Brooklyn residents |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

374
114355010759

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tom Robinson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Overall support, but concerned about slowing down traffic with speed humps on the main route of Brooklyn Road, and common route of lower Ohiro Road. Also concerned about residents of the flats losing their bus stop opposite the bottom Central Park entrance.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Overall I support the cycling improvements. I'm concerned about the raised crossing as this is a major route. I'm also concerned about residents of the flats as many of them exit opposite the bottom entrance to the park.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
Again concerned about raised crossings on a major route.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

This is the main route for people travelling down Aro Valley and heading up to Brooklyn — Brooklyn Road is slow to get too from this direction, so this will impact those travellers.

**Brooklyn Connections Proposal
Feedback**

375
114355015311

| | | | |
|----------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Lachie Philipson | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Please included a separated downhill lane as well. It's not safe for kids to cycle currently.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Please make these proper separated bike lanes. Paint is not protection.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Please make this a proper separated bike lane.

Brooklyn Connections Proposal
Feedback

376
114355008725

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|--------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: L Bakker | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
The removal of car parks in the bike lane trial has had significant access issues to our house on Brooklyn road. Very disappointed to see this trial become permanent.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Reducing the usefulness of Ohiro road is appalling. Adding six speed bumps without any evidence that there is a problem here is poor policy development. The road is one that people already are carefully driving on and adding additional constraints makes a difficult road even more problematic. I use this road frequently and have not found there to be any need to further slow traffic on it.

**Brooklyn Connections Proposal
Feedback**

377
114354965499

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|-------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: a | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Have you spoken to anyone other than cyclists? I walk this area very often and I have never been asked. Is there a lobby group for pedestrians that you talk to that actually know and use this area or is it just Patrick Morgan and his pack that you listen to? Cna you put pedestrians first for a change as the majority of residents walk to work - or use PT. I repeat - all these raised crossings are just going to slow down the buses all the time!!! where as bus stops are just on-demand - there is no logic to these changes and I worry that your so called 'experts' are the same ones that did you cost benefit ratios for the speed review! Question 15 is so leading - of course it is important to make it safer - but your plan does not do this. It doesn't even know where the dangerous areas are for crossing and if you don't even understand that you have no business trying to fix this area. Stop only talking to cyclists! |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Firstly can you please detail exactly what parking is going to be removed - how can we feedback without this information! Also the map is useless, what bus stops are moving and which are being removed Raised crossings should not be installed on this piece of road. Large heavy trucks struggle to get up this road already, how the heck are they supposed to get going again when |

going up hill without expelling a lot of CO2 and then times that by four. As for removing bus stops, what is the point of doing this to improve bus travel times, if they have to slow right down four times to go over a raised crossing. The beauty of bus stops is they are 'on demand' heck yeah its annoying when the bus stops at every stop, but that is generally at peak time. Do not move the bus stop to outside Karate/Renolf, this is just to remove parking for a sporting venue that people travel across Wellington to attend. It is also the only place you can park that is safe for people to alight from a car as it is difficult to get kids out of the car on the main road by Central Park, so these are prized car parking spots if you have issues getting in and out of the car. I agree that the bus stop going downhill outside Central Park is not used often, but the one across the road is. Why are you not looking at solutions that really keep pedestrians safe, like a bridge from just beyond Washington Ave meeting Brooklyn road - over to Bidwill. Why do you only want to keep cyclists safe by separating them from cars? Also why are you doing this work if the suggestion is to make this road 30km, surely you don't need to do both, it is a waste of ratepayers money to put all this in if you are planning to next year make everyone travel at 30km! There is so much wrong with this plan and this is such a little box to feedback in. Please don't let lobby groups and people who don't live in the area dictate to the residents of this area. And please don't remove any more parking from Central Park it is getting hard some days to park/stop to visit the park and there are no alternatives places to access the park.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do not remove bus stop 6719 - this serves such a large area of passengers and when it is raining it is close to shops for shelter. Please do not put a crossing at Brooklyn Tce, drivers will not see you at all even if it is a raised crossing. Again why not have a bridge that goes from the driveway of 145 Ohiro Road across to the path that goes down from Tanera Crescent/bottom of Helen Street but also keep the current pedestrian island on Ohiro Road for those who are comfortable with that crossing. This is a better solution as it means pedestrians don't have to interact with cars at all and again we don't have trucks having to get going again after stopping on a hill for a speed bump even if no one needs to cross. I don't think all the parking needs to be removed, but you guys will just follow the lobby groups of the recreational cyclists (who drive to the area to cycle this area!) who doesn't have to live with these changes everyday.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

These maps are useless, you really are trying to make it hard to feedback. No need for a crossing on Cleveland/Washington ave, most people are going to the shops or cross at other places. THE raised crossing on Cleveland/harrison is about the only one that is practical, but have never had a problem with the crossing that is there, as it is a 30km area. Would prefer to keep as much parking on Cleveland, but you guys don't care and we already avoid the shops area as it is hard to get a park to visit the shops. We try to patronise local shops but it getting too hard.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Where is the crossing? Is it across Ohiro Road or Aro Street - this is just ridiculous the lack of detailed information you are providing for this feedback. Whee the heck are you going to make room for a cycleway on the bottom of Ohiro Road - there's not even enough room for two cars - more information is need!!! No to speed humps and crossing until you provide more information

Brooklyn Connections Proposal
Feedback

378
114354990589

| | | | |
|----------------------|-----------------------------|---------------------------------------|--------------------------------|
| NAME: Emma | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------|-----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The temporary lane has been great and I'm looking forward to biking the permanent version. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The temp cycle lane is working well overall (although I'm looking forward to more physical buffering with traffic). These changes look delightful and I am looking forward to cycling the new, improved lane. A small concern I have about the raised bike lane is that there is often quite a bit of debris falling from the bank into the cycle lane (particularly after heavy rain) which can block the lane. The design of the new lane looks good and will need to be matched by a commitment to maintaining the lane in a safe riding condition (i.e. with a similar level of commitment to quickly clearing the roads of debris after storms). |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |

Do you have any comments to make about this part of the proposed design?

I strongly support the placement of this lane. 11/10, would bike it. Looking at the images of the proposed improvements, it looks like there is only painted cycle lanes rather than any physical separation. Even low buffers like the ones in use on Crawford Rd could be a big improvement here, especially on what looks like long sections of the road that don't cross driveways.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Improving the bus turning area at this important route end seems like a great idea.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

379
114354974553

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Bridget Moon | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The bike lane up the hill has been fantastic and made me feel much safer cycling home from work. I strongly support extending the bike lane to improve safety at the two ends. I also strongly support changes to the Ohiro rd/ Brooklyn rd intersection. A lot of drivers at that intersection rush, don't look properly and don't respect the right of way of bikes... I was knocked off my bike there by a driver failing to give way properly and was lucky to walk away with minor injuries. While i notice dangerous behaviour there almost every day, i still prefer brooklyn hill for my downhill commute over ohiro road. Significant changes to that road would be necessary to change my mind about that. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Neutral |
| Do you have any comments to make about this part of the proposed design? |
| Not entirely sure the bike lane needs to be raised for that long stretch, which i'm assuming is quite expensive. But maybe there are broader benefits (eg foot use). I also expect the pedestrian crossings will be unpopular as they'll stop traffic in an area with little other reason to slow down or stop. While that's presumably purposeful, it also doesn't make for the safest of pedestrian crossings. The one at the bottom near Nairn street also has the potential to back up traffic beyond the nearby traffic light, particularly when there is a bus stopped in one of the lanes. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

As a cyclist i appreciate this as it is a stretch of road that can be quite scary to bike down. A number of residents cars and medical centre staff park down here though and i'm not sure what their alternative is, given most other parking nearby is time-limited. Amalgamating the bus stops is a good idea.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Washington/Cleveland intersection is quite dangerous using any transport medium... i'm not sure a zebra crossing really addresses the issues there.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

This seems to imply bikes should go down Ohiro rd rather than Brooklyn hill. That road is narrow, has low-vision corners, and is covered in parked cars, so it's never felt safe as a cyclist to me before... not sure what is envisaged in a downhill bike route specifically, but speed humps won't really change my mind about the safety down there. The intersection at the bottom is difficult to cross as well (which a zebra crossing doesn't change). Brooklyn road is at least wide with good vision.

Brooklyn Connections Proposal
Feedback

380
114354986182

| | | | |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Ackerley | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I'm glad this is happening

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I like the slower vehicle speeds and concrete separation between the two

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Speed humps at pedestrian crossings are needed. The crossing needs to be footpath height so cars have to slow down and also pedestrians don't have to step down or worry about ramps collecting debris

**Brooklyn Connections Proposal
Feedback**

381
114354974089

| | | | |
|--------------------------------|----------------------------|----------------------|-------------------------------|
| NAME: Andrew Jackson | SUBURB: Brooklyn | ON BEHALF OF: | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|----------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| I support this in general, apart from my feedback in the previous questions. To recap. Oppose half and half cycleway. Should all be road level. Oppose raised crossings on main roads. Tanera junction needs to be considered. Slips downhill from Ohiro/Tanera junction need to be retained if the footpath is being moved further west. Save us residents some money please. |

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| Do you support the proposed changes to Brooklyn Road? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| While I agree with making the cycle lane permanent and improving the marking, I disagree with making half of it raised. Why is the upper half being raised? There is no explanation in the plans. Cycleways across Wellington have no coherence, they are all different. It makes sense to have the cycleway the same, from top to bottom. A raised cycleway will cost a lot more. I agree with the footpath changes around Bidwell St, however that change presumably is the reason the whole upper section is being raised. Too much cost. I strongly disagree with the raised crossings. Zebra crossings are fine. Raised ones? Why? Does the WCC realise Brooklyn residents still have to live with lots of trucks using Brooklyn Hill? Multi axle trucks. They will create lots of noise passing over the raised crossings. Especially the raised crossings adjacent to dwellings and the flats at the |

bottom of the hill. Will the raised crossings be built to withstand multi-axle demolition trucks pounding them all day long? Also the cost. Raised crossings is overkill.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I support the cycleway additions. With Ohiro intersection/Brooklyn Hill corner being widened, has any consideration been given to the two major slip areas on the western side of Ohiro Rd, just uphill from the corner? Currently both slip onto the footpath and any widening work will compound this issue. Retaining? Or will pedestrians have to risk it after heavy rain? How about the Tanera St junction with Ohiro Road? It is currently a one lane hairpin. I see nothing is being done here. I oppose raised crossings. Zebra crossings are used throughout New Zealand without needing to be raised. Cost - we are paying for it.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Support in general, except having the crossing right on the junction with Cleveland and Washington ave. This is pretty dangerous? Needs to be set back down Cleveland a bit. Oppose raised crossings.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Speedhumps? This road needs a median barrier. Speed humps will not stop people from crossing the centreline, which is the main issue on this road. Oppose raised crossing. Support a zebra crossing, but needs to be set back.

Brooklyn Connections Proposal
Feedback

382
114354963207

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|-----------------------------|-----------------------------------|---------------------------------------|-------------------------------|
| NAME: R Petherick | SUBURB: Strathmore Park | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Love the use of rubber buffers to help stop vehicles drifting into the uphill cycleway. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This section has been horrible to ride along with parked cars forcing you wide into the lane on what is a narrow section of road as it is. Having dedicated separated cycleways on both side of the road will make a massive difference to all road users. Cyclists will be safer, and vehicles will not be held up by cyclists anymore along this section of road. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

The raised crossings will make it much safer for all, slowing traffic coming down the hill, and providing a more visible place for people to cross what can be a busy road.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Love the raised crossings as a way to stop this being a race track of a rat run for vehicles.

**Brooklyn Connections Proposal
Feedback**

383
114354932394

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jacob | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
While I'm sure the removal of car parks will be distressing for some, the need to move to a none car centric society is no longer something we can delay. Active transport is the future of our beautiful suburb.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
This is brilliant although there is another slight change I would like to see on this route. At the intersection of Webb street and Brooklyn road (start) the lights should have a green for bicycles turning left. This would make no difference to traffic flow as it would be green as downhill traffic flowed down Willis street, from Brooklyn road and would give cyclists ample time to get onto the bike lane without delaying cars or buses.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

There will be a LOT of negative feedback about removing the parking here but it does make sense to improve safety. Reducing truck traffic should also be a priority by not renewing the private rubbish dump permits...

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Any pedestrian safety improvements are welcome. Too many children and others use this area to keep it the same.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Having been a victim of a hit and run on this section of road - slowing down traffic will always be welcome.

Brooklyn Connections Proposal
Feedback

384
114354895108

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| NAME: Grant holloway | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

385
114354886950

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Joel Latimer | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Remove the raised pedestrian crossing. Keep this at street level

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

A good placement of a raised crossing

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

386
114354704882

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| NAME: Harry Lentell | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I used to bike up Ohiro Road and down the Brooklyn Hill on my way to Wellington High School. I always felt very unsafe around the brooklyn shops just before you go down the brooklyn hill. I would also feel unsafe when I biked up the hill, being so close to the fast traffic. I stopped biking to school after a short time because of this. The proposed changes fix all of these problems and I strongly support it.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
that's lit

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

387
114354514332

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|-----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Kayla | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

It seems like you have only consulted cyclists and listened to their opinions. I explore you to go to the residents and see what they have to say, seeing as this will become their daily reality. Spare a thought for the disruptions this will have on their lives, and spare a thought for the struggling ratepayer covering these costs who can now barely afford their house and basic needs. I explore, no, BEG you to think about the impact this is going to have on the people you likely haven't considered. They are every bit as important as the cyclists, every bit a fellow Wellingtonian, and deserve to be listened to and considered, especially seeing as they're paying for it in a time where they can't pay for much else.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I'm almost in tears as I write this because these proposed changes will have a direct impact on a family member. My brother's house is along Brooklyn Road, and doesn't have a garage. If those carparks are removed, essential for him, where is he to go? What is his alternative? How does he bring in his groceries? Where do guests park? I'm upset for his sake, frustrated because he will never use this bike lane, nor benefit from it. His rates bill will go up to pay for it, but the value of his home will plummet. Where is his benefit in all of this? Someone who has laid down roots along

this road, called it home? Shouldn't he have a say as he's a resident? I strongly oppose this as my brother matters to me, his home matters to me, far more than a bike commute ever could. Please spare a thought for him. I beg you, don't discard those carparks as if they're simply a nuisance blocking cyclists' way, they're crucial to some people, necessary for the functioning of their lives. I guarantee this will have a huge impact on him, and many others who use those parks to perform necessary, everyday tasks like bringing in groceries, driving kids around, or just having company over! Please, please! Don't do this!!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Please refer to my previous comment. Unless I've misunderstood, all the carparks down Brooklyn Road are getting removed? In which case, strongly oppose due to the massive disruption it will have on the Brooklyn Road residents who rely on those carparks. No doubt it will be the same for those along Ohiro. Removing parks in residential areas is heartbreaking as it will have a huge impact on the residents. In general, I would oppose any such moves, and would implore you to please have some compassion for these people.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I'm sorry, I don't quite understand the logic behind the angle parks changing to parallel. How is that safer? Is there a huge benefit to these changes? What is the cost? These are very difficult times, and homeowners in particular are feeling the weight of costs due to increased mortgages and rates. Is this a worthwhile use of people's precious money? Money that could be used to put fruit and veges on the table rather than cheap mcdonalds? I implore you to carefully consider the cost and benefit of these changes.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Six speed bumps is excessive and costly. I drive this route daily to work and have never had issues. Cars going downhill have always been courteous and allow uphill cars to get right of way. Never witnessed or experienced any dodgy behavior. I also don't remember seeing many (if any) cyclists on this road in the 2+ years I've been doing my daily commute. Perhaps it's because the road already runs smoothly and I just haven't noticed, or perhaps the steepness of the street makes it one the average cyclist avoids. With those points in mind, I can't understand how this would benefit anyone, and I would think it's simply wasted money that could have been very useful to a ratepayer already struggling to cover the costs of their basic needs.

Brooklyn Connections Proposal
Feedback

388
114354506375

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| NAME: Phil Gardiner | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

389
114354473278

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Sasha Vlassoff | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

390
 114354444081

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|----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Andy | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
 If you have any comments about the overall proposed plan, please share them here
 Thankyou Wellington Council for improving cycle safety and encouraging cycle use.

Do you support the proposed changes to Brooklyn Road?
 Support
 Do you have any comments to make about this part of the proposed design?
 Brooklyn Rd is steep for bikes and going downhill you can generate high speed which brakes struggle to cope with. Raised pedestrian crossings at the bottom of the hill are a hazard for bikes.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly support
 Do you have any comments to make about this part of the proposed design?
 Very sensible to remove one bus stop, it was daft that buses stopped twice within 50 metres or so.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

As per Brooklyn Rd comment, this street is even steeper. Be careful not to make humps / crossings too severe and therefore a hazard for bikes going downhill.

Brooklyn Connections Proposal
Feedback

391
114354433073

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|-----------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Edward Florentine | SUBURB: Seatoun | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

392
114354394421

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| NAME: Tim | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
This looks great. Exciting to see these changes that will make it so much better to walk and cycle in this area.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
These changes look great. I usually access this area by private car, but I strongly support these changes to make it safer and more pleasant to bike, walk and catch the bus. We mainly visit the playground adjacent to the tennis centre - will be great when there are better connections a wider cycle network.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

I strongly support removing the on street parking to allow room for the painted bike lanes. I would much prefer the bike lanes to be raised, rather than flush with the road surface, but this is a big improvement. The added pedestrian crossings will make it much easier to cross the road and to access the bus stops, especially with children.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Removing the angle parking will make the street much safer for cyclists. I strongly support raising the pedestrian crossing and adding the raised courtesy crossing. There are a large number of child focused and other community facilities in this area. These changes will reduce vehicle speeds and improve pedestrian and cyclist safety.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support adding the speed humps as it will help to keep traffic to an appropriate speed and I support adding the courtesy crossing at the Aro Street intersection as it will be easier for pedestrians to cross the intersection, including those pushing strollers or using mobility devices.

Brooklyn Connections Proposal
Feedback

393

114354416427

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| NAME: Fed Up Beyond Belief | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The raging moron(s) who proposed to put raised crossings on a high traffic route with heavy vehicles are a disgrace to the citizens of this city. They bring shame on their family and all their ancestors! Exposing the innocent people of Wellington to this level of incompetence is abusive and damaging to the mental health of our society. Learn some basic physics, issue a public apology and then come back to us with a new proposal. There are no words that can adequately express the scope of this farce. Shame!

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The raging moron(s) who proposed to put raised crossings on a high traffic route with heavy vehicles are a disgrace to the citizens of this city. They bring shame on their family and all their ancestors! Exposing the innocent people of Wellington to this level of incompetence is abusive and damaging to the mental health of our society. Learn some basic physics, issue a public apology and then come back to us with a new proposal. There are no words that can adequately express the scope of this farce. Shame!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The raging moron(s) who proposed to put raised crossings on a high traffic route with heavy vehicles are a disgrace to the citizens of this city. They bring shame on their family and all their ancestors! Exposing the innocent people of Wellington to this level of incompetence is abusive and damaging to the mental health of our society. Learn some basic physics, issue a public apology and then come back to us with a new proposal. There are no words that can adequately express the scope of this farce. Shame!

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Raised crossings are completely unnecessary here. People have no problem crossing the road at these locations.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The proposed raised crossing location will create a low speed manoeuvring hazard for two wheeled vehicle users.

Brooklyn Connections Proposal
Feedback

394
114354419403

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| NAME: Oliver Stigley | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

395
114354418745

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| NAME: Huria M | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Add a new bus stop to replace the one being removed. And add secure bike parking in various places. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I think adding bus stops back in to replace the ones being removed would be a good move. Obviously put them off the footpath and bike lane. I'm sure you can find a space |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Add in a new bus stop to replace the one being removed please |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Add secure bike parking also please

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Add secure bike parking please

Brooklyn Connections Proposal
Feedback

396
114354414769

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|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Cathy Blakely | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The bike lane has made a huge difference and I welcome the changes! |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This is great because there are a couple of pinch points at the mo between the top of Brooklyn rd and the shops |

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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This is so exciting! It's a bit terrifying biking down Brooklyn road and having a quieter and safer route = tino tino pai

**Brooklyn Connections Proposal
Feedback**

397
114354388983

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tony Cairns | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

i would rather you stop all work on all projects till you have fixed all the holes in all the pipes for water, grey and brown water first no costing no time frame no assessment of who is using the cycle way no cost benefit or environmental nor parking nor business impact reports make the traffic resolution explicit in the survey not just a url link no summary of number of car parks removed no assessment of effect of removal of car parks on business sport leisure culture etc no notice on decreased safety for drivers no details of reduced speeds nor reduced road for drivers no details on increased travel times no attempt to remove the trucks from the tip etc off the roads no mention of teh dangerous 4 second reduced time for people to exit brooklyn onto owhiro road (ie lights phase 10 seconds for owhiro rd traffic to 4 seconds for todman and brooklyn traffic no report from fire station on increased congestion of road and exit time for fire vehicles no data on increasing bus times cancellations and reduced service by regular ongoing cancellations no safety data for cycleways at tanera and other crossroads no mention of speed decreases nor extra traffic lights?? no mention of traffc cameras locations and increased fines for non compliance no data on safety to cars, people pedestrians cyclists scooters nor motor bikes no data on use of roads by cyclists no cost benefit analysis no budget no time lines no council reports no bus reports no data on requests from people on any of this no overall policy procedure or planning no link to nz local national or international data results or feedback no suggestion for separate bike ways on different routes or through central park no addressing of key danger points at tanera crescent and bottom of owhiro road

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

i would rather you stop all work on all projects till you have fixed all the holes in all the pipes for water, grey and brown water first i oppose the narrowing of the road and the removal of parks its really hard tp navigate wellington roads with all the new changes there is no costing for any of this who is paying for this work there is no time scale how many more cycles will use the pathway the raised bike lane and kerb is dangerous for drivers as it narrows the road put in proper lights to protect pedestrians crossong by central park you are fudging and are not clear on the number of carparks removed also do not park into the street with cars (like with the cars on the brooklyn hill now) as its a traffic hazard

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

i would rather you stop all work on all projects till you have fixed all the holes in all the pipes for water, grey and brown water first the road is too narrow for this and the cycles will stop the cars also you ahcve removed all the parking finally the first right after the ohiro road and brooklyn hllll intersection heading north is a total death trap already ps paint will not protract cyclists you need to cut into the road reserve to make the road wider here

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

please stop playing with these intersections you just make them more dangerous also the car park removals threatedn the shops viability you have no evidence for the need for more mobility car parks here and again no costings source of funding nor time frame who pays when and how also i would rather you stop all work on all projects till you have fixed all the holes in all the pipes for water, grey and brown water first you will kill the local businesses you need a dedicated kids drop off for school and ece and playcentre please

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

this is a totally lethal street all car parks should be removed on the whole street especially at the bottom it is impossible to navigate or drive in that street you MUST REMOVE ALL CAR PARKS AT THE BOTTOM OF THE STREET TO THE NEXT STREET UP and i would rather you stop all work on all projects till you have fixed all the holes in all the pipes for water, grey and brown water first

**Brooklyn Connections Proposal
Feedback**

398
114354366189

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Peter Cockrem | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Overall, this is a step in the right direction to make it easier to get around the city by walking, cycling and public transport. It's great to see raised tables proposed at some side roads - these should be at all side roads, with curb build outs to reduce crossing distances and vehicle speeds. As shown by the fatal crash at St Mary Street when a 4wd ran over an elderly couple crossing the road, there is a known hazard from vehicles turning at high speed into wide side roads - we have a responsibility to make that safe, and we have solutions available. It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together and for e-bikes to overtake non-e-bikes - e-bikes are very popular in Wellington! The new design should ensure the cycleway is still wide enough for this. Some roads in Wellington are missing footpaths, like parts of Brooklyn Road - any permanent works here should address pedestrian needs and ensure there are not pedestrian/cyclist conflicts. There are also opportunities to add more pedestrian crossings on Ohiro and Brooklyn Roads to better connect the neighbourhoods of Brooklyn and Mt Cook to Central Park, which is currently quite isolated - it's a wonderful asset for the area, but underutilised due to severance by the road. It's also essential to be able to cross the road to get to bus stops on both sides for any public transport trip that is not one-way!

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

1. The upper Brooklyn Road footpath-level cycle path seems very likely to be also used by people walking/running as a footpath. Therefore in practice it will be a shared path. It looks too narrow to be a good shared path. It should either be kept as a street-level cycle path with concrete separators (like Island Bay cycleway), or made into a proper footpath + cycle path like on Evans Bay Parade. It is also important that the uphill cycle path should be wide enough to enable overtaking whenever possible, because e-bikes go much faster than non-electric bikes. It is currently very useful that the cycle path is so wide. Do not make it narrower. There is plenty of spare space used as flush medians in the centre and on the downhill side of the road - reallocate that.

2. There remains a very poor connection through Victoria/Webb/Willis street to Brooklyn Road that must be improved for people who are not "brave and fearless" road cyclists - many people who would like to access the Brooklyn hill cycleway cannot get there. Ideally the Willis/Webb/Victoria one-way sections would be changed to two-way, with separated cycleways, but until then, some level of temporary separated cycleway should be installed along Victoria/Webb/Willis toward Brooklyn Road, and a temporary separated cycleway along Willis St from Brooklyn Road to Karo Drive.

3. The cycle path geometry at the bus stop is too narrow at 1.3m, especially with horizontal deflection. The cycle path should be much wider. Reduced cycle speeds are better achieved through vertical deflection and limited horizontal deflection, not narrowing.

4. Raised pedestrian crossings are excellent for minimising pedestrian delay and maximising safety. However, the current design for a zebra crossing of Brooklyn Road at Nairn Street across two downhill lanes introduces a serious crash risk being just downstream of the bus stop, where buses may block visibility of pedestrians for people travelling down Brooklyn Road, potentially at speeds meaning insufficient sight distance to stop. The bus stop should be moved 40 metres uphill or downhill, or the zebra crossing moved downhill of Nairn Street. Raised zebra crossings should be considered in more locations to improve access to bus stops (people always have to cross the road either to go to or from their destination), and to improve the connectivity from Brooklyn and Mt Cook to Central Park, which is currently quite isolated due to the wide dangerous-seeming road. Crossings across Brooklyn Road should be considered for these locations: - between the bus stops at the Renouf centre (Nairn St) - at Bidwill St - at Washington Avenue - at Ohiro Road. A raised zebra crossing, or at least kerb build outs and a speed table, should be added across the mouths of streets that are currently wide and dangerous where cars enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; Tanera Cres.

5. Safe walking and cycling is more important than parking, and there is significant visible and suppressed demand for walking and cycling in this area, so it is appropriate to reallocate street space as proposed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Physical flexipost separators should be added for the cycle lanes. The cycle lane width at the bus stop needs to be sufficient - the rendering suggests it could be too narrow. Safe walking and cycling is more important than parking, and there is significant visible and suppressed demand for walking and cycling in this area, so it is appropriate to reallocate street space as proposed. The Ohiro Road intersection with Brooklyn Road is unnecessarily wide and has high-speed geometry. It should be made much narrower, with raised zebra pedestrian crossings or at least raised tables.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

The street here feels very wide and car-dominated, when it should be a local centre. There is very little through-traffic here. This would be a strong contender for a paved, low-speed, shared-space, pedestrian priority zone, like Fort Street in Auckland. The changes proposed here are insufficient - there is much more to do.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

The side road intersections with Ohiro Road are unnecessarily wide and have high-speed geometry. They should be made much narrower, with raised zebra pedestrian crossings or at least raised tables. This includes: - Tanera Cres - City to Sea Walkway - Maarama Cres There are no safe crossing points across Ohiro Road between Aro St and Brooklyn Road. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity from surrounding neighbourhoods to Central Park.

**Brooklyn Connections Proposal
Feedback**

399
114354389242

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Chris Ewers | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
I think the intersection of Ohiro Rd and Brooklyn Rd should be a roundabout. Have had several near misses on this intersection while riding a bike - cars pull out from Ohiro Road going uphill towards Brooklyn and are slow to exit the downhill lane

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
the zebra crossings on the bottom of Brooklyn Road will be a problem for trucks and will slow traffic immensely. Could do with one zebra crossing if needed by not two. The cycleway above upper Nairn St should be at street level - no need to go to the expense of raising it. Painted like what is proposed for Ohiro Road is all that is required.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Good idea to rationalise the two bus stops. Painted cycle lanes are the best solution for this bit of road. Nice work.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

No need to take the angle parking out of Cleveland St - this works well and is needed for Friday fish and chip pickup.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

no need for the speed humps - they are dangerous for cyclists in the wet going downhill.

Brooklyn Connections Proposal
Feedback

400
114354381435

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Georgia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
These care parks are needed for residents and people who visit the doctors and shops.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The crossings I agree with - removing the angled parking is not necessary. People who shop locally at these businesses need these car parks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

401
114354373594

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|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Verity Schommer | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Loved this process of getting to try it out and provide feedback that could be implemented during the trial phase. I do worry a little bit about the disparity between the trial and the final design - I feel like if you want to trial something, you should trial it as close to the final layout as possible using easily changed materials, so that people aren't shocked by the transition - I think you will lose a lot of support because of the mass reduction in car parks between the trial and the proposed design - not from me, but the more people against it, the more likely bad compromises will be made. Also just a note - whatever they're using to temporarily cover the paint markings is awful. It's as reflective in wet weather and at night as the proper markings, and it wears away in days, so it becomes difficult to differentiate between the cover up and the actual. Otherwise, thank you for this cycle way! Love it and look forward to the changes.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I know the removal of car parks will annoy a lot of people, likely several of the businesses nearby, but as something has to give and I'd rather be safe on my bike, I'm happy with these suggested changes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I think the placement of the Washington Avenue raised crossing is dangerous - it's already difficult to see what's coming because of the hills in all three directions. I think it would be much safer slightly further down the hill, so that cars aren't having to stop behind the crossing where visibility is poor.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

402
114354363244

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|------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: James Harris | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Would also be good to have better space on Bidwell St. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Uphill bike lane has been a great improvement. Continuing to Cleveland St fixes the dangerous narrowing at the top. |

| |
|--|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Excellent improvement. Has been a very tight section to travel on bike |

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Existing parallel parks are a good use of space. Street remains wide, with room for cycles and buses to pass safely. Better perhaps to slow downhill traffic slightly.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Good way for bikes to get down hill, away from the fast traffic on Brooklyn Road

Brooklyn Connections Proposal
Feedback

403
114354358422

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: James kinsella | SUBURB: Lyll Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The changes don't go far enough, the transition to the shops should be more than paint and the extension should carry on further down happy valley |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The temporary change has been a godsend for cycling up to Brooklyn making this permanent is such an easy win |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| Paint isnt infrastructure if you believe in the lane it should be segregated. If you need to prove it works then the orca/intermittent barriers accross wellington would be an appropriate transition |

but paint provided no protection is frequently ignored and won't stop people stopping 'just for a minute'

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Speed bumps often feel like an acceleration challenge for drivers and accordion cyclist vs cars-cyclists faster over the bump, drivers on the flats and im not a massive fan. Safer speeds should also come with a stick eg speed cameras. I also don't know what a 'courtesy crossing' actually means in practice. Make it a zebra so pedestrians are actually prioritised,

Brooklyn Connections Proposal
Feedback

404
114354362229

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Patrick Holden | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

405
114354347246

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Majik | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Huge improvement in safety for pedestrians and cyclists, across the whole plan. The bottom of Ohiro Rd needs more changes and better design to make it safe for cyclists to use it as a downhill route into Aro Street and beyond.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
As a regular cyclist I fully support the changes to make it safer for cyclists. Having to bounce around gutters and footpaths using the uphill cycle way is annoying and I've regularly had to negotiate cars who insist on parking on it. The raised cycleway will, I hope, prevent cars from using it. As a regular user of the buses, I also support the changes to the number and location of bus stops. Both these changes make sense.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

So much smarter and safer for pedestrians and cyclists.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Much safer for pedestrians and cyclists, and sorts out the congestion issues with buses trying to get past each other and cars. Great

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

If the intention is to support cyclists heading downhill via Ohiro Rd, there needs to be a more controlled means of crossing on to Aro Street from Ohiro Rd, at the bottom. There also needs to be better visibility for downhill cyclists at the lower (northern end) of Ohiro Rd. There is nowhere for a cyclist to go if a car is coming up the hill on two tight and tricky bends. Car parking will need to be removed to make it safe for me to cycle down that way. It's more or less one-way only, with the parking on one side which means it's just not safe to cycle down that way. It's moderately safer to cycle up that way, at the right time of day.

**Brooklyn Connections Proposal
Feedback**

406
114354354151

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lauree Rickard | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Ypu are not clear on changes at the start of the bike lane.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I disagree with the removal.of any more car parks aesthete are required. At Brroklyn shops these are required to visit local businesses. I agree with the separation gor the bike lane but what is proposed is wider than required. I agree with he pedestrian crossings.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I do not agree with bus stop on the middle of the road. The road is challenging enough as it is. I do not agree with removal of any more carparks. I agree with removing a bus stop.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I do not agree with removal of any of these carparks. How can I park to visit local businesses? Are you trying to kill this village shopping centre?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Bike lane could also go up this way?

**Brooklyn Connections Proposal
Feedback**

407
114354337918

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sarah Moodie | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Overall, I think the changes keep bikes and scooters out of the way of cars, and give people more space and choices to get around with less risk and stress.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
It all makes sense.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
I support the removal of the car parks but hope that as well as bike lanes, it will create wider lanes for cars/trucks as it is a very narrow road currently because of the car parks.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I think the parking changes in the Brooklyn shops will work if people stop using the short term car parks for long term parking, which is common at the moment.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

408
114354348290

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Judy Cochrane | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
|---|

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

409
114354340351

| | | | |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Emma Alcock | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I'm a little worried that the number of speed bumps down Ohiro road may be uncomfortable and potentially less safe for cyclists? But generally very keen for slowing traffic on this road.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

The speed hump proposed between Aro street and Maarama cescent would be better changed to a pedestrian crossing and located at the base of the pedestrian steps/public pathway from Ohiro road to Maarama Crescent. This would make a safer route especially for school children from Maarama Crescent to walk to schools. Currently there is no continuous footpath from Maarama Crescent to Aro street and the increased number of vehicles and cycles will make crossing the road at this point (the base of the steps) more dangerous than it is currently.

**Brooklyn Connections Proposal
Feedback**

410
114354334189

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|----------------------------|---------------------------|---------------------------------------|--------------------------------|
| NAME: Raj parbhu | SUBURB: Kelburn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------|---------------------------|---------------------------------------|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
If done right

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Cycle lane 1m on either side with the green road markings. Do away with cones. Make sure cars have enough room.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Share the road with both cars and cyclist. Forget about road markings

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Share the road with cycling and cars

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

411
114354333828

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ryan Cameron | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
I'm yet to see more than 2 bikes using this entire cycleway at one time.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

412
114354332497

| | | | |
|---------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Khoi Phan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

413

114354326771

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Shaun | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I believe the plan will make cycling safer

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

How will the zebra crossings be lit at night? So they are visible to traffic.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I believe these will make cycling safer

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

While I strongly support this, I don't think the angle parking should be taken away. During the day and at weekends the street is busy and there needs to be some parking available.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

414
 114354326279

| | | | |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Frank Kelly | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 These plans do not support the majority of wellington which is what democracy is meant to be about. They're hardly used and impact the traffic network in a bad way. Wellington is being brought to a standstill most evening due to these stupid changes. Stop with the agends and start responding to the needs of the people.

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
Do you have any comments to make about this part of the proposed design?
 The bike lanes dont work. Accept it. They're hardly used, the city of full of hills and th e weather is often terrible. People who pay to use the road are finding it harder and harder to get around due to these ridiculous changes. Plus, more and more people are paking on side roads and the traffic is terrible all due to this ongoing attack on our freedom

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

415
114354310174

| | | | |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Stacey Parbhu | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Only that when/if the cycle lane shares a path with pedestrians, the grading is smooth (currently very bumpy riding!)

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Concern about the northern pedestrian crossing being too close to the corner and on an uphill - challenging to get going again on a bike.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

It is already so challenging to get a park for takeaways or to use local businesses. Perhaps a rethink about the quantity of resident parking on the shop frontage? Perhaps being right on a bus hub and cycle lane means we don't need resident cars to be accommodated on this strip.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

416
114354310890

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Grant Clarke | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

417
114354302953

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Fiona | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Support. However I cycle home from work up Aro Valley and transient. Please make a cycle lane in Aro valley. I get 'swept' almost daily by cars and Utes passing me and it is terrifying. Yes I have WCC bag cover, lights etc so I'm very visible.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
It's a very busy road with trucks heading to the tip (not just residential) so think it is really important to seperate the cyclists and motor traffic. Would love to see a pedestrian overbirdge or some safe way for all the kids to get to school down Bidwill St, across Brooklyn Rd/Bidwill intersection

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Scary when the cycle lane just stops and you are forced back into the traffic on a blind corner. Support the reduction of trucks and cars having right of way. Feel it is important for pedestrians to get around /cross roads safely as well. This is residential not industrial.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Keep the parking at the village. I don't think we need more mobility parking - I never see the current ones being used. Keep parallel parking - otherwise there will. not be enough parks for people 'popping' into the shops. Make it all 10 mins if an issue.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do not support; As a cyclist speed humps are not my friend. They encourage all sorts of crazy car driving. I really don't see people going fast up and down Ohiro road. What about making the lower narrow part of Ohiro Road one-way uphill...brilliant idea. Like Orangi Kaupapa.

Brooklyn Connections Proposal
Feedback

418
114354304099

| | | | |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Marcus Ganley | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| I support better pedestian access from Central Park to Washington Ave. I find the description and images very complex and difficult to understand. I <i>*think*</i> they deliver the changes needed but are poorly communicated. It appears you only want experts engaging, not normal people! |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
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Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

419
114354290085

| | | | |
|-------------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Maddalena Dal Sasso | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
brooklyn road, compared to other proposed bike lane roads in the past, is in my opinion perhaps the easiest, least problematic, most used one so a bike lane really does make sense! plus many families and couples live in Brooklyn and commute daily into the city center, so knowing that they have a safe route home both during daylight and night hours is absolutely going to inspire them to get out of their car and onto a bike. perfect proposal!

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
the permanent separated bike lane is absolutely necessary and perfect for this road, and a key link from the city to the coastal suburbs and those around the turbine via brooklyn! love it!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

absolutely love the bike lanes coming both ways, especially that neither is adjacent to car parks so that bikers are safe from both sides!

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

I am not too familiar with this road so not sure!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

absolutely good ideas. I am not sure what "on road bike route" on ohiro road means exactly but if it is in the form of a bike lane, sharrows or anything that gives more safety to bikes then I'm all for it. the crossing at the Aro Valley intersection is 10000% necessary, it has taken me up to several minutes to cross at times coming from Aro Valley going east which is dangerous, stressful and inefficient. the crossing would make it so much better.

Brooklyn Connections Proposal
Feedback

420
114354284758

| | | | |
|----------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Ezra | SUBURB: Ngaio | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

421
114354279962

| | | | |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Jonathan Woolley | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Overall we are supportive of the changes. However, we think reducing the four angled parking spaces near the firestation to two parallel is a missed opportunity. Instead, two parking spaces should remain as-is and the other two converted to EV charging. This would benefit: 1. the wider Brooklyn community when visiting the shops, 2. local business (as people may like to charge their EV and get some coffee), and 3. local residents (such as ourselves, we live on lower Washington Ave) who have an EV but have no drive on access to our property due to the hilly terrain in Brooklyn. Alternatively adding EV charging somewhere on Washington Ave or Cleveland St would achieve a similar outcome. Thank you in advance for your consideration and feel free to reach out with any questions. |

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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
|---|

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Reducing the four angled parking spaces near the firestation to two parallel is a missed opportunity. Instead, two parking spaces should remain as-is and the other two converted to EV charging. This would benefit: * the wider Brooklyn community when visiting the shops, * local business (as people may like to charge their EV and make opportunistic purchases at the shops), and * local residents (such as ourselves, we live on lower Washington Ave) who have an EV but have no drive on access to our property due to the hilly terrain in Brooklyn. EV charging outside the firestation seems like the ideal solution but alternatively adding it somewhere on Washington Ave or Cleveland St would achieve a similar outcome.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

422
114354279239

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: A.K. | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Removing about 150 parking spaces is simply insane and very inconsiderate for the Brooklyn residents

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

423
114354256472

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: M Dommett | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The existing coned off cycle lane works efficiently and requires no additional development. The proposals will unduly effect a majority of road users for a minority and at great cost both in terms of funding unnecessarily spent that could be more wisely used and at the compounding of pressure placed upon parking in Brooklyn that is already being experienced. This flawed proposal will result in a domino effect of pushing pressure into side streets and creating wider upset all to no tangible benefit. If there was an already wide road that could accommodate all road users I would support a cycle lane but the narrow roads in Brooklyn do not permit this. This is not a plan that supports the majority of road users. |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| The proposed cycle paths will unduly effect a significant number of local people who use these vital spaces for parking all to facilitate a small minority of road users. This will push the cars onto side streets unduly effecting a larger proportion of road users. The current existing cycle path is low cost, it already works and there is no indication that it needs to be meddled with. If you needed to do anything it would be to flatten the existing cycle path so that is has no raised curbs for cycles to go over. Widening and concreting this in is a waste of money for no benefit. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The bicycle paths are unnecessary for Ohiro Road as the traffic lights and slow moving traffic mean that cyclists can easily and safely travel this short length of road without fear of fast moving traffic. The proposed cycle paths will unduly effect a significant number of local people who use these vital spaces for parking all to facilitate a small minority of road users. This will push the cars onto side streets unduly effecting a larger proportion of Brooklyn. This short length of road is slow moving and this encourages cyclists and cars to respect each other. Taking away parking spaces for minority road users (cyclists) will erode mutual respect and lead to discontent on both sides that could exacerbate the already widening opinions of both sides (car owners/cyclists). A shared piece of road is logical and allows all road users to benefit.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The council has already approved the building of two housing areas in this location without a requirement for on-site parking spaces. One has been completed and has already unduly congested the area, the other is due for completion soon and promises twice the number of additional cars in this area. This has already created a traffic issue as cars jostle for the limited number of spaces to drop off or pick up children at kindergarten or school or to visit the shops. Removing spaces will only increase this four fold with no tangible 'safety' improvements. No data has been presented to support this 'improvement' and the crossing point at Washington Ave is unnecessary and will add to travel times for buses. Again no data exists that suggests this is 'unsafe'.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Placing speed humps down the length of a steep winding hill will require cars to brake often, causing cyclists sharing this road to brake as well (or conduct dangerous manoeuvres to maintain momentum). If the bumps are not full width of the road, cyclists will try to avoid them and could be thrown from their bike or cars will try to use this gap to avoid the damage caused by repeated mounting of a raised surface. Speed bumps create increased accelerate-stop driving to maintain a reasonable speed. Again these is no data to suggest this road is unsafe or that road users are abusing the speed limit along this length of road. Without the data, the suggestion this will add safety is false.

Brooklyn Connections Proposal
Feedback

424
114354276480

| | | | |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Juan Correa | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| sure, but paint is not protection. raised cycle lane would be much better. |

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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

425
114354272939

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|------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Hayley | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Bike lane part is fine. Removing the bus stops would be a disappointment, there are so many people who use both of those bus stops. When I use to work in town I would quite often walk through the park and catch the bus there - and yes I could walk to the next one but there are heaps more people there so sometimes wouldnt get on. People use those stops all the time for the flats and for visiting the park. Whats the point of having a zebra crossing there if no bus stops? why remove more carparks?? those parks are regularly full, if not from the tennis/karate venue then from people wanting to use the park or people living there. It is making it harder for people to access the park and venues

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing more parking - where are people going to park?? just because you remove them people still own cars and need them to get places and you dont make it so that new builds have to have a car park available..... crossing at Tanera - looks like you want to do it below Tanera isnt that a dangerous place to have one?

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Buses dont seem to have issues turning onto washington ave currently with the bus stops there. Angled parks are much better and easier to park in. These parks are always busy for people getting things from the shops - if you remove more carparks then its going to be harder to find a park so less likely to shop in these shops. How does it make it safer?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

speed bumps down this hill for cyclists - is this safe for them??

**Brooklyn Connections Proposal
Feedback**

426
114354271044

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|-------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Kirsten | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
The Brooklyn hill cycle lane is fantastic! Please keep up the good work of making cycling safer throughout the city.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Courtesy crossing are dangerous and confusing. Either make them legal crossings or don't have them. Traffic turning right into Bidwill St from Brooklyn Rd already travels at speeds dangerous to cyclists, how will a courtesy crossing improve pedestrian safety?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

This section of road is awful for cyclists and a real pinch point, especially on a bus route. The #7 bus still has too many stops too close together, some could be amalgamated easily to create space and improve travel time.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Courtesy crossings are dangerous. They encourage pedestrians to step out expecting drivers to stop and that they have right of way. Use legal crossings.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Unnecessary. Bikes already travel at the same speed or faster than cars down this hill and can easily take the lane. Speed bumps would be a hazard for cyclists. Please do not even *think* about putting a courtesy crossing at this intersection! Visibility turning out of Ohiro Rd onto Aro St is already poor; turning right across Aro St into Ohiro Rd is also tricky. Put a legal crossing in if you want to prioritise pedestrians over drivers however I am not sure this is the place to do it.

Brooklyn Connections Proposal
Feedback

427
114354267366

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|---------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Nat White | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Stop taking away parking.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Stop removing parking for residents. There are doctors here also, how are people supposed to get healthcare?!

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Many commuters park here you're already removing parks in Aro Valley, are residents just supposed to not have cars anymore?!

Brooklyn Connections Proposal
Feedback

428
114354268092

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|-------------------------------|----------------|----------------------|-------------------------------|
| NAME: Hamish Gordon | SUBURB: | ON BEHALF OF: | ORAL SUBMISSION: No |
|-------------------------------|----------------|----------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
This whole proposal appears to be a bad idea looking for a in the mind of some fevered cycle advocate. A busy arterial road such as Brooklyn Road is not the place for this these sorts of cycleways. These proposals will result in slower journeys for people in buses, cars and taxis and make no travel time difference for the small minority cycling. These proposals will result in congestion and mean it will be even less fun to cycle on this road.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
The raised crossing is a stupid idea. It will result in slow moving traffic and congestion. This road is a major arterial road and needs to have free moving traffic. I object to the proposed raised courtesy crossings as they aren't actually legal road crossings like a zebra crossing and cause confusion for users as to whole has the right of way. Again, they unduly slow traffic on a major road and this is not he place for it

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I strongly oppose this. I am a cyclist and you never see riders going up this road because it is steep. If you want to put a cycle path there, look to build an off-road path up through Tenera Park. The gradient is lower and it is much nicer cycling away from traffic. I'm opposed to the raised zebra crossing as the reason for them appears to be to slow traffic not help pedestrians.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Again, these changes are unneeded and all the council is doing is inhibiting people moving around in their cars. There appears to be a very low use of this road by cyclists. Why not an off-road path up through Tenera Park instead of a cycle lane on a very steep and narrow road.

Brooklyn Connections Proposal
Feedback

429
114354270444

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|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Stuart | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| The removal of bus stops seems unnecessary - it would be good to see some traffic calming measures to slow traffic turning from Brooklyn Road into Washington Ave. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| Better protection to stop incursion into the bike lane by traffic along from would be welcome. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

430
114354270035

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tania O'Connor | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Use central Park for goodness sake!!! It could be a fantastic bike line safer than anything you have initiated or proposed. What about putting an overbridge over the ohiro/cleveland/todman crossing for safety for pedestrians and bikes?????????

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
There is no need for a zebra crossing at Brooklyn Road there should be a roundabout there. The current cycle lane is ridiculous and should have a bike lane that goes down the hill with the amount of space this lane already has. It is a poor useless design and someone will get knocked off one day as a car turns into Washington Ave.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Where on earth are people meant to park when they use the shops and pick their children up from day care and school. Not enough parking as it is.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The amount of traffic and business at the lights intersection of Cleveland , Todman and Ohiro are busy enough. Why on earth would you put speed bumps into slow the already built up traffic?

Brooklyn Connections Proposal
Feedback

431
114354269921

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Kelda Hains | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

It would be great if this design also helped to slow drivers down- still a lot of drivers expect to drive too fast along Cleveland Street. As a resident of Cleveland street I would also be keen on residents parking zones being retained and more enforcement of the use of these spaces.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

very much looking forward to this being a safer cycling route

**Brooklyn Connections Proposal
Feedback**

432
114354259885

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|-------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: N | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Support cycle lanes that don't impede on the majority of commuters who have to get stuck in traffic longer with the reduction to one lane. Introducing a permanent bike lane is already a big change- Introducing all these raised crossings and speed bumps further adds to delays. The roads are already plenty wide enough for bikes and cars to go side by side going up and down Brooklyn Hill! The combined bike lane and road nearer the shops is ok though, makes sense since the road is much narrower there. Hardly ever see cyclists go down to Aro Road, and I commute that way daily! Leave that road alone but remove some parks on the left hand side near the top at the intersection as it's very tight for drivers. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Traffic is already worse with the introduction of the cycle lane. Introducing raised crossings will further add to delays. What is the frequency of pedestrian crossings compared to vehicle road usage? The addition of the cycle lane is enough already. If crossings must be added don't add so many and don't make them raised. In years of driving this route at various times of the day and night, pedestrian usage has not been particularly heavy enough to warrant all these new raised |

crossings. With buses on the one way road it's already slow enough again, especially coming to the main shopping area of Brooklyn.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Additional raised crossings adds even more traffic time to what already has been slowed down with the addition of the Cycle lane. Removing car parks should be restricted to one side removes access for residents, many of May not have alternate options I.e. live on a steep hill with no garage or road!

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Raised crossings in an area with shops and higher foot traffic makes more sense in this context. Support the additional mobility parking bay especially given the types of services and patronage during business hours in particular. Should keep the angle parking though. There is already a shortage of parking spaces on that road- need to support local businesses so their customers can access more easily!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Too many speed bumps! Given it's gradient, people should already be driving more slowly. If anything, car parks should be reduced at the top of the street at the intersection with Ohiro Road (south bound). That is often very tight and drivers are forced to go to the other side of the road to safely pass.

Brooklyn Connections Proposal
Feedback

433

114354260871

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ewan Gestro | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Please make the raised speed jumps smooth unlike Britomart St where you have to practically stop to go over them. The noise and pollution from hundreds of trucks having to stop and start multiple times up to Brooklyn makes little sense.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

It would be good if the raised pedestrian crossings could have a smooth transition so that when the hundreds of trucks that use the road each day bump over them there isn't a massive noise for surrounding residents

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Same comment re raised crossings - make them smooth. Not like Britomart St in Berhampore which is terrible.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I'd be interested in data on usage of mobility park and whether another is warranted.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Speed humps not required

**Brooklyn Connections Proposal
Feedback**

434
114354259333

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Michael Smale | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Note that the photo you have is actually a view toward Brooklyn (not toward the city). That bus stop on the right is unfortunately located as there is not much warning when coming around the corner if traffic is backed up. Needs to be moved further down the hill.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I question whether the rubber buffers will be enough to protect cyclists, as cars go very fast up the hill. Perhaps some taller bollards also?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

There are a number of blind corners on Ohiro Rd, which are made worse by on street parking. Think parking should be removed on or around the corners at least.

Brooklyn Connections Proposal
Feedback

435
114354257646

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|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Juliet Gengenbach | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I don't think changing the angle parking to parallel parking will be a big improvement and will significantly impact parking availability in this busy area. All other changes sound great however.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Would be lovely if something could be done about parking close to Aro Street on Ohiro Rd. Driving on that bit of street feels unsafe from both directions because the street is so narrow and full of blind curves with on-street parking allowed. Makes it a bit of a nail-biter taking that route down to Aro Valley.

Brooklyn Connections Proposal
Feedback

436
114354248423

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Herb Stevenson | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I strongly support the proposal overall. I ride this route by bike regularly uphill to Upper Nairn Street. The changes to the citybound bus stops are relatively irrelevant given that busses stop so infrequently at these stops during peak hours due to being over capacity. However, overall it is the best compromise if this will reduce transit times on busses.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
I would be more supportive of this change if it were similar to what Victoria Street is currently.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

While I support these proposals more broadly, the mobility park on Cleveland Street is barely used currently, and given that this proposal suggests that other parking is to be reduced, this would seem to be over-compensating. Therefore, I have given a neutral rating to what would otherwise be a Strongly Support.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

437
114354255806

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|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ben Gray | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

438

114354254960

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|-------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Brendon | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

After all of these consultations, the council ends up not removing carparks that they propose. Please don't do this, the whole point is to reduce the number of cars.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Paint is not infrastructure, this is a waste of time because drivers just ignore it. Please put in proper separated bike lanes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Please follow through this time and actually get rid of the carparks. It is so disappointing to see how many of these proposals get reversed.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Please keep cars and bikes separate. Make proper separated lanes, even downhill. This will mean less confident people end up cycling.

Brooklyn Connections Proposal
Feedback

439
114354232906

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Hayley | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
I've barely seen cyclists use this cycle lane. I'm all for the crossings but don't see the need for the cycle lane as the road was already wide enough

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
There's barely enough parks around Brooklyn shops/school/kindy as it is this will only push people who would have parked on Ohiro road up todman. You can't have all these new apartments built without having enough parking spaces let alone taking more away.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Being a parent at Brooklyn school where we already struggle to find a park for school pick up and drop off I strongly disagree on this. Maybe these four parking spaces you are looking to remove could still be car parks but can only use them within the school pick up and drop off time frame. Let's face it parents already park on yellow lines because there is not enough parking around the school! New apartments are being built which have already taken away around 7 parks for residents and are they going to have parks with these apartments?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

About time! That road is so very dangerous. This is a street that needs to be yellow lined on one side due to the narrowness

Brooklyn Connections Proposal
Feedback

440
 114354229078

| | | | |
|-------------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Katherine Nordmeyer | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
 If you have any comments about the overall proposed plan, please share them here
 I strongly support making this cycle lane permanent. This is because it promotes a more diverse range of transport options for a more diverse range of people and recognises that roads are for all road users, not just cars. Congestion continues to be a big issue in our city and cycle-commuting is the best! I really value that Wellington is giving us safer options to get to work in an enjoyable, healthy and climate-positive way!

Do you support the proposed changes to Brooklyn Road?
 Strongly support
Do you have any comments to make about this part of the proposed design?
 I really like the introduction of the raised bike lane up the hill. I rode this way last night and the temporary lane was good, the proposed permanent lane looks even better. However, I'm not sure I understand the rationale for not having the raised bike lane the whole way (city end) - perhaps this is because of the width? Generally a raised lane feels safer for cyclists, this would be my preference if possible. The introduction of pedestrian crossings also looks good and in sensible locations.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I know the car people will not be happy with this, but this area is often very congested and feels unsafe. I think removing parking here and adding the cycle lanes and pedestrian crossings will improve safety and will feel and look safer for more road users (not just cars).

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I think changing from angle parking to parallel seems like a mistake - is it actually safer? It doesn't feel like it to me (as a cyclist, driver and pedestrian - but not a transport engineer!). The other changes seem good, I support adding mobility parks and easier options to cross. A different alternative would be to make the whole area a 'shared zone' to really bring in more of a pedestrian feel.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

It's a little difficult to comment without more information / pictures of the specific design. Generally that street is very narrow and windy, reducing parking and making the street wider would make it less hair-raising both in a car and on the bike.

Brooklyn Connections Proposal
Feedback

441
114354232145

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|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Kate Clarke | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

442
114354226333

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Rachel | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

On-road shared route is not hugely safe for people on bikes - would prefer a more protected option

Brooklyn Connections Proposal
Feedback

443

114354220493

| | | | |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Patrick McKenna | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

the raised zebra crossing on Brooklyn Road near the main entrance to Central Park will be a hazard to downhill cyclists - while downhill cyclists can often match vehicle speeds, bumps present a significant safety issue at that speed - consider using a flat crossing or broken speed bumps instead. consider exit ability from the cycle lane in case of slips, glass etc consider how cyclists can get from aro valley to the brooklyn rd cycle lane - currently there is no practical option other than illegal footpath use

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

this does not sound like a safer cycle route at all - downhill cyclists can match vehicle speeds but speed humps can be dangerous to cyclists at such speeds. having gaps for cyclists helps but then leads to sudden braking by leading vehicles, then reacceleration with following vehicles getting impatient - the exit from ohiro to aro is quite abrupt at the best of times coming off a steep descent. having a raised crossing adds to the challenges for less experienced riders. courtesy crossings create confusion anyway - make it a proper pedestrian crossing or nothing the main change needed here is removing parking from the lower section of ohiro rd

Brooklyn Connections Proposal
Feedback

444
114354208937

| | | | |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nigel Sirisomphone | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Woohoo! About time |

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|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| Given the speed limit in the village is so low, a separated cycle lane could be a little overkill. Crucially, Brooklyn Central Health is one of two GP clinics in Brooklyn, and the ONLY one with easy access for those with limited mobility. As much as I want a bike lane, I think it's a huge mistake to remove the parking outside BCH. I think retaining a couple of mobility parking spaces would be prudent, even if it requires merging the separated cycle path into a shared lane with vehicle |

traffic. This is one of the key arguments the anti-cycle lane monkeys use, and in this very rare instance, it's actually valid.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Turning onto Washington Ave, whether by bicycle or by vehicle is really sketchy as the visibility to the right is quite poor. I think adding a pedestrian crossing into the mix will increase the complexity of the intersection and add to the risk factor. We're also missing the opportunity to add some yellow stripes on the corner to help increase visibility and mitigate the blind spot. The village is already struggling for vehicle parking, and given the distance of the zebra crossing from the angle parking and the low speed limit (tbh it could go even lower), removing the parking spaces is probably a negative. I'd be keen to retain the spaces, but add a time limit.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Anything that could help would be great. The bottom of the street is incredibly narrow, and drivers approach it with far too much speed. I'm surprised we don't have more incidents really.

Brooklyn Connections Proposal
Feedback

445
114354206602

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|-----------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Asher Regan | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I like the majority of the changes but disagree with courtesy crossing. Please make these zebra crossings instead.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

please make the courtesy crossings zebra crossings

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

agree with a lower speed limit, disagree with the speed bumps. Would rather the courtesy crossing was a zebra crossing

Brooklyn Connections Proposal
Feedback

446
114354203668

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Fern | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
Council really needs to loose with developers because townhouses with no parking spaces is hard. Also in suburbs, having flats in a family home means 5 cars per household! The quickly out together bike lane needs major improvement and it looks like this plan will solve most of them.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Just ensure that all road marking are properly scaped off. It's so unsafe when they're visible (currently we have two sets of yellow double lines visible) and when they're wet. Also, we need good light for the Bidwill bus stop and new crossing.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

So happy for the car park removals and zebra crossings! Problem will be with delivery and post trucks....

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

The mobility parks should be directly by the pharmacy. Better to make those two mobility parks and leave the others at P30 weekdays.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

447
 114354148421

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: George | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
 If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
 Strongly support
 Do you have any comments to make about this part of the proposed design?
 Can you route the bike lane behind the bus shelter on the uphill parts of Brooklyn Hill. With school time etc. it can get congested and would save people on bikes having to stop and start again.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly support
 Do you have any comments to make about this part of the proposed design?
 I think this is a great idea. I do have a couple concerns about how northbound cyclists will get around the busses stopping at the stop by the Tanera cress entrance. As during rush hour it is hard to take the lane and may end up pinching some people who will get stuck standing behind busses as cars go round the busses. Overall very supportive, this is a pain to drive through with all

the cars making it narrow and with a lot of heavy vehicles which are often wider than standard cars

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

448
114354079297

| | | | |
|-----------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Megan Mckee | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
the addition of a crossing so close to a crossing at the lights at bottom of brooklyn hill terrible idea, it will make more congestion

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
locations of bus-stops, and them holding up flowing traffic. Removal of 4 off road carparks at 32 Brooklyn Road!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Against bus stops in middle of road holding up moving traffic

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

changing the angle parking and removing more parks in a very busy township

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

449
114360862902

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Joanne craven | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
This is a stuiped idea busy rd why take parks away you haven't a clue or listen to the people

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
It is ludicrous to do just for bike's there is nothing wrong with the way it is .you will be causing a hazard for all trucks cars for the few who use it .you will be destroying another suburb

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This should not be used leave as it is it works just causing greif for all trucks and businesses

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The worst of the lot who makes this stuff up bet they don't live in the area or use the Rd

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed bumps are redicliius welling to going backwards

**Brooklyn Connections Proposal
Feedback**

450
114360586683

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Cherllisha Silva | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
I support safer pedestrian access across Brooklyn and Ohio roads and traffic slowing strategies through residential areas. In principal I support cycleways but not by removal of carparks outside of residences

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
I strongly support the park entrance and Bidwill st raised crossings (high use). I oppose the nairn street (too many)

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
I support cycleways but I strongly oppose carparks on Ohio road being removed. It doesn't make sense to create safer pedestrian access in order to turn Ohio road back into a residential area by

using speed bumps to slow traffic and then remove carparks so the residents who use those parks (because they do not have off-street parking, ie, most of the residents on the western side of Ohiro Rd) thereby making it necessary to park in other streets where it is impossible to monitor vehicles for security reasons. I would like a pedestrian crossing at the junction of Ohiro road and Brooklyn road where the southern entrance to central park is. Very dangerous corner for pedestrians. Vehicles travel fast through and turn off Brooklyn road at that junction without even seeing pedestrians on the footpath or stepping off the current island

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Leave the angle parking. Parking is already difficult in Brooklyn. Many residents dont have off-street parking, including the newest residential development next to the childcare centre

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

No

**Brooklyn Connections Proposal
Feedback**

451
114360031132

| | | | |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Simon P | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I am strongly in favor of improving the walkability, bikeability, and public transport of this city. I'm very excited for my new backyard to become accessible to me.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I am strongly in favor of this improvement. I live at the bottom of Brooklyn Road (south end of Nairn) and my brother is in Brooklyn so the route would be very useful to me and I would be a frequent user. I am a confident biker, but always feel uncomfortable on roads where cars want to go 50kph+ especially when even with an ebike I cannot match that speed with the assistance limited to 32kph. Lack of proper bike lanes always has me in a situation where I have to decide between footpath and be too fast, or road and be too slow.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

I have biked this region, and with the on-street parking found it difficult to avoid disrupting traffic. While I could use empty parking spots to let aggressive cars pass, but I then have to find a way back in to the traffic. Bike lanes would be great here.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Adding more space to road for movers sounds good to me.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

452
114360034340

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Daniel Pinfold | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I think this is very important to improve the commuting experience into the city. Too much commuting is done with cars, and more alternative options should be provided. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I think that cycling is an incredibly important component of the commuting ecosystem. Brooklyn's proximity to the central city means that it would be ridiculous to not include cycling infrastructure. I do not cycle, but I am very aware of the issues that cyclists face, and I would feel much safer as a driver knowing that they are comfortable and safe. I think that Brooklyn road is quite hostile to pedestrians when they need to cross. The road is wide with no islands for shelter, and vehicles move incredibly quickly both up and downhill, often with limited visibility due to the terrain. This makes it dangerous and intimidating to cross into Central Park, and I imagine the problem would only be exacerbated if people are young, old, or impaired in any way with moving quickly. The current system is infeasible for such people to cross Brooklyn Road, as well as crossing Ohio Road as it enters the Brooklyn village area (which many do after taking the bus). |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Adding better passage for cyclists is critical, given that the road is frequented by many cars, as well as heavy vehicles such as trucks. Giving cyclists their own space will be important. The crossings will also be important, as it is currently infeasible for pedestrians to comfortably cross Ohiro Road due to the terrain. This makes it impractical for physically impaired people to easily use public transport as they have to contend with a very busy road with no pedestrian infrastructure.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Ohiro Road currently has problems with speed, especially due to blind corners. Speed humps are important to fix this.

Brooklyn Connections Proposal
Feedback

453
114359940990

| | | | |
|----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Paul bruce | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| To avoid traffic travelling to fast around the intersection of Brooklyn and Ohiro roads, perhaps consider a roundabout. This would also make it easier to transit from the northern part of Ohiro onto Brooklyn road safely. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Fantastic to complete the cycle lane, which will allow a dramatic increase in people feeling safe enough to become regulars. I would also like to see a narrow section between Washington Av and Bidwell st, allocated for pedestrians if it were possible to do in a safe way. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |

Those bus stops were very close together, and it makes sense to rationalise them. However, I understand that it will inconvenience those that live in adjacent streets to the west.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Changes favouring public transport is important to signal a move away from private vehicles due to the need to improve safety, ambience and decrease greenhouse emissions

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I don't have suspension on my bike, and request that the speed bumps not be too severe, so that they can still be crossed at 30km/hr without too much juddering .

**Brooklyn Connections Proposal
Feedback**

454
114359916224

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|---|-------------------------|---------------------------------------|-------------------------------|
| NAME: Actually I should be able to provide feedback anonymously | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Its good to hear you consulted the bike lane users...was there any significant attempt to engage with other road users? The 'community' is not just bike lane users. I support the safe use of the roads for all users but feel WCC is not consulting widely and only engaing with bike lane users. I have been to engagement meetings which have been mostly cyclists and the response from the meeting coordinator was that these are people who they have previously engaged with. If you only consult with cyclists you will get swayed feedback. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |

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| Do you have any comments to make about this part of the proposed design? |
| I strongly oppose adding concrete buffers. These are an unnecessary expense to the Wellington ratepayer and actually provide no great protection than the temporary structure. I consider these a waste of money. I strongly oppose any removal of car parking. People drive for a whole range of reasons and need to park. WCC needs to meet the needs of all road users...not just cyclists. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Strongly oppose

Do you have any comments to make about this part of the proposed design?

I strongly oppose a bus stop placed in the middle of a road - this will create a backup of road users. There is no information on the width of the bike lanes but by the looks of what is in Island Bay and this diagram the bike lanes are unnecessarily wide. If cars need to wait in queues...or behind a stationary bus...then cyclists should abide by the same requirements and wait behind the bike in front before passing safely. Make the bike lanes smaller! I also cant see that the passengers alighting from the bus are going to be safe from speeding cyclists - some travelling at 50km/hr. This has been a massive fail in Island Bay - dont repeat the same mistakes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Again reducing car parking is completely unnecessary. The businesses in the area will be negatively impacted by drop in vehicle users who now wont be able to park. Requiring cyclists to slow down near angled parks in case someone is backing out is a preferable option here. 'Mode share' needs to work for all road users - not just cyclists.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Yes - no impact to other road users. All cyclists should have to travel this route into the city.

Brooklyn Connections Proposal
Feedback

455

114359910374

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|-----------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Brady | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The Ohio street between Brooklyn Road/Aro street is woefully ill-considered and desperately needs revisiting. I am shocked at how ill-informed this proposal is (from someone who's lived on that stretch), and how there can be such a glaring failure to see the problem. While it may not be as dire as something like Devon street a little down the road, this plan is absolutely terrible and really needs to be reconsidered. There is NO room for something additional on that path and the notion that someone decided that people speeding is the problem is laughable. Spend an hour on the road in morning/afternoon commute times and reconsider.

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

I strongly support many of these changes, but strongly oppose the removal of the bus stops mentioned. There's quite a large housing development opposite, and I frequently enjoy the walk down the hill and get the bus from 6713 into town.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

This is the less important section of Ohiro road insofar as urgency of need of change, and it seems you've completely missed the most necessary revision closer to town which is horribly unsafe. I usually could not care less about car parks, but I'm sure others will gripe about these, but these don't seem to me to be a huge problem as they are towards Aro street.

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

What are you thinking? Have you ever been on this road? This is madness and I'm shocked at how little change is being proposed here. This street is a nightmare to drive up or down, with the blind corners and entitled car owners taking up seemingly 40% of the street and not leaving enough room for two-way traffic. However, given the orientation of the intersection at Aro/Willis, it is necessary to maintain southbound traffic on Ohiro so as to not necessitate going all the way around to Ghuznee and back up Victoria to get to Brooklyn from Aro. THIS is where the parking needs to be curtailed, not further up Ohiro!!! As said earlier, there is already insufficient space for vehicular traffic because of parking, so whose TERRIBLE AWFUL UNFORGIVABLY BLIND idea was it that there was room to make it a shared bike path as well? That person needs to be fired, or lay off the drink/drugs. And the problem on the road is NOT, I repeat NOT speed, but the inadequacy of the width of the path for two-way traffic. To include something additional on this path is only an idea that could come from someone who is ignorant of the traffic patterns on this road (I have lived on it and also in the neighbourhood for 12+ years, and have some idea as to what I'm talking about from experience)! PLEASE reconsider this, remove parking from here first.

Brooklyn Connections Proposal
Feedback

456
114359867721

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|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Perry Aspros | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

457

114359856327

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Stephen | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

458
114359846806

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|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Olivia Fountain | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The proposed changes are for a minority of cyclists. Data suggests the number of cyclists is not increasing to a level that warrants changes to roads (and required funding) to this extent. The proposed changes consider only this minority group and do not take into account the negative impact on others (vehicles, businesses, those who are unable and unwilling to cycle). |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| I regularly travel up and down the road during what would be considered off-peak times and the vehicle traffic (buses, trucks, trades people and other vehicles) is consistently steady while the bike lane remains virtually empty. The proposed bike lane is an inefficient use of space and lengthens the commute time for vehicles given there is now only one lane available for traffic. During peak times the vehicle traffic is worse and the cycle lane only fractionally busier. Prior to installation of the temporary cycle lane, the road naturally lent itself to accommodating both at the same time - it's wide enough for cyclists to keep to the left without taking up an entire lane so still allowing vehicles to use the space thereby smoothing the traffic flows. Since installation I have never witnessed the cycle lane so busy that the entire cycle lane is utilised. I therefore strongly |

oppose making it permanent as the benefits to only a minor group of people is to the great sacrifice of a great many more.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing car parks does not remove the reason people need to drive and park (biking is not an alternative for many people) so it simply forces those cars to find parks elsewhere and block up other roads. Removing car parks is also excludes the vast majority of the Wellington population who do not currently (and never intend to) bike - where are these car users supposed to park following this proposed change? The flow on impact to businesses in the community is a great concern if customers are unable to access them.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

My previous comments regarding removal (or reduction) of carparks equally apply. Strongly oppose. Inserting two raised crossing will further slow down traffic and seems unnecessary to have two.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The proposed changes will have a detrimental effect on vehicle users. Speed bumps should not be needed because traffic naturally slows to the busier conditions.

**Brooklyn Connections Proposal
Feedback**

459
114359848961

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Chloe | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
The raised crossings are a danger to speeding cyclists including the pro's who arrive from all over Wellington to speed down the hill weaving in & out of traffic particularly early mornings.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Raised crossings are a danger to speeding cyclists

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
To narrow. Cyclists can use a dual/share footpath like Oriental Pde.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Business present, parking needed for public. Cyclists can use a dual/share footpath or the road.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Unnecessary waste of money

Brooklyn Connections Proposal
Feedback

460
114359833544

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ross Palmer | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Overall what is there now should be sufficient for safe cycling and the extra money (millions!) required for the proposed changes cannot be justified for the number of cyclists using these roads. Much better to put the money towards improving water and sewage infrastructure.

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Why waste more money. There is nothing wrong with what is there now. How many cyclists are being catered for ??

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

All the rest of the change has a cycle lane on one side of the road and now on the narrowest part of the whole system there is going to be one on each side of the road. That is crazy !!! Plenty of accidents will occur.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There is nothing wrong with the existing set up. Cars drive very slowly and pedestrians are well catered for.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

So all the car parks will be removed from at least the end going down onto Aro Street ? It is tight enough now and everyone knows they need to take care, so putting a cycle lane will require all the car parks to be removed. If it goes ahead I hope the house owners will be compensated for the loss in house value. They will have to go a long way away from their home to find an alternative (if they can find one), so they will have trouble selling their home.

Brooklyn Connections Proposal
Feedback

461
114359411405

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Kenneth Bulmer | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I want the proposed roundabout at intersection of Ohiro and Brooklyn Road. Apparently you have discarded it for safety concerns? It is really scary for cyclists going downhill as cars pull out of Ohiro across our paths. I've had numerous near misses there which is really stressful going to work. On a bike you don't walk away from a car/ bike collision. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Wouldn't it be better just to reduce the speed limit to 30kmh on that section

**Brooklyn Connections Proposal
Feedback**

462
114359282627

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|------------------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Miriam Moore | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The temporary improvements were absolutely life-changing as someone who used this route daily on a bike. It releases a huge burden from your shoulders. I am excited to see this become permanent. The state of the hit sticks tells you how important it is that they are there. Particularly glad to see bus stop upgrades as I felt these were not as accessible as they should be in the trial. Upgrading streets to allow safe use for users of all modes increases transport choice and creates a more equitable city. Ka pai. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| For context – I lived in Brooklyn for 2 years and used the temporary cycleway daily. I no longer live there but regularly visit both my parents and go to the Penthouse Cinema by bike. Fantastic to see raised crossing by bottom of Nairn St. Often see people lingering in the middle of the road here trying to reach their bus stop. Also that merge causes cars to speed to be the first one out of the lights from Webb St – you really notice it on a bike. The temporary ramps have been problematic for cheaper bikes with less sturdy wheels so I hope to see this improved where the cycle path crosses pedestrian points. Glad to see raised crossing between the apartments and Central Park. I witness a lot of families trying to cross here. Particularly glad to see the raised |

road at the Bidwill Street entrance to increase awareness of cyclist presence. I was cycling this route daily and this was the most problematic point for near misses. Cars turning right or left either do not see cyclists or underestimate the speed of them. Cars do pull out from Bidwill St quite far here for visibility so this will be an ongoing challenge even with the road change. The problem of speed at this intersection extends to the bottom of Bell St where pedestrians cross into Nairn St Park. Hopefully this will cars approaching this intersection too, it is a really popular walking route for high school students and commuters, and part of the City to Sea Walkway. Again, glad to see a raised intersection at Washington Ave. Another problematic intersection for cars under-estimating cyclist speeds.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I support increasing the distance between the two bus stops on Ohiro Road. It is currently silly, you can walk to the one of the corner faster than riding to it on the bus, if you get off the first one. Although the traffic problems that cause that might be resolved with this improvement. Some locals may find removal of car parks difficult along this strip. I know there is a Drs there – and this street is one of the flat ones in Brooklyn, so there will need to be clear communications on parking alternatives. Turning out of Tanera Cres is a nightmare. I support the raised pedestrian crossing which will help this vehicular issue, and support bus users to reach this side of the road easier (if coming from town).

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Really popular crossing by the shops with the school kids so strongly support. I support the raised courtesy crossing at the intersection of Cleveland and Washington. It is really hard to cross as a pedestrian and even harder to pull out to turn right up Washington on a bike. I think it could be improved further by building the kerb out and reducing how sweeping the corner is for cars turning left into Cleveland St from Washington Ave, and reducing the length of the pedestrian crossing.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Yes support this. Cars really hoon up and down here and it narrows very quickly! This includes me in my previous life as a teenager who just learned to drive.

Brooklyn Connections Proposal
Feedback

463
114359206311

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Cathy Breed | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I think they are broadly great. The only think I'd like to see is a more thought out pedestrian route from Cleveland street to Tanera Crescent. I think a crossing further down Ohio road to allow a safe crossing from the central park side of the road to Tanera Crescent is very necessary for pedestrian safety

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
This looks brilliant. There should never have been parking on this narrow road section

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

A major point that has been missed out here is a safe pedestrian access along Ohiro road to Tanera Crescent. A safe crossing from Central park to Tenera Crescent would be an easy win. The other option is providing a pavement on the other side of the road where there currently is none to remove the need to cross traffic. At the moment this road crossing is very dangerous as cars move down Ohiro road fast and there is minimal street lighting at night. And there is a need to cross twice -once to get to central park and then again at the Ohiro road intersection.

Brooklyn Connections Proposal
Feedback

464
 114359170428

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|----------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Emma McKee | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 removal of carparks around required facilities amount of crossings and them being raised on a main route to dump

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 removal of all parks, and a bus stop which will cause congestion on a extremely busy main route

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

removal of parks at an already extremely busy and high used area of vehicles for businesses

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

465
114359141093

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Thrift | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| NB your label above is wrong, that's the view away from the city. The cycle lane must be made permanent, it doesnot affect other vehicles. Cycling should be encouraged and promoted. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Brooklyn Road has become a lot safer for cyclists since the introduction of the cycle lane. It is encouraging more people to cycle which is a good thing which should be maintained and encouraged. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This is essential, currently the cycle lane ends and deposits the cyclists into the traffic and parked cars. This proposal will make this section of road a lot safer for cyclists. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Put gaps into the raised sections to allow cyclists to avoid the bumps.

Brooklyn Connections Proposal
Feedback

466

114358816821

| | | | |
|-----------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Brent | SUBURB: Ngaio | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Far prefer a roundabout at the Brooklyn/Ohiro road intersection, cars often go around these corners at dangerous speed both down and uphill and drivers take risks getting out of Ohiro road. I have been hit by cars twice at this intersection while riding. A roundabout will force all cars to slow and consider what is happening around them. It would also appear to minimise car parking loss as the need for the extra right turn bay should disappear and the invisible island can be reduced significantly.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Not sure a raised bike lane is needed? Would prefer to keep the lane at the same height as the road to minimise the amount of vertical changes, adding concrete barriers instead all the way up maybe with reflector posts, would be preferable.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Excellent use of speed humps, I have been overtaken numerous times by cars while going down this hill at 60kmph+. Make sure there are plenty of warnings about speed humps though!

Brooklyn Connections Proposal
Feedback

467
 114358748950

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|-----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Chris | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 Bullshit, the overwhelming majority opposed it. Getting support from degenerate cycle groups from all over nz is dirty filthy tactics and it will come back to haunt you . Submissions s should only be accepted from residents WITHIN the city proposals are made, not from tree huggers thousands of kms away

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
Do you have any comments to make about this part of the proposed design?
 Yet more consideration given to the minority while the overwhelming majority get screwed

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose
Do you have any comments to make about this part of the proposed design?
 Leave street carparks another unless you are prepared to face a lawsuit for compensation to car owners for devaluing their property. Whether hell do you think you are? NZ is a democracy not

communist regime. Listen to the people you dipsticks or you will face massive rebellion in the near future

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Leave the dam carparks alone. Your beloved cyclists can ride the way they have been riding for decades without issue. Idiots, you don't have a clue

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Absolutely joke. How about giving more consideration to the majority ?

Brooklyn Connections Proposal
Feedback

468

114358591642

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|--------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Dianne Roberts | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

As above

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

I think the money should be used on the water upgrading in the city. Listen to the majority and stop trying to improve the issues which are not a problem.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Same as before

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

As before

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Same

Brooklyn Connections Proposal
Feedback

469
114358518954

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|--------------------------------|-----------------------------------|---------------------------------------|-------------------------------|
| NAME: Pierre Tellier | SUBURB: Strathmore Park | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|-----------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
Would be better to fully separate the bike lanes from cars

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

470

114358491672

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|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lyndon Akerblom | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Would not oppose if the following problems were addressed: - Crossings should not be raised, should be level. - Too many carparks are being removed. These are fully utilised on weekends by the karate and tennis clubs. The existing cycle lane operates fine with these parks in place.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Main issue here is that there will no longer be any space to pass buses at the bus stop, therefore holding up traffic which could miss 1 or 2 cycles of the traffic lights. Also crossings should be level, not raised.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

471
114358500384

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tansy Tompkins | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Main issue will be the noise from the trucks as they have to brake downhill for the raised crossings and grinding their gears as they have to take off again uphill. Not to mention the diesel they'll be spewing out as they have to take off uphill 3 times with a heavy truckload. Would suggest zebra crossings but NOT raised ones.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
On a personal note - this will mean no parking for hundreds of metres for someone coming to visit me. On a commercial note I worry about the restaurants in Brooklyn having no parking available

for customers. Could you please please please consider a 'clearway' approach here - allowing bikes 7-9am and 4-6pm but leaving the parking spaces available at other times for residents and businesses. I've lived in Brooklyn for 12 years and have always shared this section of road with cyclists - never trying to overtake them as you know it is a short section of road. I don't think the benefit to cyclists is equal to the removal of 30 parking spaces here and am strongly opposed to this.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Again - I have lived in Brooklyn for 12 years and have never seen an issue with the angled parking. It would be a shame to lose 2 more parking spaces here given how busy the shops are at most times of the day and parking at a premium. Feels like a solution looking for a problem.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Raised crossing a good idea here. Oppose the speed humps here I don't think they're needed and will just mean more noise as cars and trucks slow down and speed up. Put a speed camera in instead or lower the speed to 40kmph.

**Brooklyn Connections Proposal
Feedback**

472
114358139713

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|--------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Tim Hope | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
While I strongly support this upgrade plan, it doesn't feel like a priority while other cycle projects that create new routes, like the Basin Reserve to Oriental Bay connection, are hampered by contractor availability. New routes should be the priority if it comes to a choice.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
While I strongly support this upgrade my only comment here is that the current layout does already work well for cyclists. With constraints on contractors as it is I would prefer to see them working on other new cycle projects in the city before coming back to complete this one, if it was a choice.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

In your 'options considered' section there is no mention that consideration was ever made to installing physical separators in this part of the route. Paint is not protection and this does not fit in well with the rest of the route, in the section that needs it the most with a narrowing street, more driveways, and build up of traffic.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

473
114358133499

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Evan McCarney | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I think this is a great plan to make walking and cycling safer between Brooklyn and the city centre. It addresses the few minor issues I had trial and provides better facilities for pedestrians. The two points I think might have been missed, or possibly just outside the scope of this plan are: 1. A cycle connection from Aro St. to Brooklyn Hill Rd at the city end. If coming from the Aro St. shops and heading up to Brooklyn via the cycleway you need to either cut across footpaths or circle around through Victoria St with poor merging points. 2. It's disappointing that the plan does not extend south on Ohiro Rd. to McKinley Cr. Traveling north, Reuben St. is the last point with safe passing width. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

474
 114357907426

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|--------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: Ingrid Gotlieb | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

The bus stop opposite the entrance to the Central Gardens should remain - as many residents from the flats use this for direct access to where they live. The proposed new crossing for this area could surely be shifted in order to keep this stop. Some crossing areas could be at street level - a couple of raised crossings up Brooklyn Road would be plenty to slow traffic. A bike path through Central Park would be safer than biking down Ohiro Rd to Aro St. Hopefully a cable car from the bottom of Central Park to the top will be the next proposal.

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

Yes 1. Bus stop 6713 is used by many residents of the flats who are elderly or who have health problems - to remove this bus stop in order to put in a crossing I think is a mistake. Best keep the bus stop rather than prioritise a crossing. More important that people can access their place of abode and transport their shopping than cross the road to get to the park more easily. 2. I think the plan has too many raised crossings to slow down cars. 3. I don't think it is necessary to have raised bike paths. 4. I am a bit concerned with a raised crossing area at the top of Cleveland Street - I think it best to have a non raised crossing - as up hill travelling cars will have to go up onto the raised crossing /stop on it. This is not very practical.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

With reduced parking proposed in Cleveland St it will be more difficult for people to access the medical centre. I don't think two raised crossings are necessary - just one.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I think a raised crossing on this hill (top of Cleveland St) is not practical for up hill traffic. A non raised crossing is best. It would be good to have the crossing at least 3m down from the intersection of Washington Rd and Cleveland St so cars can safely stop at the crossing. In fact some speed bumps up on Washington Ave before the corner would be beneficial.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

I assume the proposal is to eliminate parking? It is a tricky road and I am not sure it is safe as a shared road. I support making central Park a preferred means of biking to Aro St.

**Brooklyn Connections Proposal
Feedback**

475
114357819145

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|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Sarah | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
focus on brooklyn road, ohiro road wold benefit from just the one courtesy crossing at the bottom. don't disadvantage buses and bus commuters as we all have the same goal.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
raised cycle ways will be good for less confident cyclists as it gives a further sense of separation - good for those with kids or to encourage newbies. like the idea pf a raised crossing to the park. i have lived nearby for 3 years and never gone to the park as it doesn't feel accessible - there's nothing drawing you in.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

this area gets a bit messy as it is, i think adding further boundaries they are likely to get compromised and encroached as theres constantly traffic around. as someone who cycles lots but is also reliant on a car a few times a week, i have reservations about removing all car parks. removing parks and adding a cycle lane on just one side may be safer

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

i frequently cycle up ohiro road all times of day and the narrowness and winding of the road limits speed enough. where it's wider i've never had a problem with dodgy passing. Especially during rush hour and with cars parked there it's easy sharing for cars parked, commuting via car and bikes. 6 humps seems way too excessive though the courtesy crossing is sensible. i am guilty of getting my adrenaline rush from rushing down ohiro on the bike. putting resources into brooklyn hill makes more sense to become the main cycling thoroughfare so would rather improvements there.

Brooklyn Connections Proposal
Feedback

476
114357628572

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Casey James | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

477
114357145251

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lucas MacDonald | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
This is all great, put in a gold standard cycleway and it will eb hugely beneficial and save lives.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

The less cars on these roads the better

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support this, but would suggest that you could put a shared path through Central Park to completely remove cyclists from traffic.

**Brooklyn Connections Proposal
Feedback**

478
114357073278

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| NAME: Sheetal Patel | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Don't know |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Don't know

If you have any comments about the overall proposed plan, please share them here

There are some areas that I support and some that I don't (refer to my previous answers). In regards to the Bus Stops, I think the new ones that have been installed are a downgrade from the previous ones (I'm thinking specifically of stop 7767 - multiple people used to stand inside the old bus stop on any given day but now there's only 1 or 2 at best with the new bus stop as due to human behaviour, people like to put their bags on the seat next to them and play on their phone and ignore anyone else wanting to sit down). I'm also not fully supportive of the parking removal as I previously mentioned as I use this area to pick friends and family up when they get off the number 7 bus (if the number 17 is cancelled which it quite often is) and then drive them up the hill. Not all of them can walk up the hill as they are elderly.

Do you support the proposed changes to Brooklyn Road?

Don't know

Do you have any comments to make about this part of the proposed design?

Personally I think Pedestrian crossings are a huge risk to both the pedestrian and the driver on the road. It requires both parties to be on alert. I avoid them where I can and just cross the road outside of pedestrian crossings. In regards to the bike lanes, I have gotten used to the idea of having them (although I have seen multiple times vehicles, including police cars, get stuck in those bike lanes) but I still don't think they way they have been implemented has made the best use of

the limited road space that is available. We could have had instead a shared bike and bus lane (there aren't that many busses as there are so many cancellations). Or a shared uphill and downhill bike lane in the middle of Brooklyn road. Also, is it really necessary to have cycle lanes on both Brooklyn road and Ohiro road at almost the same entry and exit points??

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Don't know

Do you have any comments to make about this part of the proposed design?

I support removing the two bus stops and combining them into one. It's something that should have been done a long time ago. I don't fully support getting rid of parking on Ohiro Road. I understand the desire to want to do this but the biggest problem I currently face is the lack of busses turning up/cancellations to Kowhai Park so I use this space to pick up people (once they get off the number 7 bus) to then drive them up the hill to Karepa Street/Ashton Fitchitt. The public service into Brooklyn isn't fully delivering the service to the public according to Metlink's timetable, therefore more of us who live up Todman St/Helen St way depend on vehicles to pick friends and family members up (especially when the weather is bad). I am neutral about the zebra crossings.

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

I support the additional mobility parking and the change to the angle parking by the fire station (I never go to the Brooklyn shops anyways cause the parking situation isn't very good or the busses don't stop there long enough for me to pop in and buy groceries/takeaways). Again, personally I don't pedestrian crossings as I think there is too much risk (sometimes the pedestrian walks without looking and sometimes the driver is distracted - those two factors combined for me is why I avoid them completely)

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Don't know

Do you have any comments to make about this part of the proposed design?

I support the downhill cycle lane if there isn't also one on Brooklyn Road. I also support the speed bumps.

Brooklyn Connections Proposal
Feedback

479
114357081246

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Isaac | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
|---|

Strongly support

Do you have any comments to make about this part of the proposed design?

The traffic on Washington Ave near the intersection with Cleveland street often moves very fast and poses a hazard to people crossing Washington Ave, including school kids. If something can be done to slow traffic on Washington Ave near this intersection that would be great.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

480
114357074143

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Vanessa Simpson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| great plan! promotes a wider range of safe options for pedestrians and cyclists |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

yes this road is so sketchy especially when cars are parked on both sides

Brooklyn Connections Proposal
Feedback

481
114357009562

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Chun-Lin Lee | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
The improved bike lane and new raised zebra crossings will make it safer for people on bikes and walking.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
The bike lanes and raised zebra crossings will make it a lot safer for people on bikes, as motorists drive really fast through this section. The zebra crossing will make it nicer to walk to Brooklyn from Aro Valley.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

482
114356969230

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dylan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Don't remove the bus stops outside the Berkeley Dallard Apartments. I think the proposed raised zebra crossings outside of the 30kph zone in brooklyn shouldn't be raised as this will interrupt landfill and trucking traffic too much causing spillage and increase road wear significantly.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Replacing all on-street parking on the city bound side seems quite extreme and will anger many people. As a cyclist this would make a good difference, but isn't a separated lane so doesn't increase safety completely. When coming into town on a bike this section of the road is okay as

most cars will just have to go slowly behind you as their isn't space to pass. Finally consolidating the worlds closest bus stops will be a great thing. The raised zebra crossings make sense in this section.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

This looks great

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I don't think this is necessary or will make it much safer, the road is too narrow and cramped here any way.

Brooklyn Connections Proposal
Feedback

483

114356957633

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|------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Kirill | SUBURB: Churton Park | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Worked great as a temporary change. Should be made permanent asap.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This will make it better for both biking and driving. Currently the street is too narrow to have car parking.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

484
114356889417

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|-------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Brett Halkett | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I don't think these changes are necessary given the less steep and planned safer route up Brooklyn Road

Brooklyn Connections Proposal
Feedback

485

114356514771

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|---------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Laurence Millar | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

No comment

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

No comments

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

No comments

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

No comments

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Could maybe consider making Ohiro road one way uphill?

Brooklyn Connections Proposal
Feedback

486
114356403911

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|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Thomas Mitchell | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Implement the citywide 30kph speed limit, and many of these changes would be even safer. Some would be unnecessary if the automobile speeds were limited to 30.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Courtesy crossings are dangerous on this road. No one will stop, and we on foot can't see around the bends. Lighting is not sufficient for courtesy crossings. The new crossings at Bidwell and Washington (and maybe Nairn St too) should be zebra crossings. Cars should be mandated to have to stop for pedestrians getting to and from Central Park's various entry points all along this stretch of road, period.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Don't raise the existing zebra crossing at Harrison St. It's fine as it is. The proposed courtesy crossing at Washington should be a mandatory zebra crossing instead. The parking changes, especially the removal of angled parking, are *very* welcomed.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

No speed humps. They are dangerous for bicycles on a curvy road like this, at speed. Implement the 30kph citywide speed limit, and you won't need to invest in hazardous nonsense car-calming infrastructure like this! Courtesy crossing should be a zebra crossing instead.

**Brooklyn Connections Proposal
Feedback**

487
114356340997

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|---------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Timothée Sayegh | SUBURB: Melrose | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Great to see a raised cycle lane in the plan. Will greatly improve safety for cyclists. The one part of the plan that I believe should be reviewed if possible is the transition between protected bike lanes to painted bike lanes around the Brooklyn shop. Painted bike lanes are far from ideal and will be a deterrent to a lot of cyclists. Some soluti

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Great to see a raised protected bike lane

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
While I support the changes as it's still an improvement. I believe this is the weakest part of the overall plan. Painted bike lanes will not do enough to encourage cycling in the area, and will act

as a deterrent to less confident cyclists. A protected cycle lane would be the ideal solution. If not practical, my preference would be a protected cycle lane until the road starts going downhill, and then bicycles and cars can share the road at 30km/h.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

488

114356305582

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ingo Schommer | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

The start of the cycleway just off Webb St and lower Nairn is always going to be a choke point, with two lane traffic merging into one. As a cyclist I'm actually glad there's a pedestrian crossing planned because it'll slow down traffic and give everyone more time to react and negotiate.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

I've commuted on this road by push bike for years before the temporary cycle lanes, with regular close passes by cars and trucks on the uphill stretch. The temporary cycle lanes was a real quality of life improvement for me, so I'm stoked that they're becoming permanent. I'm also regularly using the bus stop bypasses on my bike in Island Bay, great to see them being implemented here as well.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Great to see this, it's a pretty narrow road with lots of trucks and bikes and always felt a bit dodgy on the bike - especially if you're passing stopped traffic on the bike towards the red light, and it all of a sudden turns green. The pedestrian island just before the left turn from Ohiro Road down to the shops (Cleveland) is a dangerous choke point for cyclists.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

The parallel parks by the fire station should become EV chargers - there's virtually none in that neighbourhood.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I'm somewhat comfortable biking down Brooklyn Road in traffic on my push bike or e-bike (doing is most days), but in the back of my head I'm always worried about something going wrong at those breakneck speeds. So having a safer more relaxed alternative down to Aro Street is fantastic.

**Brooklyn Connections Proposal
Feedback**

489
114356300665

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|-----------------------|------------------------|---------------------------------------|-------------------------------|
| NAME: Munro | SUBURB: Tawa | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
This is a great way to build on success. I'm very proud of the councils willingness to listen to people who are actually using these cycle lanes and not from car drivers who are mildly inconvenienced.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
This looks like a great improvement on what has already been a good job done by the trial

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Love the idea for the bicycle underpass of the bus stop and the pedestrian improvements too. Removing cars parked from this area will make the street so much safer.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Raised crossings will do a lot to make this area safer! changing the angled parking to parallel is a smart way to claim area back from cars.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Alternative ways to bike around brooklyn is great!

Brooklyn Connections Proposal
Feedback

490
114356258667

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ben Lamason | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
The uphill bike lane is a massive improvement. I drive/cycle 50/50 and haven't noticed any real problems driving but it's significantly improved cycling

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I'm not in favour of the raised pedestrian crossing. Personally I would suggest nice big islands (maybe with guard rails) that pedestrians can use to get across the road safely without overly disrupting the traffic.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Opposed to the speed humps. It's a great hill to ride down

**Brooklyn Connections Proposal
Feedback**

491
114356187229

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|------------------------------------|----------------------------|----------------------|-------------------------------|
| NAME: Ari Pfeiffenberger | SUBURB: Brooklyn | ON BEHALF OF: | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|----------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Strongly support the idea of improved cycling infrastructure throughout wellington. As a Brooklyn resident who commutes by bike daily to school, daycare and work anything that makes cycling safer and more enjoyable will be welcomed

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I cycle this route daily and feel so much safer now we have the cycle lane. While I do agree that pedestrian safety is key I am not sure that this many raised pedestrian crossings are necessary. They are bumpy to ride over and uncomfortable for riders and kids in bike seats. They also get slippery to come off and on when wet (newtown and areas at the bottom of Brooklyn hill are examples). I hope road designers can come up with a pragmatic solution that allows for safe and comfortable cycling and pedestrian safety. I strong support extending the cycle lane all the way into Brooklyn . The merge with buses and trucks at the top of the hill currently doesn't feel very safe.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support these changes. The parking is a hazard both for cyclists and cars. I hope in time people will adjust to losing their right for free storage of cars in thoroughfares

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Not part of this but related - please bring more cycle racks or new locky docks to Brooklyn as currently not enough bike parking near shops and none at school, scouts hall, community centre, cinema and other shops

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strongly support this. Same as previous comment re safety and discomfort of Riding over raised crossings. Please get designers to look at this

Brooklyn Connections Proposal
Feedback

492
114356171458

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|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Christopher McLellan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
improving bike lane is a lovely idea. As are the additions of crossings. I do have concerns with the removal of bus stops. Both of these bus stops serve large social housing areas, and riding the bus I often see elderly people using the bus stop. I think its especially important that the elderly and those living in the social housing areas are placed front and centre when producing public transport in Wellington.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Lovely zebra crossings and painted bike lanes. Some protection for these bus lanes could be good, but this route is used often by heavy trucks so that makes it hard. creating some more space on the road would be great, although expensive. Removal of bus stops. I mean yes efficiency, but hm. there has already been the removal of the bus stop outside of brooklyn terrace, and so moving the bus stop even further away from there isnt prefferable. The bus stop 6719 is arguably the most well used on the whole route. 30 meters is hardly very far, and I think it would be quite a pain to have this bus stop move.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Genius, lovely ideas

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Lovely crossing. and bike lanes. thinking about how to design the speed bumps such that they are not there for bikes would be really smart

**Brooklyn Connections Proposal
Feedback**

493
114356082675

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| NAME: Andrew Lensen | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

While I support the overall plan to transition from the temporary implementation to a more permanent solution, I believe there are several aspects of the proposal that could be further improved to enhance safety and usability for all road users, particularly pedestrians and cyclists. Firstly, I strongly suggest the incorporation of dedicated and protected cycling infrastructure around the Brooklyn shops area, as the current proposal may not adequately safeguard cyclists in this busy and potentially hazardous location. Additional signage, while helpful, is not a sufficient substitute for physical infrastructure that can protect cyclists from motor traffic. Secondly, I recommend replacing the proposed courtesy crossings with full pedestrian or zebra crossings, where road traffic is legally required to yield to pedestrians. I have personally experienced the uncertainty and potential danger that courtesy crossings can introduce, and I believe zebra crossings would better support the council's mode shift agenda and make the city more people-friendly.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support the proposed changes to Brooklyn Road. The plan to replace the temporary bike lane with an improved, permanent one—both at street-level with concrete buffers and as a raised

bike lane—will significantly enhance safety for cyclists. The introduction of new raised crossings, including the zebra crossing near the main entrance to Central Park, is a thoughtful addition that will undoubtedly improve pedestrian safety and accessibility. I appreciate the consideration given to improve journey times by relocating the bus stops near Central Park. I look forward to seeing these changes implemented.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

While I support the proposed changes for Ohiro Road, including the painted bike lanes and the new raised zebra crossings, I strongly believe that more needs to be done to ensure the safety of cyclists around the Brooklyn shops. Despite the improvements, this area remains a significant concern due to high pedestrian activity and vehicle traffic. Simply adding signage is insufficient to protect cyclists. Instead, I would strongly urge the consideration of dedicated infrastructure for cyclists in this area, such as separated bike lanes or protective barriers. Additionally, traffic calming measures could be used to discourage high speeds and reckless driving. It is crucial that we make the safety and comfort of cyclists a high priority in this busy area.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support the proposed changes on Cleveland Street, especially the transition from angle to parallel parking by the fire station, which should improve visibility and safety for all road users. However, I strongly recommend that the two proposed raised courtesy crossings be changed to full pedestrian crossings or zebra crossings. Courtesy crossings can create uncertainty for both pedestrians and drivers, which can compromise safety. Zebra crossings, where road traffic is legally obliged to give way to pedestrians, are a better solution. They can promote walking by making pedestrians feel safer and more prioritized, in line with the council's mode shift agenda. I also welcome the additional mobility parking bay, making the area more accessible for all. Overall, while I am in favour of the changes, I believe the implementation of full pedestrian crossings would significantly improve the project.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

While I am supportive of the efforts to create a safer shared on-road bike route downhill via Ohiro Road to Aro Street, I am concerned about the proposed raised courtesy crossing at the Aro Street intersection. In my personal experience, navigating this intersection while walking my dog can be quite stressful due to traffic coming from multiple directions. A raised courtesy crossing may not alleviate this issue, as it can introduce uncertainty for both pedestrians and road users, potentially compromising safety. I strongly suggest replacing the courtesy crossing with a full pedestrian or zebra crossing, where road traffic is legally obliged to give way to pedestrians. This change would not only make me and my dog feel much safer but also promote walking among other residents

and visitors, aligning with the council's mode shift agenda and enhancing the overall people-friendliness of the area.

**Brooklyn Connections Proposal
Feedback**

494
114356079756

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| NAME: Eamonn Marra | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I ride the Brooklyn Road cycleway several times a week and it is legitimately one of my favourite things about living in Wellington. These changes would enable more people to feel confident and safe to bike it and others will be able to share in that joy.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
The current temporary bike lane up Brooklyn road has been very very successful. These plans will make it even better and safer. The worst parts of the route currently are, cars frequently park or stop near the lower Nairn St stop and how it weaves on and off the footpath at points. This appears to fix both those issues.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Crossing the road at or near the Ohiro/Brooklyn Road intersection has always been dangerous, but there has never been another option to getting from the top of central park into Brooklyn. The pedestrian crossing here is such good news. The bike lane is important as currently the bike lane just fades away and cars frequently don't give enough space.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

It isn't clear what the shared route will look like? If it is just "Sharrows" then it's doing nothing. Shared roads are currently not well understood or completely ignored.

Brooklyn Connections Proposal
Feedback

495

114356007130

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Richard | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Too expensive with minimal additional benefit.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

My observation is that the temporary solution is quite adequate, and it is not used much. The upgrade appears to be expensive, with no additional benefit.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Raised crossings are speed humps. If there is concern about people driving through these install cameras.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed humps are not a solution to anything. If speed is a problem install cameras.

Brooklyn Connections Proposal
Feedback

496

114355990951

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|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Vivian Stephens | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Disagree with the removal of bus stops on Brooklyn road

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Disagree with the removal of the bus stop

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strongly support the raised crossing, but it should be a pedestrian crossing, not a courtesy crossing. Crossing the bottom of Ohiro road is a nightmare most days

Brooklyn Connections Proposal
Feedback

497
114355832128

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|---------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Sam | SUBURB: Wilton | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Would be good to see some northbound improvements for bikes or buses. Will the raised crossings lead to landfill bound trucks dropping debris on the road?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

498
114355529820

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|------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Graeme | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Dedicated cycleways here will not improve safety for road users. They narrow the road making it more difficult to get to and from Brooklyn. The majority of traffic is by car, which gives the best access to the widest range of Wellingtonians. Removal of parking spaces will further reduce the number of people able to visit the Brooklyn area.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Dedicated cycle lanes are not required and will not increase safety for cyclists. The removal of car parks will make it harder for people to visit Brooklyn to enjoy the cafes, restaurants and cinema.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Cycle lanes are not required to increase safety on the road they just restrict other road users from accessing the area. Cyclists are not the main users of the roads in this area.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Angle parking does not need to be removed and is not a safety issue in the area.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Dedicated cycle ways are not required to improve safety for cyclists. They just narrow the roads and make them more dangerous for all users.

Brooklyn Connections Proposal
Feedback

499

114355472101

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: S Hoskinsc | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Not important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Waste of money

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Raised zebra crossings are dangerous for people with mobility issues and also cycles . Stop wasting money on this crap and reduce our rates and fix the infrastructure

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Raised debts crossings are extremely dangerous for children elderly and people with mobility issues .

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

We need more parking rather than less. It would be safer just to have left the road as it was. I'm a cyclist and I felt safer before the cycle lane was put in. Tons of people are utilising it the wrong direction on scooters going through opposite way down hill . Super dangerous one scooter going down hill nearly took me off my bike . Cars are backed up going up the hill causing congestion which is the opposite of what this useless mayor is trying to achieve . Less car parks makes kills our local businesses and means people double park which is more dangerous rather than less

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed humps are dangerous for cyclists and cause congestion

Brooklyn Connections Proposal
Feedback

500
114355394065

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|----------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Linklater | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Strongly support this proposal and look forward to areas where people live being more catered to them, and less to cars and people travelling through the suburbs. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| In favour of it all, even if I'm fundamentally opposed to "courtesy crossings" as no one shows any courtesy.... |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This space was always very squeeze especially with all the cars parked on either side |

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

If the area is meant to be lived in and for people to walk around - why have courtesy crossings where drivers have no requirement to stop for people when the point of all of these changes is to make it more people friendly? Put in proper zebra crossings or leave it - people will just work around drivers who don't stop as usual

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

501
114355272272

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|----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Beth | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| STOP MAKING ANY MORE CHANGES TO BROOKLYN ROADS. The council spends billions on cycleways that are mostly unused & which now put pedestrians & motorists in danger eg in Lyall Bay, Brooklyn, and outside the Wellington hospital. Cyclists are a MINORITY. Wellington is rainy, & has mostly uphill roads with tight bends - not ideal conditions for people on bikes. Why does the council repeatedly ignore what residents and business owners want? Why does the council prioritise a handful of cyclists over the 'majority of road users who pay road tax'? Most people have children & parents who they need to to DRIVE around. The council needs to stop making new cycle-ways, start getting rid of previous cycleways which now endanger people, and start prioritising the majority of road users eg car & truck owners! |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Brooklyn Road is the main road to the tip. Get rid of the cycleway that no one uses, which was meant to be temporary & which cost \$317,000 of tax payers money. Put back the passing lane for trucks. Both uphill lanes used to be wide enough for ALL traffic, now the only lane uphill is congested, narrow & dangerous. Why does the council continue to spend billions on un-used cycle-ways which make roads more dangerous for motorists & trucks? |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The council's designs are crazy. I've lived in Brooklyn for 30 years. All these roads are narrow, & mostly uphill, with tight corners. Getting rid of car parks will kill business for the already struggling small businesses in Brooklyn. The current un-used cycleway, which was meant to be temporary, which cost \$317,000 of tax payers money, now makes the road; narrower, & more congested which causes increased commuter time for ALL road users. Hardly anyone uses bikes compared to car and truck drivers in Brooklyn. This is the main route to the tip. Why does the council continue to ignore what Brooklyn residents want, by spending millions, to prioritise 'a minority group of cyclists'. The council's changes have already made the road MORE dangerous, MORE congested and SLOWER to navigate. Wellington is mostly hills, with a lot of rain year-round. Even e-bikers find commuting difficult in these conditions. The council needs a reality check and needs to start prioritising car & truck owners - i.e. not only are they the majority of road users but they also pay road user & road taxes, which cyclists don't. cars & trucks are the MAJORITY of road users in Brooklyn!

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

LEAVE BROOKLYN STREETS ALONE. The changes which brought in bus 'hubs' a few years ago, now stop two way traffic on Cleveland road any time there is a bus in the road. Millions were spent to widen the footpaths, replace perfectly functioning bus stops, & an ancient tree was removed, this all made traffic worst. Brooklyn businesses are struggling, don't you dare remove anymore car parks. Do you want them to die altogether? We have enough pedestrian crossings already, which function perfectly. Stop spending millions to make things worst. The council needs to listen to residents & stop trying to fix things which are not broken!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

STOP MESSING WITH BROOKLYN ROADS. I am a Brooklyn resident of 30 years. Ohiro road is narrow & often becomes one lane only. The car parks that are on it are necessary for both residents & commuters to the CBD for work. DON'T PUT ANYMORE CYCLEWAYS ON NARROW STEEP, TWISTY WINDY ROADS. The council's new designs are crazy. The council ignores what residents want. The Brooklyn hill cycleway is an unused expensive abomination. Don't fix something that isn't broken. Do something useful for a change and get rid of the Brooklyn hill cycle way. No one uses it, it causes delays and congestion, AND it cost \$317,000 was meant to be temporary & is not used at all.

Brooklyn Connections Proposal
Feedback

502
114355297186

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Marc de Boer | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

The existing crossing can get quite busy with the buses could move closer to the lights to be away from the intersection and bus turning bay

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

503
114355296835

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|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Tim | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The changes (including cycle ways) to Brooklyn Road mean that the changes to Ohiro Road are unnecessary.

Brooklyn Connections Proposal
Feedback

504
114368300059

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Blake | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Overall I support the proposed approach. In particular reducing car velocity, increasing pedestrian and bike safety. However the removal of car parking spaces in some areas is not an appropriate course of action.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I'm in favour of these changes. One of the current hazards is the shared bike and pedestrian path immediately after Washington avenue, so this needs to be rectified to have seperate bike and pedestrian paths. I am in favour of the speed hump outside Brooklyn Terrace Road, as this is where cars speed in both ways. It will help reduce hazardous speeds both ways, including slowing cars down ahead of them reaching the pedestrian crossing further up the hill around the sharp corner.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support

Do you have any comments to make about this part of the proposed design?

I strongly support the addition of zebra crossings along this section of road. A number of times I have seen near misses at the current pedestrian islands. I strongly disagree with the removal of the 10 car parks at the corner of Ohiro Road and Brooklyn Road. These car parks are used by residents who have no off street parking. There is no clear alternative places to park. I would suggest coupon parking here to limit commuters parking there. This car park spot is also useful as the propose widening of the road around the corner will increase car speeds at an already treacherous corner for pedestrians. I would also strongly recommend putting in place a pedestrian crossing across Ohiro Road where it joins Brooklyn road. There is currently and island which is not safe. The space is too narrow for pedestrians to safely cross as visibility is limited when cars are driving up Ohiro Road.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I support the proposed works however I disagree with the changing of the angled parking by the fire station. These parks are well used and needed by residents to drop kids at the daycare and do general shopping. I bike this area daily and the proposal will make no changes to safety and create a net negative result for residents

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support all changes. Cars proceed over the speed limit in both ways, so the speed bumps are strongly necessary. They should be designed so that bikes can go through/over them easily, particularly downhill as it's a difficult hill to control bike speed and slow completely without wearing the brakes

Brooklyn Connections Proposal
Feedback

505
114368307386

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|-----------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Sonya | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Since the temporary cycleway has opened, it has felt much safer to cycle in Brooklyn. These additional changes will take some time for people to adjust to but will help encourage more active transport in our suburb and protect vulnerable road users from the heavy vehicles that rumble through Brooklyn all day.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I like the current layout between the Central Park flats and the Renouf Centre. I think it's good to retain some parking for the flats and Central Park users. It makes the road narrow but that's good as it keeps speeds low.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

I'd like more protection for the bike lane than paint. Paint isn't protection and that road is full of intimidating 10 tonne trucks. Sticks like the temporary bike lane should be a minimum.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

As the school road patrol coordinator, I love the raised zebra crossing between Jo's Pies and Wing in Chang. I know there will be lots of opposition to parking removals but I would love to see more people walking and cycling in Brooklyn and in order to get that we need to making driving more inconvenient.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

506
114368301690

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|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: E J Child | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I support these changes. It's important to make the bike lane permanent, and give it better separation and protection from the vehicle lane. One minor comment: I'm not sure about moving the Bidwill pedestrian island downhill. That makes it less likely to be used by people walking between Brooklyn and Mt Cook, especially the numerous students who would walk that route to Wellington High School or Wellington College.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

I generally support this. One comment: I'm not sure about the wisdom of moving the turning lane into Tanera Crescent several metres backwards. That's a really difficult intersection to get in and out of. Moving that turning point further away makes it difficult for drivers waiting to get into Tanera Crescent. It also makes it more difficult for waiting drivers in Tanera Crescent (who should be waiting for them) to see them. It may also make waiting cars in that centre turning lane less visible to oncoming Ohiro Rd city-bound traffic, as they are just coming over a rise, which may startle them and increase a risk of collision.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

507
114368295167

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Mark Hodson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| You are wasting our rates and the plan still ignores the real danger spots where the hill joins to Willis Street. Bicycle lane is not needed when you lower the speed limit to 30kph. The changes you have already made have INCREASED DANGER for scooters to the point mopeds now have to use the cycle lane to stay alive. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| How will you mitigate the noise from dump traffic driving over the raised crossings and speed humps? Trucks re-accelerating will be close to 100db. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |

Removing parking from this stretch will move noise and pollution to nearby streets, which already are at 100% parking.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Each car park outside a shop generates \$30,000 per year for businesses. You will kill the heart of our village. Don't remove any parks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

As a cyclist the speed bumps down hill will be very dangerous. These changes are not needed.

Brooklyn Connections Proposal
Feedback

508
 114368240006

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Rebecca | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 Keep the bike lane as it is and leave everything else alone. It works fine how it is at the moment.

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 Raised crossings are not needed and will only create excessive noise when vehicles constantly break then accelerate.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 This stretch is mainly flat so no need for a bike lane. Extend the 30km zone to start at the top of Brooklyn hill then the cars will be at the same speed as bikes. Raised crossings are not needed and will only create excessive noise when vehicles constantly break then accelerate. A raised crossing at the top of the hill on a blind corner is extremely dangerous for walkers. Where do you think the

displaced cars are going to park ? All the side streets are already full, where will movie goers or diners going to be able to park.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Again, Raised crossings are not needed and will only create excessive noise when vehicles constantly break then accelerate.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

And again, raised crossings will only create excessive noise when vehicles constantly break then accelerate past the houses

Brooklyn Connections Proposal
Feedback

509
114368273860

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Moira Smith | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Looking forward to using the permanent bike path |

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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| It would be good to fix some of the issues of the current temporary bike lane. Particularly the place where you ride on the pavement at the driveways to the flats at the bottom of Brooklyn Road. The two shared spaces are difficult to Manoeuvre by bike, and not very safe for pedestrians. At this part of the hill cyclists are trying to build up their speed, before the hill gets too steep. So any obstruction is a problem here. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |

It's important that the bike lane is clearly separated from the road in the blue section as this is the steepest part of the hill, and it's difficult for cyclists if they get stopped by vehicles blocking the cycle lane.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

The angle parking is quite useful, as there is not much parking for people who want to use the shops and takeaways.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I don't think the speed humps are a good idea. It may make the hill less safe for cyclists.

**Brooklyn Connections Proposal
Feedback**

510

114368243581

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|-------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Carilyn | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Originally Brooklyn residents, including myself, felt there was no consultation on putting a cycle lane up the Brooklyn hill, and now it's changed to massive road changes that may or may not benefit a few? The uptake in cyclists is not reflective of the cost and many unnecessary changes with the council seemingly unaware of NZTA rules. I truly challenge the council to take on board the many, many well thought out and constructive submissions and feedback on these proposed changes. Perhaps the council should consult and listen to residents more than just the cycle lobby.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This project concerns me as Brooklyn Rd is a main arterial route used 16,000 traffic movements a day, which include heavy duty trucks using 3 landfills, ambulances and fire engines. Therefore there should NOT be any raised zebra or courtesy crossings on this road. As someone with mobility and health issues navigating raised crossings/speed bumps are extremely uncomfortable either in a bus or a car. It is vital that bus stop 6713 must be retained to cater for council tenants with mobility issues, including the elderly with heavy shopping or those with children etc. From personal experience I have witnessed many bus drivers having to assist passengers such as these. Please retain the off street parking North of the Seido Karate. The existing parallel parking should

be changed to be a mobility park and the other 3 parks should be retained to give access to Central Park (a Destination Park), even if the bus stop is relocated these parks can be retained. A footpath should be created from Upper Nairn St to Bidwell Street, not just the top half towards Bidwell St. I see pedestrians already using the cycle lane as a footpath so why not create a proper footpath? I do not see the sense in spending X amount of dollars to move a pedestrian refuge from uphill to downhill of Washington Ave intersection when the main flow of walkers is to access Central Park. Please do NOT install a courtesy crossing across Washington Ave at the Brooklyn Rd intersection, as NIS buses turn here and the crossing will make it more dangerous, and this crossing breaks NZTA rules. I disagree with the installation of the concrete median strip to stop cars passing while busses are stopped in lane on Brooklyn Rd, it also makes the North bound lane too narrow for large trucks.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I support the amalgamation of bus stops, but please leave the seat outside 157 Ohiro Road. I do not support the removal of all the carparking. There are perfectly good options there could be: peak hour clearway, P10, P30, P60 or P180 for people visiting the doctor and resident parking must be created. Removal of these carparks will severely impact more people than the 164 cyclists using the cycle lane per day Mon - Fri. Introducing in-lane bus stops will only increase vehicle emissions due to the stop/start nature of navigating speed humps especially for heavy duty trucks. There has already been 3 - 4 years worthwhile consultation on the new lights installation at Cleveland/Todman/Ohiro Rds and the in-lane bus stops, holding up traffic, will negate any progress. I reiterate there should NOT be any raised speed bumps/ crossings on this section of road - an arterial route.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I have no issue with the slight raising of pedestrian crossing at Harrison St so long as it complies with all NZTA laws. The Jefferson St taxi stand is a much safer option for a mobility park. Also your proposal makes no mention of Residents parking being removed, the council has called them all P30's?? I do not support the change of the angled carparks to parallels, as at present they protect the people using the existing mobility park, and the council policy states that narrower roads mean people slow down. Also I do not support the raised courtesy crossing at the intersection of Cleveland/Washington Ave due to it not complying with NZTA rules, it will make navigating a raised crossing at the same time as a hill start more difficult, it will create more road damage and create more noise, not to mention reduced visibility of incoming traffic, plus it makes it more difficult for cyclists.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There is no problem with Aro St being a stop sign, this probably should have happened a long time ago! I do strongly oppose any speed bump or raised crossings on this windy narrow stretch of road. By the council's own reasonings the changes suggested are to encourage "timid" cyclists to use Ohiro Rd instead of Brooklyn Road. The law of unattended consequences means that cyclists will use the Central Park tracks. I'm extremely disappointed that no provision has been made for pedestrians to cross from North Tanera Cres. to Central Park or vice-versa, please remedy! I prefer a roundabout at the Ohiro Rd/ Brooklyn intersection, or leave it as is as there's already 2 lanes for navigating this intersection. Also why remove parking on the West side unless a roundabout is being installed and they have been there for 16 years to serve residents without off street parks.

**Brooklyn Connections Proposal
Feedback**

511
114368156667

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|------------------------------|---------------------------|---|--------------------------------|
| NAME: Iain Macleod | SUBURB: Seatoun | ON BEHALF OF: Penthouse Cinema and cafe | ORAL SUBMISSION: Yes |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
my understanding is that the number over the trial have not increased so the build it and they will come does not work the replacement of parks for the resident between Washington ave and the of the rise should be done without hesitation .

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
this is solving a problem that does not exist from toddman street to the corner at Brooklyn road the cycle traffic dose not warrant the remove carparks to use a WCC report on Ohiro Road , the presents of cars lows down the trucks and increase the safety of cyclist

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

totaly at odd with the new roading design that has only recently been updated with turning arrows the removal of carparks on the West side of Ohiro will have dterimental effects to the business and professional service in the community

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

the reduction of Parking will have an adverse effect on the business in the area there is already one mobility park that is hardly used opposite the fire station the only positive is the removal of the Taxi stand

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

i have never had a problem with the speed in this section of the Road

**Brooklyn Connections Proposal
Feedback**

512
114367065865

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|---------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Jonathan Meikle | SUBURB: Oriental Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
With the level of expenditure to date on city cycle ways it is dissapointing to see the numbers of cycles being used. While safety is always paramount the pedestrian and cyclist needs to play their part to. Using island bay as an example, this is a failure and wcc has not taken heed of overwhelming objection to it and in doing so has failed the ratepayer who fund many of these projects be it directly or indirectly.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Based on usage highlighted in other areas that have had cycleways these have failed to get anywhere near the numbers claimed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Same as per my response in the previous answer.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Same as my answer to question 3

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Same as per my answer in question 3.

Brooklyn Connections Proposal
Feedback

513
114367821876

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Eleni Hackwell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I strongly support the proposed changes to this section of Brooklyn road, especially installing concrete buffers to separate bikers fully from traffic. Also as someone who primarily walks or buses around, I am strongly also in favour of all the proposed changes for more pedestrian and zebra crossings and the repositioning of bus stops. |

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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I am extremely happy to see this proposed and am extremely in favour of this. This section of Ohio road, between Brooklyn road and the Brooklyn shops, is currently a very dangerous section |

of road for bikers. I am very in favour of removing all parks in this area and making dedicated fully separate painted bike paths on either side of the road as shown in Section 5: option 5b from the Brooklyn shops to the Ohiro/Brooklyn Road intersection. I also very strongly support the consolidation of the two current bus stops on the east/southbound side of the road into one singular stop. The addition of 2 zebra crossings will also be fantastic as this will allow for much safer pedestrian access to not only the northbound bus stop, but the pedestrian crossing that is proposed to replace the current pedestrian islands just north of Tanera Cr is also a fabulous idea. I use this current crossing a lot and it is extremely dangerous so a zebra crossing will be very welcome.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

As someone who walks a lot around Brooklyn I am very pleased to see more zebra crossings being proposed and think they would greatly improve safety in these busy school areas.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I think these changes that are proposed are great, especially the new crossing at the Aro St intersection and I fully support both. I do however wish a dedicated separate bike lane was also considered for this section of Ohiro road, or that the removal of parking spaces on the lower section (just after the intersection with Maarama Cr) was also considered here.

**Brooklyn Connections Proposal
Feedback**

514
114367746045

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nathan Irwin | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
The raised courtesy crossings at Washington Ave and Bidwell St are unnecessary. The Washington Ave intersection has trouble with turning right from Brooklyn Rd already, having a courtesy crossing behind the car turning right without vision as to what the uphill traffic is doing in relation to that courtesy crossing is not ideal. Pedestrian refuge, like the one that exists, are much better on these larger high traffic areas.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Adding a cycle only traffic light at the intersection would be much better, giving cyclist time to get going before the car/bus/truck can go.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

The courtesy crossing at the intersection of Washington Ave seems like it would add unpredictability to the intersection, its a very busy intersection it has traffic turning into and out of it in both directions, and having someone courteously waved to cross by just one of the vehicles interacting with the intersection is a risk. When traffic, including pedestrians, is predictable everyone knows their part to play and rules to follow.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing the parking an adding a downhill only separated bike lane would be much better than adding 6 speed humps. Encouraging the idea that Brooklyn Rd is for uphill and Ohiro Rd is for downhill would be better. Putting a Stop sign at the bottom on Aro St is not useful.

Brooklyn Connections Proposal
Feedback

515
114366023818

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|----------------------------|----------------------------|--|-------------------------------|
| NAME: Simon Reed | SUBURB: Brooklyn | ON BEHALF OF: Brooklyn Northern United Junior Football Club | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Neutral |
| Do you have any comments to make about this part of the proposed design? |
| Crossing by Nairn St is welcomed by BNU Junior Football |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Neutral |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

We would like an additional pedestrian crossing to allow safer access to Tanera Park for the kids that train and play football there. Crossing young kids, especially as a coach with potential a small group, is currently not that safe. A pedestrian crossing would make it a lot safer.

**Brooklyn Connections Proposal
Feedback**

516

114366827049

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|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

It's great to make safer ways for cyclists and pedestrians to travel between Brooklyn and the city, and support travel to Mt Cook. With many car parks proposed to be removed, it's important to look for ways to support some parking, especially around medical facilities where use of cars is still very likely. To make up for the reduction in parking good public transport is required, and we don't have good enough public transport at the moment. Should some of the parking reductions be delayed until public transport is improved? With the focus of save travel for cyclists and pedestrians, this is still an arterial route with large volumes of vehicles, especially trucks, travelling through every day. The efficient and energy minimising travel along this route should still be a priority. Raised crossings and speed humps should be minimised. They interrupt the efficient flow of bikes and vehicles, risk cyclists crashing into vehicles that brake suddenly, and add pollution and noise into uphill travelling vehicles - especially trucks.

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

It's great to have a properly protected, safe way for cyclists to continue to ride up Brooklyn Road. The cycleway needs to be wide enough for two wide bikes (eg. with kids on the back) to allow easy overtaking. The cycleway needs to be easy to sweep and regularly swept against rock falls,

glass and other rubbish which appear there very often. There should be penalties for vehicles parking on any part of the cycleway so that bikes aren't pushed onto the road to get past. This road is a prime walking route from Brooklyn to Wellington High and Massey University on Wallace St. The plans don't show an efficient way to cross Brooklyn Road and this would encourage unsafe crossing above Bidwill Street by youth. Either there should be a pedestrian crossing right beside Bidwill Street or there should be a footpath from Bidwill St to Washington Ave on the uphill side of Brooklyn Road. This extra footpath would allow many pedestrians from Washington Ave and further up to descend safely to Bidwill St and the walking route across Nairn St Park and into the city. There should be a safe way for cyclists to descend Brooklyn Road and cross the traffic to turn into Bidwill Street. This is a good cycling route through to the east. Currently cyclists are required to look behind them for a safe crossing time as they descend around the corners above Bidwill Street, and this is too dangerous. It seems much safer for cyclists to cross into the middle of Brooklyn Road from just below Washington Ave where the road is straight and it's easy to look behind for a gap in traffic, then stay in the middle of the road through to the turning lane for Bidwill St. There seems to be less requirement for a pedestrian crossing by the entrance to Central Park and more reason to have one up by the zig-zag path to the playground and tennis courts. Both of these should be street-level crossings. Cyclists amongst vehicles going through speed humps mean vehicles could stop stop quickly and risk cyclists crashing into the back of them. Far safer for cyclists and vehicles to maintain a consistent speed. Zebra crossing (street level) required at Ohiro/Tanera Cres (northern, lower) junction. It's very hard for pedestrians to cross Ohiro Road to the footpath from Tanera Cress. A zebra crossing would give priority to pedestrians and enable children and elderly people to cross with confidence. Having a crossing there would slow traffic without the risks of speed humps. The Brooklyn Road/Ohiro Road junction should consider a roundabout. This would make it much easier for traffic turning into or out of Ohiro Road. On Brooklyn Road downhill from Ohiro there are currently often cars parked where they extend over the white lane marking and into the lane. This pushes vehicles towards the uphill lane. In this part of the road where cars cannot fit entirely outside the lane line, this should be marked as no parking. Cars should only be allowed to park where they're completely outside the lane. Do not support a pedestrian crossing near bottom of Nairn St. This area is already too busy and pedestrians just need to walk 50m to traffic lights at Webb Street which is a safe place to cross. Pedestrian islands should be angled so that pedestrians are looking towards the traffic direction they'll need to cross in either direction. The crossing near the bottom entrance to Central Park would be better up by the Renouf Centre to enable access to the tennis centre and the playground. Far more people would access those areas than want to cross lower down the road. The pedestrian crossing of Brooklyn Road by Washington Ave is described as raised in the web description but not raised in the plans. This crossing should not be raised. The only raised crossings should be the ones between Todman/Cleveland and Brooklyn Road, and shallow enough for a car or truck to travel at 30km/h without discomfort. Do not support speed hump on Brooklyn Road near Ohiro Road. This creates unnecessary noise, wear on brakes and pollution as trucks have to brake, make noise up and down, and accelerate again creating more carbon pollution. Flow of traffic downhill from Ohiro St into Brooklyn Road is proposed to take a sharper turn in an area that currently slopes towards the bank so cambered the wrong way. Please retain the positive camber that supports trucks going around the corner safely with enough space to turn and more comfortable for all vehicles.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Pedestrian crossing on Ohiro Rd near Bretby Cres is good. For cyclists coming up Ohiro Road and wanting to turn into Tanera Crescent, it'd be good to be able to cross to the middle on the pedestrian crossing then ride up the middle of the road to the turning lane. Tanera Cres is a safer route than Todman for people heading to western Brooklyn. On Ohiro Road to the south of the pedestrian crossing near Bretby Cres, since it's downhill, as long as the speed limit becomes 30km/h cyclists could join the main traffic lane and enable parking to be retained adjacent to the medical centres. On Ohiro Road heading north from Tanera Cres (upper) the bank is highly unstable. The footpath or cycle lane should be set back from the bank or the bank should be protected to stop slips injuring pedestrians or cyclists and making people walk onto the road. At Todman/Ohiro junction bikes should be supported to access the cycleway directly from Todman St. Cyclists should be able to descend Todman and get into the cycleway without waiting at the traffic lights. At Ohiro/Brooklyn Road junction: way for pedestrians to cross Ohiro Road safely from the downhill side footpath without conflict with traffic that's often continually inching forward as they're trying to get across Brooklyn Road. At Ohiro/Brooklyn junction: make sure drivers waiting to turn right from Ohiro Road into Brooklyn Road/Upper Ohiro Road have good visibility of traffic ascending Brooklyn Road. A much safer arrangement would be for the Ohiro Road/Brooklyn Road junction to be a roundabout.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do not support parking changes on Cleveland Street. With all the parking removed from Ohiro St we need to retain all we can in Cleveland.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

I like the focus on Ohiro Road as a alternative and safer way for cyclists to descend to Aro Street. On Ohiro Road between Brooklyn Road and Maarama Cres there should not be speed humps. The corners slow traffic enough and there's not enough traffic for it to be a problem for cyclists. Cyclists amongst vehicles going through speed humps mean they could stop quickly and risk cyclists crashing into the back of them. On Ohiro Road between Brooklyn Road and Maarama Cres, if cyclists are to be encouraged to ascend this route then they should be on a widened footpath and not in the centre of the road as indicated. Cyclists ascending will be too slow and block the lane, encouraging cars to overtake in risky situations in such a windy road. The steep drop into the gutters on the uphill side mean that it's hard for cyclists to keep left. A zebra crossing (street level) is required at Ohiro/Tanera Cres (northern, lower) junction. It's very hard for pedestrians to cross from Tanera Cres to the footpath on Ohiro Road. A zebra crossing would give priority to pedestrians and enable children and elderly people to cross with confidence. Having a crossing there would slow traffic without the risks of speed humps. On Ohiro Road between Maarama Cres and Aro St it's good that cyclists should take the lanes in both directions.

Brooklyn Connections Proposal
Feedback

517
114366777006

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam Shepherd | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Given traffic volumes, on-street parking needs to be removed regardless - many trucks are coming and going from the landfill, and this narrow road is a choke point for those heavy vehicles (including buses). The majority of properties on this stretch of road seem to have access to off-street parking, so freeing it up for movement, rather than parking makes a lot of sense. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I live just off Ohiro Rd and use it as a motorist, cyclist, and pedestrian. The speed of traffic is a frequent concern along this road - the lack of houses/driveways/etc see people treat it not as a suburban street but more of a semi-rural highway. However, it is busy, narrow, and has a number of blind corners, with the bottom end the worst mix of all these aspects. I have seen first-hand a number of vehicle crashes on this road due to excessive speed, so anything that can be done to remedy this is a good thing. As part of this, drivers often cut the corner when turning from Aro St up Ohiro Rd making that intersection very unsafe for pedestrians and cyclists - there perhaps needs to be a centre island as well as a raised courtesy crossing to prevent this. Overall, any changes will make this route safer for all users.

**Brooklyn Connections Proposal
Feedback**

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114366747227

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| NAME: Doreen Peers | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
The number of cyclists using the road now which is very low in numbers does not justify the expense. Have anyone ever done a number count. We are not a mini European city where people have to bike. I think the council should be more focused on rebuilding our water pipes than focusing on the very small group of cyclists who choose to travel that way.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I am a Brooklyn resident Our roads are narrow already. Your proposed suggestions will take away much needed existing car parks. We don't have many as it is now. We are a small village and want

to support the very few shops that exist there at the moment but with the proposed plan those business owners will suffer and it will destroy our Brooklyn community. And to be honest these so-called 'have your say' will mean nothing to the council as it has already made its mind up and will still carry out the proposal. What a sad day for Wellington.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

We are an aging population in Brooklyn so many travel by car or bus. We need those car parks around those areas.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Makes me wonder about the so-called experts they brought in. I bet they don't live in NZ. It's like the so-called experts who designed the bus hubs (they lived overseas) and look at the results now and the chaos and inconvenience they occurred.

Brooklyn Connections Proposal
Feedback

519
114366667256

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|------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Jacob Jolley | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Very supportive of these changes, riding my bike from home to Mitchell St is a real mission |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Would love the current bike lane to be permanent, and more crossings on the road is fantastic! |

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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Love it! Going up that corner and trying to merge has be a struggle since using the bike lane on Brooklyn Rd. |

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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Overall better design of this Street, and changes to parking are a must.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

The intersection of Aro st is a real dangerous spot, seen a few near misses.

**Brooklyn Connections Proposal
Feedback**

520

114366120560

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Susan Campbell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

Falling debris on Brooklyn road adjacent to the bike lane needs to be addressed. I would rather funding was spent on fixing ageing water infrastructure.

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Feedback should be sought on each proposal. Raising the bike lane on Brooklyn Road doesn't address the issue of regularly falling debris from the adjacent hillside. This proposal does not address that. I support removing the bus stops near the entrance to Central Park.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

521
114365997245

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|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jonathan Bayliss | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
As a pedestrian on the Brooklyn hill below the tennis centre I have twice been abused while on the footpath by cyclists who refuse to use the cycle lane and consider it's their right to use the footpath instead. The not properly blanked out double yellow centre lines are confusing and dangerous. Question 14 is disingenuous as it does not allow for multiple answers. I use car, (about 40%) bus (about 40%) and walk (about 20%), depending on the weather, where I'm going, and how much time I've got to get there.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
It is already hard enough to drive this road and raised crossings only compound the problem.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

There are already not nearly enough car parks around the Brooklyn shops. They will struggle even more to survive if these are taken away. there are not nearly enough cyclists to justify this. Brooklyn businesses are a destination for drivers (especially the cinema) it's car park is inadequate so street parking is vital to it's ongoing survival. Brooklyn is not a destination for cyclists.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

See comments above on the viability of the Brooklyn shops. Every park removed is another nail in their coffins. These parks are very well used.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Put the uphill Brooklyn road cycle lane here

Brooklyn Connections Proposal
Feedback

522
114365994524

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Larry Foster | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| No evidence has been given as to the benefit/cost impact of the proposals, including a lack of data on existing accidents and no assessment of the impact on other traffic. No data has been provided as to whether and if, by how much, this will result in modal shift. The case for these interventions has not been made and completely ignores both freight and car traffic. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Raised crossings unnecessarily waste time and fuel, and increase emissions, and make the movement of people and goods less pleasant. Your job is not to make driving worse. You provided zero economic evaluation evidence, and no evidence that there is a problem (or the impact the proposal would have on modal share). The case for this work is not made. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |

Do you have any comments to make about this part of the proposed design?

No case has been made for this amount of intervention on a low traffic route, either have bike lanes on this road or Brooklyn Road. No evidence has been given as to likely usage numbers or impacts on mode share, indicating this is a very low value for money project.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This will harm retail in this suburban retail precinct. No case has been made as to the scale of the safety issues identified so it is impossible to support this project based on any rational cost/benefit assessment.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

No evidence has been given as to there being an issue with speeding or safety around speed on this route. No data has been provided. Speed humps are unpleasant for motorists and not only waste time, but waste fuel and add to emissions.

**Brooklyn Connections Proposal
Feedback**

523
114365993342

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|-----------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Geoff Leech | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
The temporary bike lane appears to be very adequate and user friendly.

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Why does the bike lane need to be raised to footpath level? Can we really afford this luxury at this point in time? Why have raised pedestrian crossings everywhere? This will have a major affect on heavy vehicles using Brooklyn Hill Road to access the landfills including more "spillage" as trucks bounce over these crossings.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Don't know
Do you have any comments to make about this part of the proposed design?
What about parking for the Brooklyn Medical Centre?

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Vehicles do not speed up or down this street now. Are you trying to solve a problem that doesn't exist? Cyclists do travel downhill at quite high speeds and the speed humps will add risk for them.

Brooklyn Connections Proposal
Feedback

524
 114365913830

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|--------------------------------|--------------------------|--|--------------------------------|
| NAME: Patrick Morgan | SUBURB: Te Aro | ON BEHALF OF: Cycling Action Network | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This is a step in the right direction to make it easier to get around the city by walking, cycling and public transport. It's good to see raised tables proposed at some side roads. These should be at all side roads, with curb build outs to reduce crossing distances and vehicle speeds. As shown by the fatal crash at St Mary St when a driver ran over an elderly couple crossing the road, there is a known hazard from vehicles turning at high speed into wide side roads. The Council has a responsibility to make that safe, and we have solutions available. It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together, and for e-bikes to overtake non-e-bikes. E-bikes are popular in Wellington. The new design should ensure the cycleway is wide enough for this. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This is a good step in the right direction to make it easier to get around the city by walking, cycling and public transport. I feel safer cycling on protected bike lanes. Paint is not protection. The bike lane on Ohiro Rd should be protected, not just paint. Physical flexipost separators and kerbs should be added. WCC's transport policies state that safe walking and cycling is more important than parking. There is significant suppressed demand for walking and cycling in this area, so it is |

appropriate to reallocate street space as proposed. Raised zebra crossings, or at least kerb build outs and a speed table, should be added across the mouths of side streets that are currently wide and dangerous where cars enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; and Tanera Cres.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This could be better. I prefer protected bike lanes rather than paint only. Physical flexipost separators should be added for the cycle lanes. The cycle lane width at the bus stop needs to be sufficient. The rendering suggests it could be too narrow.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you have any comments to make about this part of the proposed design? Pedestrian upgrades and parking changes will make Cleveland St more pleasant and safer. These changes are helpful, but don't go far enough. More traffic calming is needed to make this an attractive neighbourhood centre.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I'm sceptical that the majority of cyclists will change their downhill route to Ohiro Rd as it offers a lower level of service than Brooklyn Rd. The Ohiro Rd intersection with Brooklyn Rd is unnecessarily wide and has high-speed geometry. It should be made much narrower, with raised zebra pedestrian crossings or at least raised tables. The side road intersections with Ohiro Rd are unnecessarily wide and have high-speed geometry. They should be made narrower, with raised zebra pedestrian crossings or at least raised tables. This includes Tanera Cres, City to Sea Walkway, and Maarama Cres. There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity to Central Park.

**Brooklyn Connections Proposal
Feedback**

525

114365840783

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|-------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jocasta Whittingham | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

I've noted all my feedback. I strongly believe Brooklyn residents are penalised for owning cars, which is terrible. People who live around the village area will eventually leave if it continues and this will impact the community significantly. Many locals are enraged by the combination of constant removal of parking, prioritisation of cyclists (not everyone can be a cyclist!) and the appalling bus service that strands us and our kids all over the city. Brooklyn used to be a great place to live but recently has become a nightmare for a lot of people (buses, water leaks, parking, constant road works, poor road cleaning and tree maintenance). I've lived here for 21 years and it's never been so grim. In the last question below you ask, existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? It's already really safe, and public transport is woeful, so it's not a very useful question.

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

I support all the changes except the removal of onstreet parking on both sides of Ohio Rd between the main Cleveland intersection and the Ohio/Brooklyn Rd corner. I think the west side should retain its parking spaces, but remove all the spaces on the east side. Many of those properties do not have offstreet parking options and parking is already very limited around

Brooklyn village for residents. It's not those people's fault that they don't have offstreet parking, but the council seems to want to penalise them for it and force them to have an extremely difficult time as car owners. With terrible public transport options, mobility issues and family responsibilities, having a car is important for a lot of residents.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

I support the bus stop movement and crossing additions but not the removal of parking from both sides of Ohiro Rd. See previous response.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I support these changes apart from the removal of four parking spaces on Washington Avenue. Parking is very limited in this area already, and this is a wide intersection - I don't see that buses need more space. I would be happier to see the parking spaces reduced slightly on Washington Ave, just to the right of the Cleveland corner on the west side of W Ave as you head south, as the parked cars block the sightline of oncoming vehicles coming down Washington Ave past the school and approaching the Cleveland intersection. Those cars are often going quite quickly as they are going downhill. It can be quite hairy turning right up Washington as a car from Cleveland street.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I don't support speed humps in both directions on Ohiro Rd. People only go too fast coming down the hill. I walk this route very regularly. I think you should only have speed humps on the northbound lane.

**Brooklyn Connections Proposal
Feedback**

526
114365827706

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|--------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ed | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| I get from Kingston to Seido Karate by bus, bike, and car, and I have a couple of comments: 1) I almost never see anyone getting on or off the bus at the stops by Central Park, regardless of what time of day I'm on the bus - most people get on and off at the stops around the corner near the top of Willis St. Considering there is also a stop opposite Nairn St, surely you can just remove those two stops without needing to relocate them. 2) The off street parks by Seido Karate are actually really well used by families using the park, and on the weekends, between tennis, karate, and the park, there's already quite a lot of demand for parking, especially when there are events on at tennis and/or karate. That area is also the only real place to park bikes and motorcycles 3) If you want to do something to improve that, maybe take out the car space running parallel to the street and put in some lockable bike racks. There's almost two cars worth of space in that one spot, and that would make room for a lot of bike parking, while still keeping three of the car parks 4) The uphill bike lane is excellent, and it makes a big difference. The bit after Washington Ave is a bit hairy, though, and it would be good to have more space. It would also be good if there was |

some way to retain the bit of bank before Washington Ave - there can be quite a bit of debris that slips into the lane after storms, but I guess there's not much that can be done about that

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I'm not sure about the bottom part of this route - Ohiro Rd gets very narrow towards the bottom, and the visibility isn't very good. I'm a reasonably confident cyclist, but I have never wanted to take my bike down there. Perhaps the speed bumps will help.

Brooklyn Connections Proposal
Feedback

527
114365777036

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Donna Jennings | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I live in Mornington and cycle, walk and drive using Brooklyn Road and Ohiro Road. I have a non-electric bike - so please make any crossings and raised areas easy to ride up and down through the cycle lane. All other aspects of the cycle lane work well for me.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
This can be a difficult area to cycle through, so welcome the changes. Again - please make any raised crossings easy to ride over.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

No objection to removal of some carparks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Please make any speed humps safe for cyclists to ride over. I can understand the need to lower the speed through this area.

**Brooklyn Connections Proposal
Feedback**

528
114365210429

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| NAME: J Kingston | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Works poorly for buses and pedestarians. Not used enough to be justifies .Bikes route should be through central park.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Use Central Park for bikes lanes.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Buses and pedestraian MUST be prioritised

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Whats this got to do with bikes? In Island Bay town upgrade and bike lane consultation were seperate

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Already very slow, bike route already provided on Brooklyn hill, why additional route?

Brooklyn Connections Proposal
Feedback

529
114365200159

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Lynne White | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| Generally good moves. Uncertain about removing the bus stops near Central Park entrance as this provides a route into town for the flat residents and an optional commuter route into town. Also concerned that removing parking spaces at Seido Karate will limit access to the playground. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| All good changes to improve bike safety. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I don't support removal of the angle parking; parallel parking takes longer and is more likely to restrict traffic flow than parallel parking.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I particularly support slowing the traffic, especially around the Tanera Crescent intersection.

Brooklyn Connections Proposal
Feedback

530
114365188907

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|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Caroline Vincent | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Overall I am in support, there are some areas I have slight concerns about that I have already commented on in each section. The Brooklyn cycleway in it's current iteration has made a great positive change in my life as I do not believe I would be biking anywhere near as often without it. We would still have 2 cars. We now have 1. It has saved us so much money. We enjoy our neighbourhood far more now we have more options for travel. We bike, drive, bus and walk. We used to only ever drive. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I don't know what benefits a raised cycleway has compared to concrete buffers. I'm in favour if it helps reduce debris from vehicles ending up on the cycleway. Getting rid of those 2 bus stops shouldn't have a huge impact, I notice they are not as often used and there are other bus stops nearby in both directions. I am happy about the raised crossings. I am happy that the current shared sections of cycleway and footpath will be separated. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
|---|

Strongly support

Do you have any comments to make about this part of the proposed design?

The improvements to this section are the best parts of this project, cycleways both sides, reducing an unnecessary bus stop and putting in a crossing at a strong desire line for pedestrians (particularly people using the nearby bus stops). As a user of the 17, with young kids, I would like to see a chair remain at this stop since for a lot of the day this is the last stop that you can catch a 17 from if you've been at the shops/library/picking kids up from after school care. Or if that is not possible please ask the Regional Council if the 17 could always come to the library stop which is a much nicer place to wait. The library stop has a shelter, and has an electronic board announcing cancellations/ when the bus is actually going to show up so if it's going to take longer you can go hang out in the library or go get food while waiting. This is less possible with the Ohiro rd stop.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I do school patrol at the current zebra crossing. These changes look like they might help slow traffic down and improve things for bus drivers and users. I will note that drainage in this area will need addressing as when it's raining I've noticed water pours from the raised crossing at Harrison Street across the current crossing near wing on chang side.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

I'm mainly ambivalent about the changes on this section. I'm not sure it's going to actually be seen as a viable alternative for people scared of riding Brooklyn road, it's quite a lot steeper and I generally have to have my breaks on harder and more worried about the uphill traffic. I'm concerned about the multiple speed bumps, I'm not sure how fast the traffic travels on this road anyway as all the parked cars make it difficult. I like the raised crossing at the bottom. I mostly use this section when commuting to work in Karori at 6am on my bike, sometimes I drive. If it's wet or windy there can be a lot a lot of debris from the trees on the road and so I usually choose to go down Brooklyn road instead on those days.

Brooklyn Connections Proposal
Feedback

531
114365176603

| | | | |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Sam Bridgman | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
I like the combining of bus, pedestrian and cycle considerations into one big change.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Uphill bike lane is wonderful as a driver and cyclist - I don't think removing parking from East side lower Brooklyn Road is a good idea. There is no issue now and may encourage u-turns as people try and find parks. would prefer these are retained if possible - Pedestrian crossings opposite central parks entrances are a great idea!, Crossings

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
This area needs addressing and change. However significant consideration must be given to the parking needs of residents on the street. People that were parking the will shift to other areas.

Can you please consider - making this a clearway instead (morning on the northbound lane and evening on the southbound lane) - if parking stays introducing residents parking and/or some time bound (P90 etc.) allowing people to visit doctors and shops - Making Helen Street (which is very wide) angle parking catering for the overflow from reduced parking on this street. - Great idea to move bus stop

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I cycle and drive this route on a regular basis. I think 6 speed bumps is too many but a good idea to have traffic calming measures. A pedestrian crossing must be placed where Tanera Crescent comes out on Ohiro Rod. This is a frequent crossing point especially for kids after sports on weekends.

Brooklyn Connections Proposal
Feedback

532
114365149655

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|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Anna Pendergrast | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I strongly support them as a Brooklyn resident. I visit the Brooklyn shops by foot so changes to parking will not impact my patronage of the shops. |

| |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The bus stop 6713 halfway up Brooklyn road is in my experience much more used than the one by the power station. You may want to consider keeping the one by the social housing units and removing the one by the power station. I support the bike land not being on the footpath as much as possible. There is a proposed new median crossing just downhill from Washington Avenue. As a person who crosses at the current crossing often, this change will be annoying because I use the current crossing which is right by the central park entrance often. I will need to Cross Washington ave to use the new crossing and imagine people might just try to cross there anyway even though there will be no crossing. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
|--|

Strongly support

Do you have any comments to make about this part of the proposed design?

I fully support the new bike lanes and it will remove a barrier to me cycling down this stretch. I also support the crossing at the top of Brooklyn hill, I think this current courtesy crossing is one of the worst places to cross in Wellington due to the speed people travel and the lack of visibility both ways (by either corner or slight hump)

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Traffic on Ohiro road in this part goes so fast. It does not currently seem like a safe place for less confident cyclists to go, so recommend checking if there are enough speed humps.

**Brooklyn Connections Proposal
Feedback**

533
114365149385

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Raukura Chadwick | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Strongly support this. As a cyclist i have had problems with the initial part before the cycle lane kicks in right at the bottom of Brooklyn road and Nairn. Would love to see this extended to make safer. Also have had issues with cars parked in the cycle lane and the ramps in the lane needing to be smoothed out. Crossing the road can be hard on such a fast moving street and welcome the proposed changes to include more crossing options. Re the bus stop rationalisation on the uphill side, I see many elderly people use the stop outside the social housing and would not want to see this removed for their access needs. Where possible , a separate bike lane to footpath is much safer for all, and I support the dual proposal in the Washington to ohio section Where Washington joins Brooklyn, while I agree that more crossing options need to be available, the current one is well positioned for people to cross and enter the park, and I wonder if people will not walk uphill or downhill to access the proposed crossings and rather just cross without an island and potentially put themselves at more risk |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Fully support the bike lanes extension to both sides and support the additional ped crossing. Hopefully this will also slow traffic down

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

534
114365112985

| | | | |
|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Hilary | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Put in a separate footpath beside the cycleway. The uphill cycle lane between Nairn St (upper) and Brooklyn Tce is designed like a footpath with kerb and channel. People will walk on it like it is a footpath or shared path. People walk on the cycleway now and it is only protected by hitsticks. The path should be widened so there is enough space for a separated uphill cycleway and footpath.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Love the raised zebra crossings! Need to slow vehicles down in this area. Parking removal will make it easier for buses and other large vehicles to get through. The lack of physical separation is a concern, but understand the width constraints mean there isn't much choice.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I support speed reduction, but I don't think the speed hump near #22 is necessary. It is very narrow here so cars already tend to drive very slowly.

Brooklyn Connections Proposal
Feedback

535
114364220470

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Georgia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
There are a lot of small businesses where our customers rely on parking. Take away parking and you reduce our customer base.

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
Parking removal as slot of customers and staff park and it's hard if we have to walk for 10mins. Particularly for elderly and passing custom.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Extra raised crossing is good for kids as it's hard to see with parking raising will help people slow down more. Parking we already get a lot of complaints about loss of parking - buses are not good so if we are making changes then it needs to improve service too.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

536
114365070183

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|--------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: JP | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Don't know

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
Parking removal but concerned for safety of people on the roD

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?
Parking removal on hospitality. We get leisure cyclists but not people coming for a meal on bikes

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Parking removal is not good. Pro speed bumps

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

537
114365028916

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|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Rachel | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I agree that Wellington needs transformational change to help make it fit for the future. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This will be fantastic, I use the bike lane almost daily and I can't wait for it to have more permanency. I enjoy how wide it is, especially as a large hill, it allows for stronger cyclists or those with e-bikes to pass others safely who are going at a slower pace. I think the entrance and exit points of the raised parts of the crossing could be improved/levelled. I am thinking predominantly about the part near the top of Brooklyn Road which joins up with the footpath. As you head off the shared footpath/bike path, the concrete 'ramp' is very jarring and I imagine quite daunting for someone not so confident on a bike, especially as it sometimes gets affected by debris from the bank. The driveway entrances at the bottom of Brooklyn Road as you are just starting to go up the hill (just past number 21) are also a bit awkward, so if these points could be considered when building the proposed design, that would be incredible. Using materials that can't come loose or obscure the lane would also be a great thing to factor in. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This is fantastic, particularly when there is congestion at peak hour. As someone who used to live on Tanera Cres, I never understood why there needed to be two bus stops at such close proximity to each other (southbound). Parked/parking cars are part of what makes cycling in our streets so dangerous. People often do not look when they are opening their doors, or looking for cyclists when parallel parking - particularly if they're trying to straighten up. The important facilities all have car parks. Penthouse Cinema charges for their car park, if they cared about their patrons and the local community then they would offer their parking facilities for free so that cinema goers do not need to try to find on-street parking. There are not many parks on Ohiro Road and often they're used by residents who could park their cars around the corner. It would make the street a lot safer without these hazards and allow for a steadier flow of bikes, people and traffic.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I think the raised crossing would be excellent at the Washington Ave intersection. Cars often zoom around this corner so it would be great if the raised section means they slow down and look for people. I support the crossing outside of Wing on Chang being improved by also raising it. The angled parking has always been bad, so good to see it being made safer as well in this proposal.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Could a mirror or digital sign warning of oncoming traffic be placed around where Maarama Cres begins/the corner after it as you head towards Aro Valley? Both for uphill and for downhill. The parking on this street and its steepness means it's really a huge pinch point for traffic and would make it safer for cyclists using the street. I really think some of the parking does need to go, but that does put residents at odds. I support the speed bumps and the bike lane. If the bumps could be less jarring for bicycle tyres, that would be incredible, perhaps it tapers off where bikes usually travel (but don't ask me, I am not a road engineer!!).

**Brooklyn Connections Proposal
Feedback**

538

114364992341

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jessica | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I support the proposal to make changes to better cycling and pedestrian accessibility through Brooklyn. There are other opportunities the council could consider in addition to its proposal including: 1. improved use of Roger's Corner (a small park-like lookout area just past Bidwill St, going northbound). This is noting that some thought would need to be given to the current pedestrian access to this site. Some improved seating, parking for hired micromobility vehicles such as scooters and bikes, and even a pop-up coffee caravan would really bring this space to life and provide a point of interaction between pedestrians, public transport users (accessing the nearby bus stop near Bidwill St), cyclists and those wanting to hire or park micromobility devices. Having something like a pop-up cafe on site would also provide Crime Prevention Through Environmental Design (CPTED) to the area, as well as providing atmosphere. 2. Cycle and safety improvements to Ohiro Road between the Brooklyn Shops and Owhiro Bay. Better connecting the town to its seaside would be wonderful.

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

I support the proposal to make changes to better cycling and pedestrian accessibility through Brooklyn. This feedback makes suggestions to better some aspects of the proposal. If using

concrete buffers for the section of Brooklyn Road between lower and upper Nairn St, please consider options that have lighting or reflectors installed to better guide motorists and cyclists during times of low visibility (night, poor weather). Similar options should be considered for the raised bike lane, with the extra layer of needing to benefit pedestrians on the footpath. This is to avoid potential interactions between cyclists and pedestrians, and the ability to make the path both safer and aesthetically pleasing. A fun option could be to hire a local artist to paint sections of the bike path with reflective paint with murals that speak to Brooklyn's community and build/strengthen connection with the new infrastructure. For safety and visual aids, there should be consideration for permanent bollards in some places where it is more likely for cyclists/pedestrians/vehicles to interact - i.e. intersections such as Bidwill St and Washington Ave. The council should reconsider the use of raised zebra crossings. It's not recommended to use raised zebra crossings on steep roads (such as Brooklyn Road), or if there's low visibility (such as the sweeping corner before bus stop 6713). If the pedestrian crossing is not the same height as the installed cycle-lane, it will cause issues for cyclists, particularly those travelling uphill, but also those coming downhill when the roads are damp or slightly icy (which is regular occurrence during winter). A standard zebra crossing (at all proposed crossing sites) would provide all the benefits for pedestrians this proposal is aiming for, and cost savings (both installation and maintenance) would allow the council to consider, if necessary, pedestrian-crossing lighting and signage for Central Park (to enhance connection to place). The same goes for raised courtesy crossings. If you want better connections for pedestrians, put in more flat pedestrian crossings and lower speeds in these areas. This avoids any potential confusion/conflicts between motorists and pedestrians. Strongly support all parking changes and removals. I would strengthen this further by extending the yellow dotted line on the southbound lane after the intersection to Ohiro Road to the concrete power pole labelled G67. This will remove about three parks. However, the safety benefits would far outweigh the loss. Cars parked here pose particular risk to motorists in the morning when there is often sunstrike and cars are guided by the white lines while driving. In peak hour, vehicles are forced to go around the vehicles which can somewhat obstruct flow of traffic and also causes conflicts with cyclists travelling downhill. Please consider improvements to bus stop 6716, as there is a squeeze at this point between exiting bus passengers, pedestrians and cyclists all using the same path. The houses from 183 Brooklyn Road have driveways and therefore vehicles which can also cause obstruction/conflicts with the cycle path, with some owners parking across the cycle path. This area in particular could use improvement for safety and ease of use. On Brooklyn Road, there is an opportunity to make better use of Roger's Corner (a small park-like lookout area just past Bidwill St, going northbound). This is noting that some thought would need to be given to the current pedestrian access to this site. Some improved seating, parking for hired micromobility vehicles such as scooters and bikes, and even a pop-up coffee caravan would really bring this space to life and provide a point of interaction between pedestrians, public transport users (accessing the nearby bus stop near Bidwill St), cyclists and those wanting to hire or park micromobility devices. Having something like a pop-up cafe on site would also provide Crime Prevention Through Environmental Design (CPTED) to the area, as well as providing atmosphere.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

As previously mentioned, the council should reconsider the use of raised zebra crossings. A standard zebra crossing (at all proposed crossing sites) would provide all the benefits for pedestrians this proposal is aiming for, and cost savings (both installation and maintenance) would allow the council to consider, if necessary, pedestrian-crossing lighting.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Again, please do not use raised pedestrian crossings. Flat pedestrian crossings all the way.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Please go a step further by adding in a flat (not raised - see previous comments) pedestrian crossing at the Aro St. Courtesy crossings cause hesitancy for both drivers and pedestrians which can result in unnecessary conflict.

Brooklyn Connections Proposal
Feedback

539
114364889202

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sue Field | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here
Need an electric bike to bike up Brooklyn Road, and they're expensive. Bus drivers mostly won't help with putting bike on rack, front of bus. They should (at least steady one wheel).

Do you support the proposed changes to Brooklyn Road?
Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?
I don't want changes that create more traffic noise e.g., trucks idling, stopping, starting. I live on this stretch of road and it's too noisy already.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Crossing is fine - no change needed here. Rest of changes ok.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

This part is very narrow. I've seen cyclists going down, not up.

Sue%20Field%20Submission.pdf

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke - our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one - at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

See over - - -

Ohiro Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohiro Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

I don't want changes that create more traffic noise e.g. trucks idling, stopping, starting - ~~this~~ & I live on this stretch of road & its too noisy already

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Crossing is fine - no change needed here
rest ok
of changes

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

This part is very narrow. I've seen cyclists going down, not up

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohiro Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

Need an electric bike to bike up Brooklyn Road, and they're expensive.
Bus drivers mostly won't help with putting bike on rack, front of bus. they should! (At least ~~ste~~ steady one wheel)

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

- Car/van
- Commercial vehicle (*eg van or truck*)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Brooklyn Connections Proposal
Feedback

540
114364415535

| | | | |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Rahul | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Raised crossings create an unnecessary hazard for downhill bikers, better to keep things flat in the cycle part. ESP in the rain.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Again, no need to 'raise' the crossing

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

There is a very high demand for carparks during certain hours of the day (eg daycare pickups). So reducing the carparks for little gain isn't sensible here.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Speed bumps do not make it safe for bikers.

Brooklyn Connections Proposal
Feedback

541
114364379907

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: D Brennan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| The temp solution is fine the way it is. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Raised courtesey crossing at nairn st is likely to be dangerous and a lot of trucks are going to have to climb that. Same at central park. Its really making what is a main arterial route very slow also and likely to cause accidents nose to tail. |

| |
|--|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| Dont know how buses will get into the north lane from cleveland st. Its a tight corner for them. These raised crossings will be a nightmare for all this is a massively busy road. Servicing the |

houses along here or furniture removal on the east side will be impossible to shift heavy equipment

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

dont agree with the loss of the angle parks a waste of time and money

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Its not a high speed road at the moment. So a waste of money spend it on water leaks

Brooklyn Connections Proposal
Feedback

542
114364246648

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|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Bogdan State | SUBURB: Berhampore | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I would not consider going up the hill to Brooklyn without a separate bike lane.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This is a key connection between Brooklyn and the City, please do this!

Brooklyn Connections Proposal
Feedback

543
114364241448

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|---------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Tim | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|-----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Good to see continued connecting up of inner suburbs. Please consider further changes to bus services to compensate for removal of parking spaces. Business owners and non-cyclists need to see potential benefits or at least compensating changes when changes appear to make it harder to park.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Makes sense to me

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
Compensating changes to improve bus service frequency would help allay concerns from bus users about removal of bus stops

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Parts of Ohiro Rd near Aro St remain very narrow for traffic, with parked cars. Please consider removing parking there to make it safer.

Brooklyn Connections Proposal
Feedback

544
114364245081

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|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Shaun Kelly | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

545
114364230258

| | | | |
|---------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Philippa Yasbek | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
It's really important to remove the car parking. This stretch of road is really dangerous at the moment.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

546
114364179084

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|------------------------------|----------------------------|---|-------------------------------|
| NAME: Cathie Payne | SUBURB: Brooklyn | ON BEHALF OF: Brooklyn Central Health | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Central Health have concerns that the bus stop is now in front of the driveway to our car park. The car park will have much higher traffic usage now that car parks have been taken away and it is important to us that our patients have ease of access. There has been no consideration for disabled patients and no place for an ambulance to park when required. We feel that while we are not opposed to the cycleway these issues do need to be addressed

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

547
114363471956

| | | | |
|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Emma | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I think more thought needs to go into how to prevent this negatively affecting the elderly accessing the doctors surgery, and how to make it safer to exit aro st in a vehicle onto Ohio/Brooklyn roads. I also feel strongly that bicycle aimed/cyclist aimed give way signs need to be installed eg. At junction of Washington avenue. Not because cars wish to block cyclists on the up hill track but sometimes they have been having to nose out in order to safely turn right, and if traffic is backed up behind them, they cannot back up to clear the cycle way if a cyclist shows up |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| There are current safety issues with the current bike track setup. In order to pull out of Washington Avenue, especially turning right you have to edge out due to visibility. This poses issues to cyclists who sometimes have to stop on the uphill to allow a car who is already partway out of the intersection to proceed. (The car cannot reverse back up into the street especially at peak hour. Give way signs on the cycle path itself to encourage cyclists to accomodate for this would be good. Additionally pulling out of Ohio road onto (Central Park side) onto Brooklyn road (turning right towards Brooklyn) is incredibly dangerous for cars or cyclists due to very low visibility. Something needs to be done to enable cars to exit here without flooring it into the tiny |

gaps. With a cycle lane to cross here, if cyclists are not asked to watch for emerging vehicles, fatalities could ensue, no matter who legally is at fault.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

This road is far too narrow and congested with buses already regularly hitting/scraping queueing cars that are backed up from the traffic lights. A cycle lane on one side if parking is removed could work but by adding to both sides, you gain no width in the road. You are going to have cyclists being hit by buses who are unable to stay in the narrow lanes easily already along that stretch. Be aware of the doctors surgery on the left heading towards the traffic lights, most patients especially elderly park in front of it as accessing the clinic from the rear mini car park requires stairs and a steep slope, which is not appropriate for many patients, People regularly need to turn Right from Brooklyn road into Tanera road, which is a fiddly turn at the best of times without needing to navigate crossing a cycle lane.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I do not fully oppose but the reduction in parking outside the fire station I strongly oppose. Parents of tiny infants rely on those car parks to visit the community centre, as there is insufficient parking at the community centre. Walking with newborns or several young children in tow in torrential rain, cold winds and navigating up to 30-40min each way travel alternatives for a 30 minute consult with la leche or another child support program is both inefficient and distressing for all involved. Parents just won't do it. We need to make it easier for the community and the most vulnerable the very young and very old in our community to access vital resources like community centres to ensure positive mental health.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

You need to look at how to improve safety and visibility for vehicles attempting to turn right out of this aro road intersection. Both cycles AND cars. It is currently lethal for both.

Brooklyn Connections Proposal
Feedback

548
114363325453

| | | | |
|--------------------------|------------------------------|----------------------|-------------------------------|
| NAME: Yu Ligin | SUBURB: Mount Cook | ON BEHALF OF: | ORAL SUBMISSION: No |
|--------------------------|------------------------------|----------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?
Too steep to walk from Nairn St

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Yu%20Ligin%20Submission.pdf

我们都想保留这个巴士站

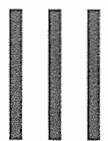
berkeley Pallard. Residents

a lot of elderly chinese ~~living~~
in BD.

017088

Freepost Authority Number 2199

Reply 



Attn: City Design, Tahiwī
Freepost Wellington City Council
Brooklyn Connections Proposal
PO Box 2199
Wellington 6140

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

- Car/van
- Commercial vehicle (*eg van or truck*)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

- No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school



Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohiro Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

Ohio Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohio Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohio Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Too steep to walk from main st

Cleveland Street

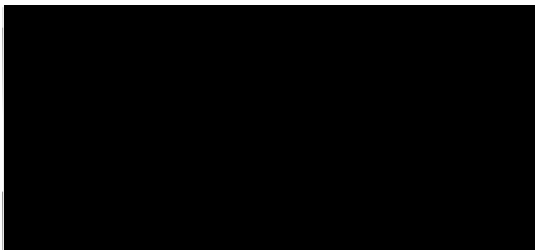
The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?



Concerns about
Bus stops being moved
from central appts

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke – our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one – at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

Brooklyn Connections Proposal
Feedback

549
114363321979

| | | | |
|---------------------------|------------------------------|----------------------|-------------------------------|
| NAME: Pat Leota | SUBURB: Mount Cook | ON BEHALF OF: | ORAL SUBMISSION: No |
|---------------------------|------------------------------|----------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| |
| If you have any comments about the overall proposed plan, please share them here |
| Berkeley tenants prefer road entrance as it's flatter. Bus stop removal will impact them. Also LIGHTING not good in evening to walk down in dark. Don't want to use Nairn St. ELDERLY + PARENTS with PRAMS. Car parks an issue. Pat is always dealing with parking. Crossing to greenspace access via crossing at Berkeley. Hates crossing to use pavement on tennis side. Parking spaces - complex is tight and families have multiple cars, also single apartments. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| |
| Do you have any comments to make about this part of the proposed design? |
| |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Don't know

Do you have any comments to make about this part of the proposed design?

Pat%20Leota%20Submission.pdf

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

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

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

- No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

* - parking spaces - complex is
tight multiple + families here
also here
single opps

- later crossing to use
pavement on tennis
side

crossing to
Greenspace
access via airport
by Berkeley.

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohiro Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

121
appt
2
200
tenants
Berkeley Tenants prefer road entrance.
as its flatter - bus stop removal will impact
them. Also LIGHTING not good in evening
to walk down
in dark.
Don't want to use Nairn St.
ELDERLY + PARENTS with PRAMS
CAR PARKS an ISSUE Pat is always dealing
with parking

Ohiro Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohiro Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke - our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one - at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Brooklyn Connections Proposal
Feedback

550
114363317922

| | | | |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Susan | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
Make crossing pause in middle under outside Central park - is this ok for bus? If the bus stop is cancelled it will cause great inconvenience to residents - Central Housing bus stop. Very concerned can't move bus stop up the slope. The new position does not serve residents - especially elderly - lots live there.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Susan%20Submission.pdf

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

- I live in the area
- I work in the area
- I own or manage a business in the area
- I go to school or education in the area
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- I do recreational activities in the area (eg running, walking etc)
- I drop my kids at childcare, school or education in the area
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- I live in Wellington
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How do you normally travel along the Brooklyn area? **Please tick one:**

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.

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

v. dependant no car.
when not running = big problem.

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

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- No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

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- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

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

Do you have any comments to make about this part of the proposed design?

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

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We're proposing:

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- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

⇒ Bus stops for residents before leisure + park everyday life

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

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

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

melce crossing pause in middle water outside
central park - is this ok for bus
not appropriate to remove bus stop.
If it is cancelled it will cause great inconvenience to residents - Central House bus stop.
the new position does not serve both live residents - especially elderly - there.

very worried can't move up stop.

Ohiro Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohiro Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

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If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one - at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Brooklyn Connections Proposal
Feedback

551
 114363314476

| | | | |
|--------------------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Vincent Shane Wright | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|--------------------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
 Make crossings more prominent so really well seen cycleway is great. Slow cycles in prep for crossings. Buses pull in at Central Park in evenings - lots at once. Bus stop at Meridian not well used. More speed bumps in Brooklyn - near Terrace Road, blind spot turning onto Brooklyn from Ohio.

Do you support the proposed changes to Brooklyn Road?
 Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
 Strongly support
Do you have any comments to make about this part of the proposed design?
 Bus stop not needed before Cleveland and Brooklyn. Good to remove parking near turn around in Brooklyn Village. Keep bus stops in village to encourage businesses.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Mobility park tick.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Ohiro Road - need speed cameras to give warning rather than humps.

Vincent%20Wright%20Submission.pdf

1017086

Freepost Authority Number 2199

Reply 



Attn: City Design, Tahiwī
Freepost Wellington City Council
Brooklyn Connections Proposal
PO Box 2199
Wellington 6140

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

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

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

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- No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Ohiro Rd → need speed cameras to give warning rather than humps
Crossing is cool

Brooklyn connections: summary

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- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

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- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here:

(You can add extra pages if you want to write more)

make crossings more prominent so really well seen
cycle way is great. *so well seen on corners. - outside city here.

- slow cycles in prep for crossings
- buses pull in @ Central Park in evenings - lots at once
- bus stop @ Mendenham not well used.

more speed humps in Brooklyn - near Terrace Rd blind spot turning onto Brooklyn from Ohiro

Ohio Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohio Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohio Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

- bus stop not needed before Cleveland on Brooklyn
- good to remove parking near turn around in Brooklyn village.
- keep bus stops in village to encourage businesses

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

mobility park ✓

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

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Brooklyn Road

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- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

Brooklyn Connections Proposal
Feedback

552
114363312642

| | | | |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Marama Te Kira | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| I agree with all of the above except previously mentioned bus stop relocation on Brooklyn Road, but also parking removal on the streets. |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| I don't want the bus stop beside Berkeley Dallard Apartments moved because of mobility issues for elderly residents. |

| |
|--|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Don't know |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I think that it is a good idea to slow the traffic here.

Marama%20Te%20Kira%20Submission.pdf

J017086

Freepost Authority Number 2199



Attn: City Design, Tahiwī
Freepost Wellington City Council
Brooklyn Connections Proposal
PO Box 2199
Wellington 6140

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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- I travel through the area
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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.

- Car/van
- Commercial vehicle (*eg van or truck*)
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- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

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No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation *n/a*

Name of school *n/a*

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

I think it's a good idea to slow the traffic here.

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohiro Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

**Do you support the proposed plan to move from the temporary implementation to a permanent solution?
This includes traffic resolution TR105-23**

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here:
(You can add extra pages if you want to write more)

I agree with all of the above except previously mentioned bus stop relocation on Brooklyn Road, but also parking removal on the streets.

Ohiro Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohiro Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

n/a

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

n/a

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke - our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one - at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

I don't ^{want} the bus stop beside Berkeley Dallard Aptn moved because mobility issues for elderly residents. I'm concerned about the traffic buildup with raised pedestrian crossing but agrees with Central Park entrance crossing.

Brooklyn Connections Proposal
Feedback

553
114363302159

| | | | |
|----------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Sonia Richardson | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Don't know
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Don't know
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Once the changes are installed I would like a walking tour conducted to familiarise me with the changes. As I am visually impaired and use a white cane I would appreciate being guided along the new route. I need to be included.

Sonia%20Richardson%20Submission.pdf

#017086

Freepost Authority Number 2199

Reply



Attn: City Design, Tahiwī
Freepost Wellington City Council
Brooklyn Connections Proposal
PO Box 2199
Wellington 6140

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

- Car/van
- Commercial vehicle (*eg van or truck*)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation *n/a*

Name of school *n/a*

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Once the changes are installed I would like a walking tour conducted to familiarise me with the changes. As I am visually impaired + use a white cane I would appreciate being guided along the new route. I need to be included.

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During the trial period we heard the following feedback from the community:

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- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

Ohio Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohio Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohio Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

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

Do you have any comments to make about the proposed design?

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

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

Do you have any comments to make about the proposed design?

► Brooklyn connections proposal feedback

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

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Brooklyn connections proposal feedback

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- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one – at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

**Brooklyn Connections Proposal
Feedback**

554
114363286428

| | | | |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Warren White | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
I generally support the proposals but not the additional mobility park in Cleveland St, nor the raising of the crossings on Brooklyn Rd. The proposed crossing at Ohiro Rd / Tanera Crescent is close to a blind corner and implementation will need to improve visibility for the safety of both drivers and users on the crossing.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I don't support raising the crossings in this proposal. I think it would annoy car drivers, does not make any difference to cyclists, and the number of pedestrians using them does not warrant the crossings being raised.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

The zebra crossing near Tanera Crescent is very close to a blind corner just north of the proposed crossing. Better visibility is needed for both drivers heading south encountering this crossings and any pedestrians using the crossing. How is better visibility for safety reasons for both, going to be achieved)? Tree removal? Road corner alteration? Signage / lighting ?

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

The existing mobility park in Cleveland St is seldom used, so there's no need for a second mobility park. It would have a negative impact on the local businesses if normal car parks are removed for a mobility park.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

555

114363289073

| | | | |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Debbie Port | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Would wish all crossings to have flashing signs. Debbie (I) would like safety improvements at all facilities and opportunities. Mobility parks are important for the community. "We need to put the human factor back".

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
I endorse the proposed changes but I would like better street lighting. As a bus user I think that this is a good compromise for everyone and considers everyone.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

A good idea to remove angle parking as people don't know how to reverse properly and can hit people. It's a good idea to put in another mobility park. I like the visibility of the raised pedestrian crossing.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Traffic calming is important to me as a mobility scooter user. Pedestrian crossings need to stand out more. Please do not remove the bus stops outside Berkeley Dallard and across the road at the entrance of Central Park.

Debbie%20Port%20Submission.pdf

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

- Car/van
- Commercial vehicle (*eg van or truck*)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

- No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Ohiro Road (between Brooklyn Road and Aro Street)

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- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Traffic calming is important to me as a mobility scooter user.
Pedestrian Crossings need to stand out more.
Please do not remove the bus stops outside Berkeley Ballard and across the road, at the entrance of Central Park.

Brooklyn connections: summary

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Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

Would wish all crossings to have flashing signs.
Debbie would like safety improvements at all facilities and opportunities.
Mobility parks are important for the community.
"We need to put the human factor back".

Ohiro Road (between Brooklyn Road and Cleveland Street)

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Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

I endorse the proposed changes but I would like better street lighting. As a bus user I think that this is a good compromise for everyone + considers everyone.

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- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

A good idea to remove angle parking as people don't know how to reverse properly and can hit people.
It's a good idea to put in another mobility park
I like the visibility of the raised pedestrian crossing.

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

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You can give feedback on improvements to Brooklyn that cover four areas:

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Brooklyn Road

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- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
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- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

**Brooklyn Connections Proposal
Feedback**

556
114363267391

| | | | |
|-------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Barbara | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
For the suburbs that have had permanent bike lanes added to them - when going at various times of the day and night, I have not seen enough people use them to warrant the amount of money they cost to install and obviously there is not a need if you only see 5 people using a cycle lane over a 3 month period and that is when using the same road on a daily basis. It appears that if 20 people want a bike lane, you are happy to install it and inconvenience over 100 people

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I have travelled at many different times of the day and night and have not seen that many people actually using the bike lane, so do not support a permanent one going in as it is a waste of money for the few who actually use it. As for removing the bus stops 6713 and 7713 these are stops used by a large amount of people who live in the central park flats and I have never been on a bus that hasn't had at least 1 passenger get off at 6713 - some of whom are elderly or not fully able - these are also the same people who get the bus from stop 7713. And what needs to be taken into account, is that previously there were even MORE bus stops on Brooklyn Hill which have already been removed (there used to be one at the very top entrance of Central Park next to Ohio Road

going to Aro Street and another one opposite that on Brooklyn Terraces), both of which were removed due to safety concerns.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

You obviously think that only young and healthy people should be allowed to live in Brooklyn and have no clue about the demographic OR needs of the residents/rate payers. Removing all parking from Ohiro Road on this section is the worst idea considering there are 2 Dr Surgeries within this stretch of road, for one of these, the parking is very limited in Bretby Crescent, so if you need to drive to the Dr and there isn't a park on Ohiro Road, you will have to try and find a park elsewhere and then somehow get to the surgery from there. If you are on crutches, in a wheelchair, are elderly with a walking frame or a young mother with a baby who needs to see the doctor and you have other children in tow – they may have to navigate quite a distance in order to get to the Dr. For the other Dr, yes they have some parking around the back of the building, but once again, if there are mobility issues, this will make getting to the front door far harder for them. You also have not even considered what will happen when an ambulance is called to either of the Dr Surgeries and where they have to park – for Bretby Cres, if an ambulance is called, they will most likely have to block in other patients or even the street in order to pick up a patient. Personally I think each of you making this decision, should get a wheelchair, crutches, pram and walking frame and then try to get to the Dr surgery when you have to park in Helen Street and then see how much of an effort that is compared to being able to park on Ohiro Road – perhaps then you will actually consider those who are not young and healthy and have different needs. This will be made even worse as there are a number of residents who do not have off street parking or garages on both sides of the road, so now they will also need to park in the neighbouring streets – where once again, there really aren't that many car parks to go around. For anyone who lives above bus top 7718 they have no off street parking, so if any of them need a house renovation – where will the Tradespeople park and carry all the supplies to and from? What happens if one of them has an accident and requires the care of a support worker or district nurse multiple times a day – where will they park? There are not enough car parks on the surrounding streets for these scenarios once you remove all the parks from Ohiro Road. And for a number of cyclists, they wont even use the cycle lane as they ride in packs 3 across in a pack of 20 and have no regard for anyone else on the road. I have not seen enough people ride their bike on a daily basis to warrant having bike lanes on both sides of the road.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Once again, you have no clue about the needs of the residents and ratepayers. Changing the parking to 2 parks outside the fire station means it will be harder for parents to drop off their children at the child care centre, harder for anyone who needs to get to the pharmacy to pick up medications, harder on a Friday night when there are many people going to the 3 takeaway shops. I suggest you spend a week (not during the school holidays but term time) from 6.30am to 9pm and see how many people use the parks and require access to businesses on Cleveland Street.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

and here is the one part of the plan where for some reason you haven't mentioned removing car parks to create a bike lane, yet this is the worst section of Ohiro Road due to the parking on both sides especially towards the bottom where there are more houses - adding speed humps is not going to make it safer but make it even worse

**Brooklyn Connections Proposal
Feedback**

557
114363234002

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Amelia Fogg | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

Overall, I think that whilst I support getting people biking and walking more around Brooklyn, with this plan we would be losing more than we would be gaining. I think there needs to be a new plan that at least tries to benefit everyone. I have lived in Brooklyn almost my whole life and I am frankly ashamed to call it my home anymore. Brooklyn will become a place that only benefits the rich and able-body. As someone who is only 17, I care very dearly about the future of Wellington and our environment. However, these plans seem to be made by a bunch of privileged people that don't know what it's like to have to catch the bus every day and have had times that they can't simply just walk. If they want us to support our community by visiting the village, why should I when the people in charge only seem to care about the everyday resident? Not everyone can bike. For example, people who can't walk long distances but aren't eligible for disabled parking or families wanting to go to the cafes and restaurants but can't because there is nowhere to park, and can't bike or walk for a number of reasons like the weather or they have small children that can't walk the 30mins up or down the hill. If the council really cared about making the city sustainable then they should think about more than people who can bike. In my opinion, a group of teenagers could provide a better plan. What I think wasn't strongly considered was instead of getting rid of everything but looking at ways to add bike lanes without getting rid of car parks. My problem isn't will cycles lanes it will be the location of them. With planning did they look at adding one through Central Park? Arguably a better and nicer place for cyclists. We should be looking at places to add bike lanes not creating shared spaces on busy roads. I think the biggest danger to cyclists is cyclists. Because they aren't pedestrians or cars, they have no rules to follow. How does a car going 30km or 50 km easily stop because a cyclist has gone around the corner at a red light?

What I hope is that the council thinks about the long-term impact it will have on the neighbor. I would hate to see a community fall apart over a bike lane.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Whilst this plan will change the safety of bikers which is something I fully support, it however makes them supreme to everyone else. Not everyone has the ability to bike and by practicing them it is making Wellington not only an ableist society but also classist. By removing the car parking on Brooklyn road it is taking away car spaces for people visiting the park (a space that celebrates getting out in the environment), users of the tennis center and sports field, and people who live in the flats in the area. Brooklyn Road is a busy road and should be treated with that in mind. By adding several more crossings will slow the traffic significantly. As someone who has crossed the road many times before it isn't that difficult. If anything you should only make the existing ones safer.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing all those car parks is not only going to impact the residence that park there but also those wanting to visit the Brooklyn village. As someone who has lived in Brooklyn almost my whole life, I no only feel like it's an inviting space. What is going to happen is if you simply can't park somewhere then they are just going to go somewhere else. I have been crossing that road since I was a very young child and I have never seen or been impacted by not having a crossing. When the lights were being changed you could definitely feel the impact of the traffic not being able to travel freely and easily through that section of road. Frankly its would make the area more unsafe in my opinion.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

For any one who has actually been to Brooklyn before then they would know that the disabled car park is also always empty so adding more would just be making the business lose money as people would just go somewhere that they can park. Same with changing the angled parking, How exactly does it make it safer? Most people can't even parallel park so I don't see how that makes it any safer. As someone who catches the bus almost every day, yes getting through there is slow but that is it. I think that it is a dumb decision to change the car parking and therefore the business around the village just to benefit the buses that don't actually run as often as people might think.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

If we are spend so much money on changing brooklyn road to be safer for biker, then why can't they just use the area we are providing for them? Whilst I think add speed humps might be a good idea, it just seems like 6 is a bit excessive and a wase of money for not a lot. I also have concerns about the crossing in Aro Street as it seem like an unsafe place so I would suggest moving it up the road slightly to benefit both pedestrians crossing and the cars turning out of Ohiro Road

**Brooklyn Connections Proposal
Feedback**

558
114363221414

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mark Finnigan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Neutral

If you have any comments about the overall proposed plan, please share them here

I am 100% opposed to the speed bumps on Brooklyn Hill and Ohiro Road towards Aro Street, and also the concrete barriers for cyclists on the hill only due to what I perceive to be the cost to implement those concrete barriers, as you don't say. I don't see any requirement for pedestrian buffers outside what you already have there. I support the shifting of or removal of the bus stops on Ohiro/Brooklyn Hill and am opposed to the removal of carparks on Cleveland Street. The top part of Ohiro Road towards Todman Street intersection makes sense from a safety perspective with a raised pedestrian crossing and removal of those carparks as it is a narrow road, but I do pity the residents there who own cars and I worry about local businesses like Salty Pidgin or even the Korean Church for carparking. Is there an option to have long term council parking created for these businesses somewhere, even behind the Brooklyn shops? Not everyone who supports Penthouse Cinema or the restaurants live in Brooklyn. There are currently two major water leaks on Todman Street for months, one by the kindergarten and the other by Charlotte Ave under the road, with water on a constant heavy stream. I'd hate to think how many litres are lost per hour. Both are slip hazards. I would prefer that our water leaks are fixed first in the suburb, than supporting this proposal, as you haven't indicated what it is going to cost. I think some tweaks can certainly be made to improve the suburb, so I am neutral on the proposal without knowing what the budget is.

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

We already have pedestrian buffers on Brooklyn Hill, so no need to install raised pedestrian buffers or speed bumps which is a waste of money. What is the expenditure for all of this by the way? The bulk of the hill is wide enough for cyclists as it is, so no need to build concrete buffers. The main issue which is not contained within your consultation is bank retainment or strengthening. There is always debris on the path after rainfall, which is a safety hazard for cyclists. I support the removal of a pair of bus stops by Central Park and offer no comment except sympathy for those that the removal of carparks will impact. It seems to me, that you are mollifying the small numbers of pedestrians and cyclists, and making driving so uncomfortable that you hope that people will sell their cars. The problem is, Wellington weather is such, that people will continue to drive, or catch the bus, not cycle or walk, barring weekends.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

I think this proposal is sensible, although I pity those local residents that have nowhere to park their cars, as some parking has been removed on surrounding streets. I wonder the impact on businesses such as Salty Pidgin where patrons will struggle to find a park?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I think raised pedestrian crossings are sensible here, particularly by the school and down by the Brooklyn shops, as numerous school children use this. There may be unintended consequences of killing small businesses on Todman Street, Cleveland and Ohiro Road, with removing carparks, which has already happened previously on Todman Street, with the reduction of carparks. There are not sufficient long-term carparks for Penthouse Cinema and Salty Pidgin patrons. Not everyone who supports these businesses live in Brooklyn, and you are not going to walk or cycle in the evening. So be careful what you wish for here.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Cyclists very rarely use this route, as it gets very tight lower down the hill by Aro Street. I'm not sure your proposal fixes that. I would also be opposed if you were to remove resident carparking on the lower section of Ohiro Road, but that would be the only solution to widen the street down there, and make it safer. It is not indicated where the six speed humps are going to be placed. I don't see what speed humps are going to do, as speeding on this stretch of road is non-existent anyway. Please provide accident statistics for this stretch of road to justify speed humps. I suspect there aren't any. There are no residences anywhere through the middle section of this road, so no justification for speed humps there, six seems excessive. I hope those speed bumps are

intended for cyclists as well as they tear down Brooklyn Hill faster than the cars, so I suspect Ohio Road is the same.

**Brooklyn Connections Proposal
Feedback**

559
114363163316

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|--------------------------------|-------------------------------|---------------------------------------|-------------------------------|
| NAME: Simon Louisson | SUBURB: Karaka Bays | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The original job was cheap and nasty. Do it properly. Give attention to smoothing ramps over bus-stops etc |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I favour a combined cycleway-footpath all the way with bi-directional cycling |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Neutral |
| Do you have any comments to make about this part of the proposed design? |
| Painted lines on the road are NOT good enough. At the least, there should be concrete separators. Also please ensure ramps over bus stops are smooth for bikers -- the current ones up Brooklyn Hill are terrible. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I'm not sure I fully understand this. So are we having what seems to be WCC Modus Operandi of a cycleway going a short distance and then just coming to nothing? If so, then it is a nonsense and you may as well not bother.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

The only way to make a proper cycleway is have it go UNINTERRUPTED from the sea in Island Bay and/or Owhiro to the Waterfront. Anything else is pissing in the wind. If a parent wants to be confident their kid can cycle safely, you can't have gaps in the cycleway.

**Brooklyn Connections Proposal
Feedback**

560
114363156984

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|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gail | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Waste of time and money.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Waste of time

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Waste of time and money

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Stop removing car parks! More are needed in Brooklyn.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Waste of money

Brooklyn Connections Proposal
Feedback

561
114363115436

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|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam Roque-Worcel | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Cycling downhill is still very dangerous as a cyclist, as there are parked cars and other obstacles that force you into the street. Cars also get very impatient to overtake in this section

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?
I prefer protected bike lanes rather than paint only as cars do not respect paint-only cycle lanes and frequently obstruct them

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

562
114362929192

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|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Louis | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
| I've found the temporary bike lane up Brooklyn to be great. The road is already pretty wide, so adding another layer of security with the bike lane makes it one of the better temporary ones in town. This proposal brings it up to a full bike lane specification, which I'm not opposed to. However, it continues to follow a pattern elsewhere in the city. One moment you have a bike lane to yourself, and the next moment you're weaving in between cars. I personally think we should have more coverage of temporary bike lanes instead of building good, but short, pieces of the bike lane network. I feel that lower standard, but longer and more connected bike lanes, deliver more value than these small "islands" of permanent bike lanes. |

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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

563

114362915567

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David Cadman | SUBURB: Thorndon | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

If you have any comments about the overall proposed plan, please share them here: This is a step in the right direction to make it easier to get around the city by walking, cycling and public transport. It's good to see raised tables proposed at some side roads. These should be at all side roads, with curb build outs to reduce crossing distances and vehicle speeds. As shown by the fatal crash at St Mary St when a driver ran over an elderly couple crossing the road, there is a known hazard from vehicles turning at high speed into wide side roads. The Council has a responsibility to make that safe, and we have solutions available. It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together, and for e-bikes to overtake non-e-bikes. E-bikes are popular in Wellington! The new design should ensure the cycleway is wide enough for this.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Cycling down Brooklyn Rd is still beside parked cars. Although it's not permitted to drive on a flush median, I expect some drivers will use it to overtake, nudging people on bikes to the left into the dangerous door zone. This needs fixing. I suggest car parking is removed to reduce risk. WCC's transport policies state that safe walking and cycling is more important than parking. There is

significant suppressed demand for walking and cycling in this area, so it is appropriate to reallocate street space as proposed. The uphill bike lane should be wider than 2m to permit overtaking or at least have spots for overtaking. The upper Brooklyn Rd footpath-level cycle path will also be used by people walking and running as a footpath. In practice it will operate as a shared path. It's too narrow to be a shared path. It should either be kept as a street-level cycle path with concrete separators (like Island Bay cycleway), or made into a proper footpath and cycle path like on Evans Bay Parade. The cycle path at the bus stop is too narrow at 1.3m. Make it wider. Raised zebra crossings, or at least kerb build outs and a speed table, should be added across the mouths of side streets that are currently wide and dangerous where cars enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; and Tanera Cres. Connections at Victoria, Webb and Willis St need to be upgraded to connect this project to the wider network.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This could be better. I prefer protected bike lanes rather than paint only. Physical flexipost separators should be added for the cycle lanes. The cycle lane width at the bus stop needs to be sufficient. The rendering suggests it could be too narrow.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Pedestrian upgrades and parking changes will make Cleveland St more pleasant and safer. These changes are helpful, but don't go far enough. More traffic calming is needed to make this an attractive neighbourhood centre.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I'm sceptical that the majority of cyclists will change their downhill route to Ohiro Rd as it offers a lower level of service than Brooklyn Rd. The Ohiro Rd intersection with Brooklyn Rd is unnecessarily wide and has high-speed geometry. It should be made much narrower, with raised zebra pedestrian crossings or at least raised tables. The side road intersections with Ohiro Rd are unnecessarily wide and have high-speed geometry. They should be made narrower, with raised zebra pedestrian crossings or at least raised tables. This includes Tanera Cres, City to Sea Walkway, and Maarama Cres. There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity to Central Park.

Brooklyn Connections Proposal
Feedback

564
 114362372823

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|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Philippa Boardman | SUBURB: Kingston | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Please stop this desecration to Brooklyn Rd., a wide easily traveled road as it was. And stop narrowing the already narrow roads on this route. It just does not warrant all this money. Fix the basic infrastructure e.g. water pipes, defunct bus service and general cleanliness of the City Roads. There are few cyclists in Wellington and our climate is not cycle friendly especially on windy, wet, days. You are spoiling a beautiful small and compact City, in favour of a minority group. And the "Greenies" at that!

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The raised crossings will increase the bus times to town and back, for those buses using this route. Already, my No 7 trip to and from the City which I have been doing for over 40 years is taking a much greater time in travel. Sometimes 45 minutes from the station compared to 30 minutes before the bus changes were originated, so please don't prolong th journey on this popular route.It is driving people away from public transport. It is time the decision makers listened and stopped spending rate payers' money on cycle lanes, which are hardly used and I can see, in the future will more likely lessen. Enough spoiled Wellington roads already. Please stop. The bus journey takes longer in comparison to before the buses were changed to the new system and now

that double decker buses were introduced. People take their time climbing and descending the stairs. The raised zebra crossings are easily to trip on with the raised pebbles and take longer to walk across on. More bus stops added will be expensively disruptive and add to journey times of course. Literally, the temporary changes of the cycle lane has desecrated, yet another lovely, and, one of few wide roads in Wellington. I say please get the defunct bus service running correctly before any work is proposed. It has been very exhausting and stressful working through the bus changes. Covid disruptions and many cancellations over the last 2 years have contributed to the annoying disruption. Wellington does not want anymore disruptions which the road works will do to construct these designs proposed. It is, though, minds are changed frequently and this is such a money waster. I say get rid of what you have proposed, including the temporary changes already installed on Brooklyn Road. The Ciy Council may have been awarded money and recognition from the Bloomberg awards for their further cycle development but please don't waste it on making road changes. It is the same as the Golden Mile decision of no cars, it will be a completely disruptive exercise and not kind to the businesses in the area. By the time it is started and completed a lot of the decision makers will have disappeared from Council as they will not be voted back in by Wellington ratepayers..

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

You are making this road even more narrow and there are many trucks (wide) who use this road traveling to the tip and quarry. It is dangerous and waste of money to put cycle lanes on both sides. It also makes it hard for bus users to step out of the bus to have to look for cyclists riding past. The E scooters are dangerous enough to contend with!

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Once again, bus drivers having to stop along Cleveland St. for added crossings makes the journey much longer and this will apply to those buses swinging around by the LIBRARY, too. I can see it will result in driving people right out of traveling to the City because of the prolonged time. The Cleveland bus top is the coldest bus stop in Wellington and I use many bus stops. It is so open to all weathers and in shade. Parks removed are not fair to home owners and shoppers along this section. It will kill another suburb e.g. Newtown as has already been done! People will not always want to visit using a car or cycle!!! I don't own a car but sympathise entirely with the demise of businesses that it has already caused.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The raised crossing will disrupt commuters coming out of Ohiro Road into Aro St, and, for those who travel along Aro St. from Karori etc. I doubt that cars would automatically stop, if it is just a courtesy crossing and they would be coming down hill at that intersection from Ohiro Road.

Maybe, one or two proposed speed humps, may help, though? It is a narrow windy St. so "No", don't make it more narrow with cycle lanes.

**Brooklyn Connections Proposal
Feedback**

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114362855946

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| NAME: C Hall | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

Yes. I think the proposed changes are misconceived. First, the Wellington population growth projection is questionable - it assumes a growth rate significantly higher than has occurred over the last 25 years. Secondly, too much emphasis is placed on climate change and not enough on efficient and effective transport. The reality is that what Wellington does will make no difference to global climate change, therefore we should be much more measured in approach. Thirdly, I believe these changes hugely over-estimate the extent of cycling and walking - which is different to cities in other countries because of geography and climate. As a result of the above, I consider the proposed changes to be disproportionately intrusive and expensive. They do not nearly sufficiently take into account the importance of motor vehicle traffic. Further, the temporary cycle lane has created a significant hazard for people turning into the Renouf Tennis Centre

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Yes. I think the proposed changes are misconceived. First, the Wellington population growth projection is questionable - it assumes a growth rate significantly higher than has occurred over the last 25 years. Secondly, too much emphasis is placed on climate change and not enough on efficient and effective transport. The reality is that what Wellington does will make no difference

to global climate change, therefore we should be much more measured in approach. Thirdly, I believe these changes hugely over-estimate the extent of cycling and walking - which is different to cities in other countries because of geography and climate. As a result of the above, I consider the proposed changes to be disproportionately intrusive and expensive. They do not nearly sufficiently take into account the importance of motor vehicle traffic. Finally, with 40% of our water leaking out of our pipes, our healthcare in disarray, declining education outcomes and a cost of living crisis, I submit that these proposals are unaffordable and the timing very poor.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

See previous answer

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

See previous comment

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

See previous comment. I think a cycle lane on this already narrow and difficult road is a very poor idea

Brooklyn Connections Proposal
Feedback

566
114362789776

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jessica Lett | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Pointless. The cycle way is fine as it is, barely anyone uses it anyway. Wellington is a ridiculous place to cycle anyway. I don't think it's attracted any new cycleways. Pedestrian crossing on a main road is pointless, so many trucks use these roads why make the route so much more time consuming. Additionally, the only thing I agree with is parallel parks in Brooklyn near fire station but not so it is safer for the approximately 5 cyclist. So it is safer for cars and buses the go down that road.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Again pointless there is no space for this. These people who have no garage will have nowhere to park their car. Why not be more creative with money and if you HAVE to do a cycle way make it a bridge or something. These quick kneejerk solutions could not be more ridiculous. I agree there needs to be a safer option on this stretch but this is not the right solution. One size does not fit all!

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

The raised crossing is the only good thing as it's simply updating what already was. Firestation angled car park removal is good. The other car park removal is unnecessary.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

567
114362761691

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
There would be at least one heavy vehicle breakdown on this hill a day. What happens then? This will cause accidents.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Love it or hate it our landfills are located past Brooklyn and the life blood of a city is its ability to move goods in and out. This is THE ONE area where the active transport ideology needs to be suspended.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Separate bikes from pedestrians, my 82 year old mother has been hit twice now (bike and scooter). She now doesn't feel safe walking in a pedestrian area. Remember that not all

Wellingtonians are able bodied. The car parks you are removing are used by real people with real and diverse lives. Don't be cruel to your population.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There are an additional 30 odd dwellings being constructed in this area with 2 carparks. Brooklyn needs more parking not less. As a local I have never observed an incident with the angle parks. The new 30kph limit is good and almost 100% observed by cars. Many cycles blast down Todman st into Cleveland posing a real risk for pedestrians expecting slow cars.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

As Q1. Heavy vehicles need priority on this stretch. There are a lot of pedestrians crossing Brooklyn rd and using Bidwell st to walk to Massey and WHS. Separate the bikes from the people please.

**Brooklyn Connections Proposal
Feedback**

568
114362762776

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Russell Allen | SUBURB: Lyll Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| The merging of two uphill vehicle lanes into one at the location proposed (being the start of the cycle lane, the raised crossing and the Nairn St turn) places a lot of demands on vehicle driver - potentially this merge could occur earlier to simplify and allow increased focus on the cycle / pedestrian aspects. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

If this is the preferred downhill route (rather than Brooklyn road) then suggest better signage and sharrows to indicate this.

Brooklyn Connections Proposal
Feedback

569
114362511147

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|--------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Nicole Benkert | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
It would be fantastic to have a more permanent cycle line up Brooklyn Road as it will be safer. Also fully agree with both the new raised zebra and courtesy crossings.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
I fully support these proposed the changes. I wonder though whether it would be better to have both a zebra crossing near Tanera Crescent and a raised courtesy crossing further down, after the bend, on Brooklyn Rd. This is because it is incredibly awkward to cross Brooklyn Road when coming up from Ohiro Road. If the design is going ahead as proposed, it means pedestrians

coming up from Aro Street direction and going towards Brooklyn shops will have to cross Ohiro Rd twice.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Where Ohiro Rd meets Aro St is a really difficult intersection because traffic on Aro St is so high that often cars are backed up Ohiro Rd and because of the on-street parking there, it's actually quite hard for cars turning into Ohiro Rd to get past the backed-up traffic. It is also incredibly difficult for pedestrians to get across this intersection. A raised courtesy crossing at the Aro Street intersection will help somewhat. But in my dream I would like to have either a roundabout at this intersection, with appropriate crossing options for pedestrians, or making Ohiro Road a one-way street up to Maarama or Tanera Crescent.

Brooklyn Connections Proposal
Feedback

570
114362481986

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Amanda Cox | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
Generally they sound good EXCEPT the numerous raised crossings down Brooklyn Rd. Just make these street level.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I support the separate bike lane, really good. Why do we have to have 8 raised crossings though? Why can't they be street level? We will have fully laden trucks and double decker buses slowing and accelerating the whole way up and down the hill.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Riding a bike I'm concerned about how to turn hard right into tanera cres coming up from town. How will this work with the painted cycleway, can there be some signal that bikes may want to go from left to do a right turn? Is there any clash with the pedestrian crossing?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Good idea to have the raised crossings here, However dont take out the two car parks. There will be enough lost along Ohiro Rd, it will be very hard to get a park to visit the food market etc

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Good idea to mitigate speeds down here. It's very steep.

**Brooklyn Connections Proposal
Feedback**

571
114362454156

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
Generally support, however, please do not spend money on raising the uphill bike path - leave it as street level separated. Use the saved money to create a bridge crossing so that school kids can get across more safely. I do not support raised crossings on the main road, due to likely impacts from trucks. I suggest you trial painted street level zebra crossings and temporary raised crossings. I support the removal of parking on Ohiro Road to Cleveland St, and suggest you extend this as far as McKinley Cres. I think the bike lanes on this section should continue to be separated. Please re-align the steps to the bus stop at Tanera so that pedestrians exit onto the footpath rather than the road.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Generally supportive, BUT.... 1. Please do not raise the cycle path to footpath level. It will make it harder for e-bikes to pass other bikes, because if they have to go off the kerb onto the road they won't be able to get back onto the cycle path. The raised cycle path will become a shared pedestrian / scooter path, with downhill scooter traffic creating safety issues. It will be more expensive to install. I would like you to keep it the same as the lower section (street level, with concrete buffers). 2. I disagree with raised crossings on this road due to the volume of trucks.

There will be more noise as trucks hit the raised crossings, and more engine braking. There is more risk of debris being shed from trucks as they go over the raised crossings. I propose that you trial different options - a temporary raised crossing; and a painted zebra crossing; and if satisfactory, go with the cheaper painted non-raised one for a permanent solution. 3. At Bidwill Street, I propose you add a path or steps from the back of the bus stop up to the saddle path. 4. A solution is needed for children needing to cross Brooklyn Road to get to Bidwill street to go to and from school. Moving the refuge island further away from where they are going is unlikely to make things safer. Use the money saved by not raising the cycle way to construct a bridge crossing. 5. Agree with the car park removals. 6. The words say zebra crossing on Brooklyn Road to get to central park, but it is not on the plans. what is the precise location? Brooklyn side or city side of Washington avenue. To me it would make more sense to be on the Brooklyn side, at the rear of each of the bus stops. Therefore the median island on Brooklyn road shown on the city side of Washington can be removed. 7. The city bound road width just south of central park seems too narrow at 2.8m. Can that be widened to 3 or 3.2 and the median stripes reduced?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Support - BUT... 1. I think the bike lane on Ohiro Road should continue to be protected on both sides, ideally with concrete and flexi sticks, but if not enough space, then the flexi sticks that were used in the trial 2. merging the two bus stops is a great idea. 3. I like the idea of the crossing at Tanera, but please - don't make it raised (see previous comments about truck noise). 4. Please re-align the steps from the footpath on the western side that go down to the bud shelter. They currently put people onto the road just where city bound traffic from Tanera has to swing over to be able to make the turn. Re-align the steps to terminate on the footpath, not road. 5. Please remove the car parks on Ohiro road between Cleveland Street and McKinley Crescent; they narrow the road and make it unsafe for cyclists coming up hill. There's loads of paid parking in the Penthouse car park or at the back of the pub.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I support the change from angled to parallel parks, despite losing a park. However, I don't support removal of 3 parks on the other side to create another mobility park, given the occupancy of the existing one.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Cyclists will most likely use Brooklyn road when commuting into town, as the connections to Willis and CBD are better. I disagree with speed bumps happy to support the raised crossing at the T-junction. Please work with Google to stop google maps from directing traffic down Ohiro Road to the motorway.

Brooklyn Connections Proposal
Feedback

572
114362226553

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|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gary lowe | SUBURB: Rongotai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

573
114361519611

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Andrea Knox | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I cycle up and down Brooklyn Road regularly and the temporary bike lane has greatly improved safety for me. I also drive up Brooklyn Road fairly often and I've not been inconvenienced by the changes and appreciate the lower risk of colliding with a cyclist. Therefore, I strongly support making the bike lane permanent. I have two areas of concern with the temporary cycle lane that I hope will be addressed by the permanent lane: (1) the section that currently sends people into the driveway of 21 Brooklyn Road. Visibility is poor due to the block wall and I am very concerned that a cyclist will collide with a car exiting the driveway. (2) the section where the bike path moves onto the footpath at 181-7 Brooklyn Road. Again visibility between cyclists and cars exiting driveways and especially pedestrians exiting the steps from Jefferson St is poor and I am concerned about collisions. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

These changes are excellent. The current situation with upper Ohiro Road is one of the most dangerous parts of my cycle commute. Heading north, this section currently feels very unsafe because of: (1) how difficult it is to re-enter the traffic flow after the Ohiro/Cleveland intersection (2) the risk of people in parked cars opening their doors on cyclists (3) impatient drivers doing stupid things when stuck behind a slow cyclist on the uphill section. I've seen some very scary near-misses due to drivers being desperate to overtake a cyclist. I would also argue that the instability of the bank on the west side means that the carparks on this side should go, regardless of the bike lane. Slips on this bank have already caused severe damage to parked cars. A bike lane is a more sensible use of the space. Heading south, these changes are also excellent, both for cyclists and drivers. The area is very congested currently, especially during the evening rush hour, causing delays for drivers and cyclists and some scary near-misses for pedestrians when cyclists use the footpath to try to get through the traffic. The removal of carparks and clarification of where cyclists should go will largely fix this problem. One question: At the intersection, travelling south on Ohiro Road, there is a section of the footpath that extends out into the road and has a powerpole/streetlight(?) on it. This makes it difficult and dangerous to get to the bike box at the front of the intersection. I have also seen buses struggle to get around the corner and hit the pole. Will these changes address that problem?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I like the intent of this and I can see how it will be helpful for cyclists going from Brooklyn to Kelburn/Karori. But I have two major concerns with the detail of the proposal: (1) I am concerned that the speed humps will be dangerous for cyclists. Parts of Ohiro road can get very slippery, especially in bad weather because the road is steep, it stays damp for a long time, and it gets coated in pine needles (especially after it's been windy). Pine needles are SO slippery and can cause you to skid off sideways when braking. I'm concerned that cyclists braking to go over the speed humps will lose control, especially in the presence of dampness and pine needles. This is even more of a problem if less experienced cyclists are encouraged to take this route. (2) The combination of the blind corner and parked cars north of the intersection with Maarama Crescent is dangerous and causes delays for cyclists and drivers alike. The car parking here should be removed and I'm concerned that I don't see this in the proposal.

Brooklyn Connections Proposal
Feedback

574
114361528030

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| NAME: Simon Anderson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Love it! More please further down to Taft St, including raised crossings and cycle lanes. So much heavy traffic for the tip. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I think it's important to prioritise pedestrian and cycling safety over parking. I often walk to town from Brooklyn and crossing Ohio Rd close to Brooklyn Rd is a very frightening experience. 1 bus stop is enough too. Most people get off at the first southbound stop rather than the one closer to the shops. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

The angled parking of SUV / twin cab utes often blocks two way traffic especially when buses are involved. Crossing Cleveland close to Washington is a bit scary a pedestrians are unsighted to Washington traffic which can often be driving fast.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

So many cars drive up Ohiro Rd like it's a rally sprint. Need to be slowed down.

**Brooklyn Connections Proposal
Feedback**

575
114361481537

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| NAME: Georgia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here
I'm excited to improve movement of buses, bikes and pedestrians to Brooklyn. Walking access down to the city, and home from bus stops, looks to be safer and pleasant. I hope to see a final plan that ensures car and bus journeys are still smooth on these wide roads, with fewer confusing and bumpy raised courtesy crossings. If we can retain any more parks near Brooklyn shops that would be fantastic as demand is already high.

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I support: the bike lane, the zebra crossing near Central Park. I DO NOT support the two new raised courtesy crossings at the intersections of Bidwell and Washington. These would cause confusion between cars and pedestrians, as well as making for a very bumpy and slower bus ride. the traffic speed up the hill would be impeded and more unpleasant. I would prefer pedestrian refuges only.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

I support combining the bus stops into one spot, this would save a lot of time on the bus. I do not support two crossings, only one. I think two would cause a jam. I can only see one on the plans, which means I can't consider it properly. I don't support the speed hump further down the hill because I think traffic will already be slowed by the raised crossing. I am worried about parking availability for the medical centres.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I support the improved crossing near Harrison street, will be great to have that raised. I also support removing parking on the south side of the intersection with Washington Avenue as it's difficult for cars and busses to see around to turn, though I don't think it needs to go on the north side. I'm don't support the removal of angled parking at the fire station. Parking is extremely limited already let alone before they all get removed for the bike lane. I don't support the raised courtesy crossing at the intersection - I think this will cause a lot of confusion with traffic trying to turn onto the busy Washington avenue. A pedestrian refuge would be helpful instead.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Far too many speed humps on this road making for a highly unpleasant driving experience - strongly oppose. If there are any speed humps at all, they should only be near to where people actually cross or where there is a tight spot. I support the courtesy crossing here as there are a lot of pedestrians.

**Brooklyn Connections Proposal
Feedback**

576
114371204091

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sarah Willcox | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I Live at [redacted] and currently walk my two children to Brooklyn Primary. Its very dangerous crossing at Ohio road Brooklyn Road intersection. It would be great to have a crossing here and speedbumps to reduce speeds.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
It would be great to have a second crossing to get across the road where Brooklyn intersects with Ohio Road/

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

577
114371156406

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Terry Moore | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| No parking for medical centre is not appropriate. This will also have a significant impact on the usability of Brooklyn shops. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Strongly oppose loss of car parks. As the population changes it is simply not fair to take away access to the village for mobility challenged and young families

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

578
114371169424

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Saif Khader | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
This is such a waste of money. Stop being so wasteful. Where will we park when needing to visit the Medical Centre also? I cannot rely on the bus and do not use a bike.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This is so dangerous , we do not support this at all

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Where will we park when we need to visit the Medical Centre?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

What a waste of money

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Not in favour of this at all. Stop wasting money.

Brooklyn Connections Proposal
Feedback

579
114370552341

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|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Mark | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
I am opposed to changes to car parking, keep the spaces

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Keep bike lanes at road level, do not remove any parking spaces.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Keep the on street parking

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Retain all the parking spaces

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed humps are dangerous, remove them

Brooklyn Connections Proposal
Feedback

580
114370523272

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|-----------------------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Isabella Cawthorn | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Hooray! Just do it already, I want to go to the cinema and the deli on my bike without fear of death! |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Yay just do it! |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| Paint-only feels terrifyingly exposed around this corner. Can we not have at least a few flexi posts? |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Good to slow everyone down, esp at the Aro intersection

Brooklyn Connections Proposal
Feedback

581
 114370485756

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|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dionesia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 I am strongly against this - stop wasting public funds to benefit a small amount of people.

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 A silly concept to begin with. How many people actually use a bike living in Brooklyn. How do they do shopping?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 Strongly against removing carparks in the area!

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Such a waste of time imho!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Only benefits a small amount of people. I am against this 100%

**Brooklyn Connections Proposal
Feedback**

582
114370481154

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|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Anne B | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
What a wasteful exercise only to mainly benefit people who ride bicycles. Please revise the concept without taking away what few parking spaces are left. I won't visit the area nearly as much which is a shame as I have family in the area.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Against wasteful spending , NO!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I will now struggle to visit my family in the area as I need to drive my car in the area. Only seems to benefit people who ride bicycles.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Seems so wasteful

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This is silly having to avenues for bicycles - just pick one and stick to it.

**Brooklyn Connections Proposal
Feedback**

583
114370477638

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|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ashleigh | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Wasteful spending on a project that only benefits a fraction of the population who live in Brooklyn/Wellington.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I have note seen many people use the lane and it seems such a wasteful use of public money to benefit only a small amount of people

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I struggle to visit the Medical Centre as it is , and now with all the parks removed I won't be able to make appointments nor visit family in the area. Totally against this.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

More wasteful spending

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Only benefits people who are able to ride a bicycle, I feel very left out.

**Brooklyn Connections Proposal
Feedback**

584
114370448594

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|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Kim Sawers | SUBURB: Khandallah | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Bus Stops are currently in a good position for users. The proposed new bus stops interfere with community access to much used publicly owned sporting and playground facilities. Impact on removal of parking for users of these facilities including children and disabled is too high - no consideration of large number of existing users seems to have been applied. Especially given that a refurbishment and expansion of the tennis arena is also coming. More thought needs to be put into this proposal.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on or adjacent to Cleveland Street?

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Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

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Do you have any comments to make about this part of the proposed design?

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**Brooklyn Connections Proposal
Feedback**

585
114370366627

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|--------------------------------|--------------------------|---------------------------------------|--------------------------------|
| NAME: Donald Nordeng | SUBURB: Te Aro | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|--------------------------------|--------------------------|---------------------------------------|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Again, the bike lane is unsafe period and as far as I see, is not used very often. True some people that have ebikes or expensive mountain bikes are biking, but no children, no multiple rider use. There are better options.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
The changes proposed don't make any sense. Why have a bike path up Brooklyn Road if one exists on Ohiro Road? That seems like a duplication and unsafe. The changes will directly impact me as I use the parking to drop off and pick up my daughter from Karate four days a week. I often wait in the car as it is more convenient, and if something should happen during the training, as they are sparring, I need to be nearby. Many people use the parking to go to karate. If they can't park, they can't get from work to karate in time. The buses don't run frequently and often people are not able to drop off on the uphill side if there isn't a safe crosswalk. Spending some money on improving Ohiro Road is the best option. The existing bike lanes there make it unsafe to drive cars or trucks. There must be a buffer between oncoming traffic that has been taken out. This change has made this road unsafe. I would remove bike lanes from this Brooklyn Road plan. Instead, make Ohiro Road the focus for bikes. It has much less traffic and more space to create

bike lanes. Not every road needs a bike lane, only roads where car and bike speeds are different. Cars and bikes need to coexist, as cars and motorcycles exist today. Speed is the differentiator, and e-bikes can travel 30kph, so most roads don't require bike lanes if the speeds are equal. In fact, the issue is really car drivers' attitudes toward bikes that need to change. Bike Riders Ignore Traffic Signals and Rules. I often see bikes on the downhill lane of Brooklyn Road while I am parked there, and they invariably are speeding or tailgating. They race down the hill often coming up behind cars and tailgating them to wind draft. This is something that needs to be considered as well. Bike policing is non-existent and if there are going to be more bikes, they also need to follow traffic rules. I don't see this considered at all in this proposal. My comments are specifically about the Brooklyn Road changes. In summary, I am against bus stop and parking changes. The Main entrance to Central Park is closer to the current bus stop, not where the new bus stop is proposed. If that is poorly lit, perhaps consideration of the lighting in the park is the issue. Why not route bikes through the park? Why do you always need to use the existing roads? In fact, what is needed is a vision of how bikes and pedestrians will move, not a vision of how to use existing roads.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

586

114370372418

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|-----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Hatty | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
 If you have any comments about the overall proposed plan, please share them here
 You haven't addressed the issue of the bike lane starting in a random spot. It needs to start slightly further down, OR let bikes turn left on red at the lights so they can get up and around the corner before cars start getting right behind them while trying to murge with the other lane

Do you support the proposed changes to Brooklyn Road?
 Oppose
Do you have any comments to make about this part of the proposed design?
 Don't add a bus stop out side the martial arts school. Parking there is critical and I never see anyone using the bus stop up the hill from there already. It's just not needed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Oppose
Do you have any comments to make about this part of the proposed design?

I see why you are doing this, but the parking is already a nightmare there. You need to find an alternative solution. That section of road is relatively flat so bikes aren't that slow hence a car can just be patient and follow them rather than removing all the parks to make an excessive bike lane.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Speed bumps are horrible for bikes. Make sure they aren't the abrupt slippery plastic ones like around the war memorial park.

**Brooklyn Connections Proposal
Feedback**

587
114370326245

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|----------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Christine Wilson | SUBURB: Crofton Downs | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|---------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
The proposed changes will endanger pedestrians, including young people and families accessing the park, seido dojo and tennis centre.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
see attached letter

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Don't know
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Don't know

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Don't know

Do you have any comments to make about this part of the proposed design?

Letter%20to%20City%20Council%20Re%20proposed%20changes%20to%20Brooklyn%20Road%2019%20July%202023.docx

19 July 2023

66 Spencer Street
Crofton Downs
Wellington, 6035

To: Wellington City Council regarding the proposed changes to Brooklyn Road

To whom it may concern,

I am writing in opposition to the proposed changes to Brooklyn Road especially as it relates to the Tennis Centre, the Seido Karate Dojo and the parking available to families using Central Park (especially the play area).

The proposed plan removes safe parking areas for families and people dropping off young people at the Seido Karate Dojo. The Dojo alone supports some 200 members with very active participation by children and young people. Even with present arrangements parking and drop off zones along that very heavily used stretch of road (particularly in the evening hours) places people at risk of the dense traffic travelling up and down Brooklyn Road, including large trucks that damage not only the present (trial) cones on the uphill sections but parked cars (both body damage and wing mirrors etc). Crossing that road is dangerous given the speed of the traffic, and there are concerns for young people exiting cars in the parallel parking sections. Safe drop-off zones are necessary. This situation will be made worse if the parking available to people living in the flats near the base of the hill are further restricted resulting in parking being taken up further up the hill.

On busy evenings and weekends the parking along the section of road from the tennis centre onward down the hill toward the gates of the park are often full with people utilising the tennis centre, dojo and park.

There should not be a potentially fatal trade off between the safety needs of cyclist and the safety of pedestrians attempting to reach these venues.

Kindest regards



Christine Wilson

Brooklyn Connections Proposal
Feedback

588

114370330747

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|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sylvia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| A wonderful plan which I totally endorse. Particularly the new proposed bike lanes up to the Brooklyn shops, will really improve road safety for everyone. |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Really fabulous to see Council separating cyclists from car traffic. The new and improved bus stops and their location, all look good. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| This change is what I have been waiting for for over a decade!! Having cyclists share the road with cars in this stretch is fraught because of the road width combined with cars being parked. Having both directions have dedicated, painted cycle lanes is a fantastic solution. I am very, very |

strongly in favour. This change also shows that Council is also looking ahead and planning for increasingly popular use of bikes travelling to and from Brooklyn, as well as decreasing family car ownership. Consolidating bus stops also has my total, enthusiastic support. Having two zebra crossing along this t=stretch is ingenious.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Great to see road crossing safety improvements for people walking eg school children along this busy stretch.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Good to have a stop sign at the intersection Aro street-Ohio Road as well as a raise curtesy crossing. This is also a busy short cut road to town.

**Brooklyn Connections Proposal
Feedback**

589
114370317861

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|--------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: David Crawford | SUBURB: Johnsonville | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

There are many people who live in other suburbs who have activities in and around Brooklyn. I do not believe that the solutions you propose will be in the best interests of the greater Wellington community . I operate an electrical business which requires me to operate out of a vehicle all over Wellington. One of recreational activities is Karate , my dojo is on Brooklyn hill road, if you take away more parks how and I supposed to get to this activity. Another is mountain biking, you have taken away all the parking at the bottom of pohil , where are you supposed to park so you do that activity .

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I believe that the proposed design does not take into account people who live in other suburbs and have activities in the Brooklyn area. There is no provision for people who have to commute to get to functions / events on Brooklyn road. When ever there is a event at the Renouf tennis centre there isn't enough parking on Brooklyn road as it is. I think you could take the cycle lanes down other streets other than the main road to Brooklyn, i.e.Bell street and Nairn street, why do the cycle lanes have to come down the main roads into town. I think the proposed changes will take

away to many car parks to make sports clubs accessible. Is the amount of alterations going to be reflected in bikes being used.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

what about all those people who live in area who don't have a garage or drive on access to their property. What about trades and service vehicles

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

what about the shops , there will be no where for customers to park or for parents dropping off their children

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

590
114370309205

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Apple Yang | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| This is a very wasteful concept! It only benefits those who wish to ride a bicycle. WE DO NOT WANT IT! |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Hardly see people use these lanes - comical seeing people pedaling uphill in the rain and wind also. Wellington is not a city for cycling. |

| |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| A horrible solution , and really disappointing for people who do not or cannot ride a bicycle. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Wasteful expenditure!!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Not needed, very wasteful!!

**Brooklyn Connections Proposal
Feedback**

591
114370280757

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Hannah Dare | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
This seems very wasteful and only benefits a small amount of people who are determined to use bicycles

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This plan is horrible for Brooklyn and especially for people who need to visit the Medical Centre. Where will they park? How many people actually use a bicycle in Wellington? Astonishing how they can manage to drop kids to school, collect groceries, deliver family to and from the airport etc.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Again, no consideration for people who actually live on this stretch of road or most importantly for people who need to visit the Medical Centre.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Seems wasteful

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I think its too steep for bikes , why can the cyclists not use Brooklyn Road instead?

Brooklyn Connections Proposal
Feedback

592
114370260336

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|----------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Tara | SUBURB: Northland | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Do not support removal of on street parking downhill on brooklyn road near central park

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I strongly oppose the removal of parking on Brooklyn Rd near central park. This parking is often used by wheelchair or pram users to access the park, the tennis stadium, and the karate dojo. Removal of that parking will create equity issues in relation to access.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
The section of ohiro road between brooklyn rd and aro valley should also have parking removed as it is very unsafe for drivers and cyclists along here - you can't fit two cars for half of it.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Parking on street should be removed along this road, particularly the section closest to aro valley where cars literally cannot see oncoming traffic and it becomes a one way street because of the parking - super unsafe.

**Brooklyn Connections Proposal
Feedback**

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114370257545

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|---------------------|--------------------------------|---|-------------------------------|
| NAME: Ben | SUBURB: Johnsonville | ON BEHALF OF: Seido Karate Brooklyn Wellington | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
In general I oppose the removal of parking spaces and the additional bus stop outside the Seido Karate Dojo.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I strongly oppose the building of a new bus stop outside 32 Brooklyn Road, the Seido Karate Dojo. I also strongly oppose the removal of 19 carparks. This is because there will be limited car parking space for the people who use the dojo. I'm a member of the club and many carry heavy items to the dojo, many are dependent on drop-offs and pick-ups and many drive from the dojo because they live too far away. There will be too much struggle to get carparks if 19 carparks are removed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

I think the two bike lanes in the picture is a good idea because it will reduce congestion and the chance of accidents between cars and cyclists. I don't use the on-street parking so I am not hugely affected if the on-street parking is removed but I know a lot of people would be very unhappy if the on-street parking is removed so I would prefer it if the on-street parking stayed.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I think the new mobility parking is a good idea. The raised zebra crossing is a good idea but not convinced about the parking spaces being reduced to two.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

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114370194758

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Colin Marshall | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
The current (and proposed) uphill bus stop on Bidwill St is creating a significant hazard. I have recently been in an accident where a car pulled out of Bidwill St directly into the path of me on my motorbike. I believe the presence of a bus at the stop contributed to the car driver failing to see me. I suffered significant injuries and believe the location of the bus stop is far too dangerous and not addressed by these changes. The presence of the bike lane may also be contributing to the hazard, in conjunction with the bus stop. The crash happened around 530pm on 2 June. Police and ambulance attended and there were significant traffic delays.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I think the angle parks by the fire station should remain. Too many other parks are being removed and I think having too few parks will create a further hazard with people instead double parking or driving up and down looking for a park.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

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114370228578

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|------------------------------|-------------------------|---------------------------------------|--------------------------------|
| NAME: Avis Macadam | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|-------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I am one of the Black belt volunteers at Seido Karate located at 32 Brooklyn Rd. We run 4-5 classes every day and there's about 180+ active members. I am very concerned the impact the proposed changes will have on our very vibrant and well supported dojo community. It removes alot of parking and in particular, creating a new bus stop right outside the the dojo, will compromise safety rather than improve things. We have many parents who need to safely drop off and collect their kids four - five days a week between 4.00-6.00pm - they can no longer do this in the immediate vicinity of the dojo. We then have between 20-40 adult members at any one time attending between 6.00-8.30pm who need to drive (usually from work) from a distance and public transport is just not efficient enough from the surrounding suburbs to offer a suitable transport option. We also have early morning and lunchtime classes and weekend classes. I have been involved with this dojo for 38 years and now live in Kapiti and travel in 3-4 times a week. There are other groups who use the facility when we're not running classes - all providing activities that are beneficial for their members. It appears approximately 26 parks will be

permanently removed, along with access at the entrance of the dojo because of the new bus stop. If the proposal goes ahead it will effectively "kill the business" and trying to find alternative accommodation for our dojo will be extremely difficult. I am concerned that Council has not given enough consideration to the value the dojo and all it offers to the community. Safety for all is important, however this proposal is heavily weighted towards promoting use of cycles and public transport when the reality is that many must continue to use vehicles at this time.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

596
114370193114

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|-------------------------------|-------------------------|---|--------------------------------|
| NAME: Peter Flowers | SUBURB: Other | ON BEHALF OF: Wellington Seido Karate | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Commented on in earlier question |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Background Context Wellington Seido Karate (affiliated to the World Seido Karate organisation) has a 40-year history in the community. We have operated in the current location at 32 Brooklyn Rd for 10 years attracting a stable membership of 180+ students ranging in age from 7-70 years. Our membership is drawn from all Wellington suburbs and includes long term members living as far as the Hutt Valley, Porirua and Kapiti coast. The premises are part of the Renouf Tennis Centre who is our landlord. We offer up to 30 classes per week Monday-Sunday with separate programmes focusing on the needs of children and adults, with an additional emphasis on fitness conditioning and yoga stretch classes. We provide scholarships to a number of children and adults, who for financial reasons, would not otherwise have access to participating in this martial art. We also provide a dedicated and free programme for youth and adults with Down Syndrome and currently have between 12-15 regular students attend this weekly class. Instructors for all programmes are volunteer Black Belts with long association to Seido Karate who choose to give back to the community. Classes during the week run morning, noon and afternoons through |

evenings at the following times: 7.00-8.30am; 11.30am – 1.30pm and from 4.00 – 9.00pm. On weekends the Seido classes run 7.00am – 12.00pm on both days. Additionally, we have made the dojo available outside of our own timetable to other groups that broadly align to Japanese themed activities; these being: Wellington Taikoza Drummers; Ryukyu Dento Kobujutsu Kobudo (Japanese weapons); Rembuden Karate (Goju Ryu style) and an Iaido (Sword) school. Wellington Seido Karate also regularly hosts regional and national events for the wider Seido NZ community. For example, the recent national tournament held in May 2023 attracted 190 competitors and supporters to Wellington from around NZ and Australia. We have considered the proposed changes for the Brooklyn Rd improvement in some detail. Our primary concern is the removal of almost all available parking, both uphill and downhill, to the point it will seriously undermine our own, and other groups, ability to continue providing what are hugely successful and beneficial community programmes.

Proposal responses

1. Improvements to the uphill bike lane - In total 19 carparks will be removed. Currently, a number of these are used regularly by residents of Central Park Flats. Our members also use them, mainly in the evenings. If these are permanently removed, residents of the flats will likely move their cars to the downhill parks available for residents further reducing availability of parking. - The proposal will also impact available coupon parking for the general public during the week who often park on the city fringe and walk into the CBD for work. During the weekend it will reduce available parking for those families and groups visiting Central Park playground. - The removal of 19 carparks in this short uphill section of Brooklyn Rd is disproportionately in favour of cyclists when considering the needs of all users.

2. Proposal for new bus stop at 32 Brooklyn Rd outside Seido Karate - In total 7 carparks will be removed including the 4-5 offroad parks giving direct access to Central Park via the stairs and wheelchair/buggy ramps. - We have 60+ children in our membership who are reliant on parents / caregivers dropping off and collecting. Some stay for the hour-long class. There are no other alternative options proposed or available for a safe drop off and pick up. - Our Down Syndrome students are totally reliant on parents and caregivers to attend classes – this is the only free community-based programme offering this service to people with this degree of intellectual disability. - Likewise, the Taikoza drummers utilise the premises for weekly practice. They frequently need to unload and load their large drums and associated equipment and will have nowhere close by that allows them to do this safely. - As mentioned, many of our adult membership comes from the wider Wellington and regional communities. The demand on the small number of remaining parks on the downhill section of Brooklyn Rd, especially in the early evening when arriving from work, leaves little parking space available. A very small number walk or cycle; most come by motorbike or car. With evening classes sizes between 15-25 people each class, where can they park? - We requested and received, with thanks, 18 months of Metlink passenger data starting January 2022 to June 2023 for bus stop 7713 and 7714. - Data for bus-stop 7714 at the top of Nairn St shows on average 1.1 passengers per day gets off the bus, and 4.4 passengers per day get on the bus. We assess those getting on will likely come from top of Nairn, Thompson or Hankey Streets as there are no other houses in the vicinity. The proposal will increase time and walking distance for these passengers. - Data for bus-stop 7713 across the road from Central Park Flats shows on average 2 passengers per day get off the bus, and 5.2 passengers per day get on the bus. Our assessment of boarding passengers is likely to be residents of these flats. Removing this bus-stop will mean either an uphill walk of ~150 meters or a similar walk downhill to bus-stop 7712. Further comment on the impact will I am sure be raised by those directly affected. - Generally, it would seem the net removal of bus-stops does not reconcile with the stated Council goal to encourage the use of public transport.

3. General comments Having observed the way people move up and down Brooklyn Rd, and use Central Park over the last 10 years we make the following comments: - The use of the carparks outside Seido Karate when no classes are on are nearly always occupied by cars carrying families, often with buggies and other equipment, for play and picnics in the park. The proposed location for this new bus stop will remove this option for

families with young children to access the park. Is it the intention of Council to remove access for families to public recreational spaces as part of this proposal? - There has always been a very small number of keen cyclists going up Brooklyn Rd and even with advent of e-bikes to assist with the steepness of the road, there has not been a large increase in actual cyclists riding up Brooklyn Rd. The Council's survey data focused on points of view rather than actual cyclist usage data. It would have been very useful, and in the spirit of a genuine public consultation, for Council to publish before and post cycle lane trial data. - We note in the consultation document the uphill footpath is to be widened. It would have been very helpful if Council had presented the pedestrian traffic data that substantiates the rationale to build a new footpath between 1.8 to 2 meters wide. Again, our observation over preceding years is the pedestrian traffic on the uphill left side of Brooklyn Rd is almost nil. Pedestrians either use the Central Park side footpath or walk through Central Park itself. Perhaps the footpath could be narrowed to make some space for the permanent cycleway. Conclusion Wellington Seido Karate is vehemently opposed to the relocation of a bus stop to outside our dojo. Should this proceed, it will have an extremely detrimental effect on our dojo business and membership numbers, as well as on other groups who utilise the dojo space as mentioned above. Also, it will cut off access to many families to the recreational space in Central Park. The permanent eradication of 19 carparks on the uphill section of lower Brooklyn Rd is completely disproportionate to the volume of uphill cycle and pedestrian traffic. Surely, the temporary cycleway can be made permanent while retaining the existing 19 carparks as it is.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114369720075

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|-------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Elizabeth Bush-King | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
As a commuting cyclist between Brooklyn and the CBD, I strongly support the proposed permanent cycle lane up Brooklyn Road. I disagree with the proposal to remove the bus stops by the community housing however - it's really important that the large number of residents living there have easy access to public transport, especially the elderly, disabled or those with young children.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

I'm really unsure about this aspect of the proposal. There are a lot of people who need to park vehicles there as there is a lot of housing with no onsite car parking. In addition, the traffic at the top of the hill normally flows smoothly and all commuters seem to already be able to travel together. I'm not convinced the cycle path is necessary here.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Support the crossing and mobility parking space but strongly opposed the change from the angled parking to parallel parking. It's already very challenging to find a park at the shops!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Please do not install speed bumps. Not necessary and will only cause frustration and more congestion at peak times. Strongly opposed this proposal.

Brooklyn Connections Proposal
Feedback

598
114355132201

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|---------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Thomas Guldborg | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Uphill only. Downhill paths are too dangerous for cyclists

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I don't like courtesy crossings, either make a proper crossing or not. You keep removing parking, but I'm not going to take the bus for dinner or a movie or to pick up take-away, I'll just stop going, shops will die

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

A shared downhill route is the worst idea in a long line of bad ideas. Too narrow and dangerous for cyclists. It is unclear whether the speed bumps will be on the bike path. Sounds like a recipe for disaster. I am not sure you understand how dangerous it is to be riding your brakes downhill on a bike

**Brooklyn Connections Proposal
Feedback**

599
114369707204

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| NAME: Nicky McIndoe | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| I bike up and down Brooklyn Road every day to work, and really like the current temporary bike lane going uphill. I think it could be made permanent as it is. There is no need for a downhill bike lane as I am often travelling faster than the cars down the hill. I oppose the suggested raised zebra crossing and raised courtesy crossings because I think they will be dangerous for cyclists. I typically bike down the hill travelling over 40km/hr, and any raised crossings will either create a crash hazard (which at that speed could be fatal), or will require me to slow down suddenly, which could lead to me being hit by cars from behind. The Waka Kotahi website information (https://www.nzta.govt.nz/walking-cycling-and-public-transport/walking/walking-standards-and-guidelines/pedestrian-network-guidance/design/crossings/non-priority-crossing-aids/courtesy-crossings/) about courtesy crossings suggests that they are only suitable for very low (30km/h) speed environments with a high number of pedestrians. That is not Brooklyn Hill. The raised crossings will also cause safety issues for buses and trucks (and there are a lot of trucks using this |

route because it leads to the landfill). I support additional crossings, but they should not be raised.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

I support these proposals. The raised crossings will be annoying for buses and trucks, but will not be dangerous for cyclists because they are not on a downhill stretch of road (so cyclists are not travelling fast). Also, if there are cycle lanes on both sides of the road then any cyclist which has to stop or slow down for the raised crossing can do this outside of the vehicle traffic.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

the speed humps will be dangerous for downhill cyclists, particularly given how steep this road is, the fact that the bike route is on-road, and the road is often dark and shaded (making it harder to see level changes when biking at speed).

Brooklyn Connections Proposal
Feedback

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114369531432

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|---------------------------------|----------------|---------------------------------------|-------------------------------|
| NAME: M. Stote-Blandy | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| If you stand in Cleveland Street Brooklyn and look high up to the War Memorial and beyond you will see hundreds of homes on the steep Brooklyn hills. We need to keep parks in Cleveland Street not get rid of some so that we can come down and get our provisions and get back up the hill again when convenient to us! |

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| Do you support the proposed changes to Brooklyn Road? |
| Oppose |
| Do you have any comments to make about this part of the proposed design? |
| -No raised zebra crossings needed. Just repainted properly black and white existing crossings - keep pair of bus stops. Residents need these. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

NO raised crossings, Keep all parks as is including parallel parking. Take out taxi stand in Jefferson St and create mobility park there. WCC botched up with bus stops. Don't forget 100's of homes and families live on the hillside, we need to be able to drive down to OUR BROOKLYN COMMUNITY HUB, park up, get our provisions and drive back up. KEEP OUR PARKING AS IS. NO raised crossings. If bus drivers can't turn safely, they shouldn't be driving.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

No speed humps not required. No raised courtesy crossings

Brooklyn Connections Proposal
Feedback

601
114369516411

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|--------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Kevin Hackwell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
These changes should include the retaining of the bank on the western side and a proper gutter, etc from the lights to the bus stop at the top of the hill.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

The angled car parking in front of the fire station is used a lot in early evenings for people to do quick shopping and pick up take-away food from the four fast food outlets that are close by. Some thought should be given to providing off-street parking for these users.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I bike this route regularly and therefore support the general thrust of the proposals. However, the section of Ohiro Road from Marama Crescent to Aro Street is particularly dangerous because of the several blind corners and the very narrow roadway caused by the cars parked on the eastern side. Thought should be given to providing off street parking for residents of this part of Ohiro Road (possibly on the grass area opposite Marama Cres.) and the elimination of the present parking.

**Brooklyn Connections Proposal
Feedback**

602

114369497132

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| NAME: Melby Ruarus | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I think these changes are great, the only reservations I have are w.r.t. - the placement of the bus stop on the city bound side between Nairn and Bidwill, which will make access to both streets—especially bidwill more difficult - the removal of the bus stops at the main entrance to Central Park which will make access to the housing opposite more difficult. I hope this will be compensated for by the improvements to the footpaths + crossings between there and the top of willis, though the Nairn street crossing is planned to utilise a refuge island rather than a proper pedestrian crossing.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Supportive of these changes, though I think this area could benefit from being even more pedestrian/cyclist focused

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

603
114369486389

| | | | |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: R J Stote-Blandy | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Raised crossings are unnecessary, a waste of money and damaging to vehicles! Painted crossings are fine and sufficient.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
Provided that removed carparks are replaced with angle parking on Helen st. (a wide street going to waste.) Raised Zebra crossings are completely unnecessary and a waste of money, also damaging to vehicles.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Raised crossing is a waste of money and unnecessary.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Raised crossing and downhill bike route is completely unnecessary, a waste of money and damaging to vehicles.

**Brooklyn Connections Proposal
Feedback**

604
114369374834

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|-------------------------------|------------------------------|---|-------------------------------|
| NAME: maree spencer | SUBURB: Island Bay | ON BEHALF OF: brooklyn medical centre | ORAL SUBMISSION: No |
|-------------------------------|------------------------------|---|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
please provide an area for parking for local services- gps, pharmacy so healthcare services can remain in brooklyn

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
i support making it safer for pedestrians but have concerns about the lack of parking for staff and patients at the 2 medical centres along this stretch, it is unrealistic to expect unwell patients to travel by bike or bus to attend the medical centre, staff have to travel some distance from places without good bus connections and some also need a car to provide home visits to patients so

need a safe place to park in the area. this is going to provide significant stress for staff and patients and ultimately affect the whole community in limiting access to local medical care. it feels like by turning this area in to a through way with no stopping available that it pushes people away from the local community and they will just drive away from the community hub to the bigger industrial areas where parking is free and easy access to local medical care is a right that is being undermined by the lack of parking and i would love to hear of a solution to this (eg is there a site in brooklyn that can be used for local services parking? there is no room on the local residential streets and staff have been abused on a couple of occasions for parking (legally) in these streets

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

605
114369357422

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|--------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Phillip Bolton | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

Despite the time an effort it does not appear this has been well consulted with local community, or their input has been ignored. For instance consultation would have shown the Washington Ave crossing is in wrong place as there is a path from Jefferson to Brooklyn Road and putting on downside of turning traffic is dangerous. Question 15 does not appear to be answered by the planners as they have concentrated on cycle improvements to the detriment of pedestrians, those with low mobility, local businesses and those visiting doctors/ shops by forcing them to travel further and cross roads putting them at risk. Also question is loaded as I support improvements for some but not all of the people covered in question 15

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

The pedestrian refuge near Washington is in wrong place. The crossings at Bidwell and Washington should be a Zebra crossings as used by school children. Stop 6713 should be retained. Why do crossings need to be raised. I would prefer a enhanced fully separated two-way (bi-directional) bike lane on either the uphill or the downhill side of Brooklyn Road. Pedestrians using cycleway from Washington to Bidwell has not been addressed

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Agree with bus stop changes. Believe it should be separated bike lane on southbound side with sharrow road markings on the other side. The drop off on the northbound lane is into a drain and I believe cyclists would be much safer in the lane rather than a marked cycle lane where they are likely to be pushed of the road by a heavy vehicle if there are two heavy vehicles passing. This would allow parking to remain on one side. I totally oppose removing all the parking due to people with low mobility visiting doctors. I thought WCC had a responsibility to ensure people with low mobility and pedestrians were provided for. This seems to be missing in this design.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

The crossing close to Harrison Street should be a zebra crossing. Agree parking removal on Washington and additional mobility park. Park should be time limited to prevent use all day by one person

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Speed humps are a waste of time and dangerous for low slung vehicles such as EVs. Sharrow markings would suffice

Brooklyn Connections Proposal
Feedback

606
114368998330

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|----------------------------------|----------------------------------|---------------------------------------|-------------------------------|
| NAME: Hector McLachlan | SUBURB: Mount Victoria | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Don't be afraid to go further and do more. Everyone loves these improvements and you know it.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Looks great

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?
The cycle lanes need to be protected with barriers.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

All on-street parking, or at least on the north side of the road, needs to be removed from Cleveland St. The Brooklyn Bus Hub is there and the road is frequently too narrow for two buses to pass each other. This often results in significant delays to service and danger to pedestrians, a lot of whom are children from the pre- and primary schools nearby.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Ohiro Road is dangerously narrow because of the in-lane on-street parking that occurs on both sides of the road. For this to be a successful alternative route there cannot be on-street parking. There is simply not enough space for cars to "share" the road with less-than-confident cyclists. If we removed on-street parking and installed an (at least mostly) protected down-hill cycle lane, we could achieve the desired effect.

**Brooklyn Connections Proposal
Feedback**

607
114368805716

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|------------------------------|--------------------------------|---------------------------------------|-------------------------------|
| NAME: Aaron Graham | SUBURB: Johnsonville | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|--------------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
If your own survey shows almost 50% of the responses were from people who rode the street on a bike and you know cyclists are about 5 percent of road users it should be clear to even the thickest council that you have not surveyed correctly and your results to not bear any relevance to reality. You have started from an absolutely disgraceful "consultation" and extrapolated the ideas you want from that. This is a very bad joke that has absolutely no scientific rigor what so ever and eventually heads will roll for this disgraceful conduct robbing Wellington taxpayers of the right to actually be heard.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This is a major ROAD. It should not have uncontrolled crossings all over it. It should not have giant speed bumps on it VECHICLES should be able to use this road at 50Kph! As it was intended.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose

Do you have any comments to make about this part of the proposed design?

Only a retarded person would think putting bus stops in the middle of roads helps traffic flow. Since buses were invented and before woke PC nutjobs were allowed to drive council planning it was accepted buses stop in off road pull ins known as "bus stops". Pedestrian crossings are white lines NOT massive speed bumps stopping vehicles from being able to drive at the speed limit. STOP putting obstacles in the middle of our ROADS.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing parking kills businesses. Stop removing carparks. Pedestrian crossings are not speed bumps. Stop turning them into road obstacles.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Roads are for vehicles to travel at the speed limit. Speed humps should not be on 50kph roads at all. The intersection at Ohiro and Aro is already difficult without having to mount a pedestrian road blocking obstacle while trying to navigate a bust intersection.

Brooklyn Connections Proposal
Feedback

608
114368809634

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Saskia Young | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Strong in opposition to this as our family rely on the parking spaces there currently. This will make our life much more difficult.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Seems like a waste of resources. Strongly oppose this.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

A further waste of funds. Prefer to see cyclists use Brooklyn road.

Brooklyn Connections Proposal
Feedback

609
 114368800337

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|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Andrew Barrowman | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
 If you have any comments about the overall proposed plan, please share them here
 Strongly oppose the removal of car parking spaces suggested. Where will park our car if we are unable to use a bicycle and cannot rely on the bus for work etc

Do you support the proposed changes to Brooklyn Road?
 Support
Do you have any comments to make about this part of the proposed design?
 Make the bike lane more clear so us car drivers can give cyclists as much room as possible

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly oppose
Do you have any comments to make about this part of the proposed design?
 Strongly against removing the little amount of parking space available for residents who live on this part of Ohiro Road. Where would we park our cars if we rely on this space?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Is it not more consistent to try and keep cyclists using Brooklyn Road instead of going down Ohiro just to meet up on the same Brooklyn Road via Aro Street? Strongly oppose this as this stretch of Ohiro Road is much steeper than Brooklyn Road.

**Brooklyn Connections Proposal
Feedback**

610
114368780654

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jessica Kellow | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| Support the cycle path up Brooklyn Road but also want to see balance in cost and benefit to all (not just cyclists). |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Raised crossings will considerably slow down traffic and create noise pollution as heavy vehicles slow and accelerate. The bike lane (having used it) would be sufficient to be at existing street level with sufficient protection. The additional cost of a whole new raised footpath is disproportionate to the benefit. Cleveland street businesses and locals deserve the ability to park and shop. Removing the car parks disproportionately impacts convenience for locals and businesses viability. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Oppose |

Do you have any comments to make about this part of the proposed design?

I support only bus stop but given there will be no room for southbound cars to pass a stopped bus it will cause congestion at peak evening times.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

We need access to parking to visit shops and business need people to be able to access parking.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

6 raised speed humps is too many.

Brooklyn Connections Proposal
Feedback

611
114368744418

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Izzy Cresswell | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Too many raised crossings will have cars slowing then accelerating creating noise, fumes, using more petrol. Still no crossing to the top entrance to Central Park & that bus stop which is often used by people coming down from Jefferson St. Loss of parks makes it difficult to visit people in the Central Park flats. Concrete barriers mean there is no way to pull over for ambulances or other emergencies.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

Will make it harder for some people to visit the two doctors' surgeries. All the different colours & stripes make it very confusing for drivers.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Already hard to find a park near the shops let alone with the removal of so many parks from the surrounding area. Means visitors end up parking in the more residential streets and then we can't park near our homes.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Too windy & narrow to go fast anyway so no need for speed bumps.

Brooklyn Connections Proposal
Feedback

612
114368733663

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Astrid an Huef | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I question the removal of carparks at the intersection of Brooklyn and Ohoro Roads

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
I strongly support the removal of one of the bus stops. I also ask that the #17 bus no longer goes via the library except when the students of the local primary school get out.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

What is a courtesy crossings? If it's needed, make it a zebra crossing.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I don't see the need for speed humps - I don't think speeding is a problem there. Again, if a "courtesy crossing" is needed it should be a zebra crossing.

Brooklyn Connections Proposal
Feedback

613
114368733249

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Nick Brown | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

614
114368630807

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|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Jane Cooper | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
I don't think the extension from Brooklyn Road to Cleveland Street will make cycling safer. The real problem on this road is the trucks, not the parked cars. I don't feel that the 6% increase in cyclists using the completed cycleway is enough to justify further expenditure and the huge inconvenience to ratepaying residents.

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
My opposition to the changes is to the removal of all parking from Ohio Road.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
There is already pressure on parking in this part of Brooklyn because many homes do not have off street parking, The removal of 40 car parks will add hugely to this pressure as the cars move to

adjacent side streets. I have one off street park but will no longer be able to have any visitors as the long walk between any available unlimited carpark will be impossible for elderly people. I value my social connectedness and strongly believe that this is essential for ongoing mental health and wellness. It will also be extremely difficult for anyone with shopping or toddlers to be sure of a safe car park within a reasonable distance from their home. A further concern is that there are several houses which do have off street parking but no turning space so drivers are forced to reverse out crossing both the footpath and the cycleway.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

There are many small businesses, including the chemist and the library where it is very helpful for them to have accessible parking. To lose these parks will detrimental to the viability of the business.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

615
114368627030

| | | | |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Angelos | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
As a rate payer I strongly oppose all the changes proposed and I would rather see the WCC concentrate on fixing all our water reticulation problems. + Traffic will flow better up and down Brooklyn Road if you remove the bike lane. Currently when a fully laden truck goes up the hill, (now down to one lane) all traffic has to slow down until you get to the top of the hill. In the past there was a slow lane where you could overtake any slow vehicle.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Please remove the bike lane and reinstate the two lanes going up hill. What is happening now is that when a fully laden vehicle is going up the hill, it goes up very slowly and you get a queue of cars backing up behind is as there is not an overtaking lane. This slows up all traffic and does not clear to well past the traffic lights in Brooklyn.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose

Do you have any comments to make about this part of the proposed design?

In this project you are removing a total of 77 car parks which I strongly object to. Most, if not all, of the owners are local and they have to find another place to park their vehicle. The nearest place that they can park would be all other side streets in the area which means that if this project goes ahead, there are going to be problems in ALL the side streets in Brooklyn. Parking is now bad in Helen St, Tanira Cre and Apuka St as it is at the moment. It is going to badly effect Todman St if this work goes ahead.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

The changes are only going to work if you are going to police the carparks in Cleveland St from 7 am to about 7 pm.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

As long as car parks are not removed!

**Brooklyn Connections Proposal
Feedback**

616
114368601985

| | | | |
|----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Max Nichol | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

I live at the top of Bidwill Street, and have done since 2021, and I travel on Brooklyn Hill via bus nearly every day. The bike lane has been getting a good amount of use from what I can see, and it has made me consider more strongly the possibility of investing in an ebike. I occasionally drive on that road as well and have never found the bike lane impedes my ability to use the road or to turn safely onto Bidwill Street from Brooklyn Hill. I think the width of the road up the hill lends itself very well to a bike lane, especially since it's an arterial route between Brooklyn and the city.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

I catch the number 7/17/39 routes every day to get home from work and removing the bus stops near Central Park seems sensible. The bus stop at the top of Willis Street and the two further up Brooklyn Hill are sufficient (in my opinion)

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

617
114368535385

| | | | |
|-------------------------------|--------------------------------|---------------------------------------|--------------------------------|
| NAME: Thomas Hadley | SUBURB: Johnsonville | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------------|--------------------------------|---------------------------------------|--------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The overall plan here is excellent. I strongly approve of permanent installations to make cycling safer, and prioritise cycling access. I also strongly approve of the efforts to reduce the speed of cars. This will make cycling access up to Brooklyn safer and more pleasant. Also, these efforts will improve street spaces considerably in Brooklyn itself. I strongly recommend the addition of infrastructure which limits the speed of cars at certain intersections. This could use kerbs, narrowing of the road and speed tables. This would help improve the safety of these cycling routes considerably, as well as the safety. of pedestrians and other drivers. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The proposed bike lane will make this route to Brooklyn much safer. I strongly approve of having the concrete buffers to separate the bike lane from the road. This makes biking much more enjoyable, and safe, which will help more people use active transport on this route. I would prefer that the section from Nairn st intersection is not on the footpath, the design in island bay, with a street level bike lane with concrete protectors is excellent. Another concern is that infrastructure should be added to limit the speed of cars entering/exiting side streets such as Nairn St. This could |

include speed tables, or raised crossings. I approve of the raised courtesy crossings on Brooklyn Road, reducing traffic speed will make this a more pleasant and safe space to travel by bike.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This is excellent, prioritising safe cycle access by removing parking makes this space much easier and safer to travel through! I suggest that rubber cycle lane protectors could be installed in addition to the painted lines, which would further improve this cycle lane. This would also help to reduce traffic speed through Brooklyn.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

The raised crossings are an excellent plan as they will help to reduce traffic speeds, making these streets more pleasant and livable. Could you go even further? I also approve of changing angle parking to parallel, this makes streets much more livable.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This is an excellent idea. I would definitely use this as my downhill route when travelling by bike. The efforts to promote safer speeds by using raised speed humps are a great contribution. I'm concerned about cars not slowing down enough at the junction with Brooklyn Road and Owhiro road. Some narrowing of this junction using extended kerbs could help with this. Additionally, infrastructure should be added at the junctions with Owhiro Road side streets to help remind cars that bikes are coming (potentially at high speeds) down the road. Perhaps, speed tables could make sure drivers slow down here.

Brooklyn Connections Proposal
Feedback

618
114368541876

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sam Small | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

619
114373355386

| | | | |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Nicky Boughtwood | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
There are some narrower sections of cycleway where the road is not wide enough to support a 2 metre wide cycleway. Eg top of Brooklyn road as it turns the corner. I am ok that there is not space to overtake in all areas - I am happy to wait to overtake.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Strongly support permanent separated cycleway. Does it have to be raised? It works well at present. Do the car parks next to the flats need to be removed? They help to narrow the road and lower the speed, plus are well used by council flat tenants. Can the bus stop be kept opposite Central Park entrance. Many elderly council tenants use this travelling home from town. Why do off street car parks at Central Park need to be removed. These are very well utilised by young families visiting Central Park.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support bike lanes & removal of car parks along here. This will help to get more people cycling. Can they have some sort of separation - paint is not protection. I support the raised pedestrian crossings. This will help slow traffic along here, particularly trucks. Can some form of parking be created for residents with cars in the very wide mid section of Helen St? Like a park & ride area.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

As a parent who has done school crossing duty, support the existing crossing to be raised as cars regularly travel downhill too quickly. Also support the Cleveland Washington intersection to have traffic calming measures. It is very wide and hard to navigate as a pedestrian. Improving this would help more children to walk to school.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

The intersection of Brooklyn & Ohiro Rds is one of the most dangerous in the city. How many accidents have been reported here over the last 10 years? I have seen a number of collisions, including those involving cyclists. Is it possible to put a stop sign at this intersection? Many uphill drivers 'gun' this intersection. How will removing the parking lay-by at the top impact the speed of drivers going down Ohiro Rd? Many drivers take this corner very fast, without indicating and gain speed as they head down towards Tanera, making it very dangerous for residents crossing the road in this section of road. Could a speed bump be installed around 124 Ohiro? Is it correct that the lay-by was out in slow traffic down? How will widening the road at this point make it safer for pedestrians and cyclists? Many young families play cricket, football, hockey etc at Tanera Park. Currently it is very hard to cross the road if walking down Ohiro Rd. This discourages walking to sport and makes it more likely for families to drive. Could speed bump be installed before Tanera crescent? I believe it is safer for cyclists to go down Brooklyn road, rather than the steeper and more narrow Ohiro Rd.

**Brooklyn Connections Proposal
Feedback**

620
114373357851

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|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Williams | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
Bus stop at the bottom of Brooklyn Rd near flats should stay. Pedestrian reserve should stay above the Washington ave intersection.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Parking in Brooklyn is bad now removing parks for residents is only going to make matters worse and affect the surrounding residents. GP clinics will be even harder to get too.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Support but the parallel parking should stay

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

621
114373315312

| | | | |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Karen Thomas | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Don't know |
| If you have any comments about the overall proposed plan, please share them here |
| If the main aim of the project is to reduce car journeys then a much improved bus service - frequency and reliability for starters - might solve this. As a pedestrian walking around Brooklyn and between Brooklyn and the CBD, Mt Cook, Aro Valley and Newtown I have no problems with the existing location and layout of road crossing points with island refuges (preferred) and do not see the need to make crossings raised, neither courtesy nor zebra. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Southbound bus stop outside Berkeley Dallard flats to be retained to enable easier access to the flats rather than walking up slope of Nairn st from bus stop at bottom of Nairn st near Webb st. Proposed 4 new cabbage trees only add to problems of street drainage when leaves shed. Could the southbound bike lane be a shared lane with buses? Could rubber humps be used all the way instead of a concrete kerb separating the bike lane from the vehicle lane? Wondering why the existing courtesy crossings need to be replaced. I find them satisfactory. A bus stop outside the Renouf centre and removal of parking could make access to the children's playground in Central Park more difficult for people who arrive by vehicle. The suggested new pedestrian crossing across Brooklyn Road below and east of Washington Ave is less safe than the existing island |

refuge crossing west of Washington ave. Crossing at the existing refuge requires considering one direction of oncoming traffic at a time whereas crossing at the proposed crossing requires considering traffic turning out of Washington ave as well. Most people walk down the east side of Washington ave . People walking down the west side can cross Washington ave west to east outside #1 Washington ave where the line of sight for traffic from both directions is excellent. Also, the proposed crossing is closer to the bend (upcoming traffic) so there is less time to judge when to step out.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Retain parking on east side with time restrictions or clearway to enable easier access to medical centres and as parking for people going to Brooklyn shops and parking for residents overnight. I agree with the combining the two southbound bus stops on the eastern side into one with a crossing to the northbound bus stop area on the west side of Ohiro Road.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

1. As both a pedestrian and car driver that uses the Washington Ave /Cleveland st T junction frequently I do not want a raised pedestrian walkway/courtesy crossing with physical refuge islands here. As a pedestrian I find a place away from the intersection where I feel safer crossing. As a car driver, a raised crossing presents an obstacle to be navigated in addition to watching for oncoming vehicles when turning from or into Cleveland st. Traffic turning right out of Cleveland st at this intersection takes the turn with a smooth curve not a sharp 90 degree angle. Also, when turning out of Cleveland st, it is already difficult to see traffic coming north along Washington ave due to the upward slope of the road and having to stop further back at the intersection will reduce sight lines. 2. The proposed Mobility parking space outside 46 Cleveland st. As the fire hydrant is in the middle of the last parking space of four, this space could be used as manoeuvring space and together with the car park behind utilised for parking. There is still space for access to the fire hydrant. Currently the fire hydrant space is parked over at night by a Residents Parking permit holder. This would enable two parking spaces to be used and two retained.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

The sharrows and speed humps seem unnecessary as there are almost no driveways and crossing pedestrians to consider, only parked cars. The speed hump outside 25 Ohiro Road is unnecessary as the road is very narrow there with cars parked both sides and together with the bend in the road and view of oncoming traffic, traffic slows anyway and proceeds with caution. A flat or slightly raised pedestrian crossing at the entrance to Tanera Crescent could assist people walking to Tanera Park from Brooklyn. The raised courtesy crossing at the Ohiro/Aro intersection might hold vehicles back from clearly viewing traffic along Aro st.

Brooklyn Connections Proposal
Feedback

622

114373354217

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|---------------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Rebecca Langton | SUBURB: Owhiro Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Very important

Would you like to provide a quick or detailed submission?

Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

The uphill option looks great, fixing the issues with the trial installation. I'm uncertain about downhill via Ohiro Rd due to it being two-way traffic with less visibility than Brooklyn Rd; I expect I will continue to use Brooklyn downhill (as a confident cyclist doing up to 50kph when the conditions allow).

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Please ensure that the sight lines for traffic entering from side roads Bidwell and Nairn (on left as going uphill) allow for joining traffic to see without having to pull forward onto the bike path (currently an issue). Also smooth connections on the bike path height changes please. Sufficient space for cyclists to pass pedestrians coming down from Jefferson st steps.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I (cycling) prefer to be central in the traffic lane to enter Brooklyn hill downhill. Unless the Ohiro rd downhill is better than expected (unlikely if still two-way) then Brooklyn rd will be safer/wider/preference, and I am doing 50kph so no need to pass me. With the pictured line separated cycle lane I will need to pull out into the traffic to demonstrate that I'm not turning down Ohiro.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I (confident cycling) doubt that this will encourage me to use Ohiro downhill if it is still a two-way rd, as Brooklyn is much wider. I am doing 50kph when conditions allow on Brooklyn and not blocking traffic.

Brooklyn Connections Proposal
Feedback

623

114373356903

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Joanna Devereux | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Low importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Oppose

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

624
114373347728

| | | | |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Carl Savage | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The nintention of what is proposed is abmirable. Its execution is shocking. There has been no genuine local consultation, there has been some wide ranging genric comments about intent but little real detail until this TR has been dumpedo n the wider community. That has led to reduced cahnce of wider consultation with actual residents and ratepayers. Many good ideas and suggestions have been made in the short time the wider community has scambled to deal with these majors cghanges to south Wellingtons road and the much wider implications for transport, logistic and wider community safty (potential delays to Fire and Emergency and Wgtn Free Ambulance and accessing the three medical / pharmacy facilliteis in Brooklyn). I hope many of what has been proposed by WCC can be substantially changed or not implimented but common ground be found. There is a lot of willingness in the community to deal rationally with changes. What WCC is currently proposing is definiltey not seen in that light and will furtehr antoagonise and alienate much of the community from WCC officers and councillors. I sincerely hope a sensible middle ground can be found.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

there should be no raised speed bumps/pedestrian courtesy crossing as they are essentially speed bumps that will cause damage to vehicles, collect and trap trash on the road (as is happening outside the Maysian High Commission), endanger lives due to emergency vehicles having to slow down for them and they should actually be reinforced pedestrian refuges instead # the bus stop by Central Park flats (southbound up the hill) must be retained for the council tenants # car parks around the Renouf Tennis Centre and Karate Club and for families accessing the popular childrens playground should be retained # there should not be any vehicle car parks removed downhill as any cyclists will be cycling with the traffci flow at speed anyway

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

there should not be any raised pedestrian / courtesy crossings on this stretch of road. These sholud be instead reinforced pedestrian refuges. This is an incredibly busy part of south Wellington (serving circa 9000 people in wider Brooklyn, not to mention those travelling to the southern suburds as well as the three landfills). We are seeing 7000 / 9000 vehicle movements a day. According to WCC Cycle count data for May 2023, an average of 151 cyclists rode up Brooklyn Road. The same number, by the way, as recorded in May 2022. # cr parkling shoyuld not be removed and cycleways installed. Instead I support calls for Clearways to be installed - northbound from the Brooklyn light towards town to the Ohiro Rd/Brooklyn Rd/Brooklyn Terrace intersection from 7am to 930am; southbound from Ohiro Rd/Brooklyn Rd/Brooklyn Terrace intersection to the Brooklyn lights from 3pm to 6pm and that then allows safe cyclist and motor vehicle flows, patients for the two medical centres on Ohiro Rd to be dropped off/access medical services and buses to operate freely # I support the merger of the two bus stops

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I support the existing raised pedestrian crossing on Cleveland St and Jefferson St - by the Wing on Chan dairy # I strongly oppose the removal of the angle car parks as it will have a huge impact on the local businesses in Brooklyn village # I strongly opposes the proposed raised pedestrian courtesy crossing at Washington Avenue and Cleveland St and removal of car parks on Washington Avenue. # I support a compulsory stop - north side f the Washington Ave / Cleveland St intersection whcih would allow cyclists and other road users to turn left from Cleveland St, turning southbound on Washington Ave as it leads to Mornington and Kingston. There are existing pedestrian crossings by Brooklyn School (Washington Ave and Dorking St) and the shops by Cleveland St and Jefferson St)

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I do not support a raised speed hump/pedestrian courtesy crossing at Ohiro Rd and aro St. This should be a compulsory Stop intersection due to its busy nature and cycleway being put through

I do not support 6x speed bumps/raised pedestrian crossings being put across Ohio Road but these should be reinforced pedestrian refuges to allow those that cross at Tanera Cres/Ohiro Rd to go to their homes and to the sports ground and facilities # there should be regular and comprehensive tree pruning to allow greater visibility to pedestrians, cyclists and other road users as this is a major factor in pedestrian safety also # I do not support the removal of the 10x car parks at the top of Ohio Road/Brooklyn Rd intersection either. Here there should be a reinforced pedestrian refuge added

Cleveland%20St%20%20and%20Jefferson%20st%20bus%20stop%20choke%20point.jpg



Brooklyn Connections Proposal
Feedback

625
114373350746

| | | | |
|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Joanne Devine | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

As the majority of residence on Ohiro Road between Brooklyn Road and Aro Street have no off street parking - provide residence only (1 per property) parking

Brooklyn Connections Proposal
Feedback

626
114373346705

| | | | |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Justin Henehan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

627
114373344023

| | | | |
|------------------------------|----------------------------|--|--------------------------------|
| NAME: Sam Bridgman | SUBURB: Brooklyn | ON BEHALF OF: A2B - Active to Brooklyn | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|--|--------------------------------|

General feedback

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|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This mix of improvements this project offers to active modes of transport is great and will help move Wellington City towards its goal of being a zero carbon capital. |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Yes, please see attached PDF. |

| |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Yes, please see attached PDF |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Yes, please see attached PDF

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Yes, please see attached PDF

A2B%20submission%20on%20Brooklyn%20Connections%2023%20July%202023.pdf

1.0 Overall comment in Strong Support:

We strongly support the Brooklyn Connections proposal. Making the temporary 'pop-up' cycle lane on Brooklyn Road permanent will be a great improvement to make it more attractive for more people to take up active transport options to walk and/or ride bikes.

We are pleased to see the changes being considered as part of overall improvements to safer walking, cycling and public transport. The following specific comments are split into Brooklyn Road; Ohiro Road to Todman; Cleveland Street; and Ohiro Road to Aro.

2.0 Brooklyn Road

2.1 The connection between the Victoria Street cycleway and the start of the Brooklyn Road uphill cycleway needs to be urgently progressed to create a safe connection between these two routes. We would like to see this gap in the cycle network addressed at the same time as the Brooklyn Connections physical work to make the most of the lane coming from the CBD and the Brooklyn and Aro Street projects. There is a risk that new and less confident cyclists will not take up using the new infrastructure if this dangerous gap in the network remains as is.

2.2 The new pedestrian crossing at the Central Park gates is a great addition.

2.3 The removal of the south bound bus stop uphill of the new pedestrian crossing is not ideal as there are a lot of residents in the Central Park flats who may be adversely affected here. And the current arrangement of cyclists waiting for the passengers to disembark works OK now.

2.4 We do not think the car parks on the east side need to be removed as the current widths work OK. The closeness of the opposing vehicles lanes with only a white line between does feel tight when driving however that's helped slow the traffic and ensures that cyclists 'take the lane' going downhill. The proposed wider painted median risks creating a sense of being able to drive faster and downhill cyclists being squeezed in close to the parked cars.

2.5 The pedestrian route aside the uphill side between Washington Road and Bidwill Street should be part of the project. This would cater to the large number of people walking to/from Bidwill enroute to the three secondary schools, Massey, the hospital, etc. The secondary students in particular will use this side formally or informally as their most direct route to and from school.

2.6 Moving the refuge crossing to below Washington Ave seems contrary to the 'desire line' route pedestrians will follow to walk across Brooklyn Road to the northbound bus stop and into Central Park. Can this remain on the uphill side of Washington?

3.0 Ohiro Road to Todman Street

3.1 The safety improvements at the Ohiro / Brooklyn intersection is a significant improvement. It would be good to see in the detailed design the downhill traffic route being slowed as currently



those vehicles are able to come down into lower Ohiro Road too fast and some without indicating. This makes a safe pedestrian crossing below the intersection additionally important.

3.2 We support removing the on-street car parking between Brooklyn and Todman to create protected cycleways on both sides. To mitigate the loss of parking (and storage of trailers) angle parking should be placed on Helen Street as it is very wide.

3.3 We strongly support the new crossing near the Brooklyn Medical center - this is a common crossing point, particularly for those using the bus stops on this road.

4.0 Cleveland Street

4.1 We support upgrading the pedestrian crossing between Jo's Pies and Wing-on-Chan as this is a heavily used route at all hours but especially by parents and students going to and from Brooklyn School in the mornings and after school. Some of us have volunteered as parents supervising this crossing in the morning, when there is also a lot of peak hour traffic, and the increased visibility and ability to stop the traffic will increase the safety of those walking and cycling to school. This will help remove the real and perceived barriers for more families to choose to walk &/or ride to school which will lead to more continuing to do so as they progress onto secondary school.

4.2 We support the raised crossing at the intersection with Washington Ave to make it safer and more inviting for pedestrians.

5.0 Ohiro Road to Aro Street

5.1 As a group who regularly cycle between Brooklyn and the CBD, we do not see lower Ohiro Road to Aro Street as a viable alternative to riding down or up Brooklyn Road.

5.2 While the speed humps may help to slow traffic they should be located to improve safe access in the upper section to Tanera Cres and Tanera Park, and in the lower section to Maarama Cres. This is particularly busy on weekends with kids and families accessing Tanera Park for sports. A safe crossing here would greatly improve family safety and also help to slow down traffic on Ohiro Road

Representatives of our group wish to speak in support of this submission.

Kind regards,

Nick Mouat, James Burgess, Sam Bridgman, Nicky Boughtwood, Ian Paterson,
Ari Pfeiffenberger, Ewan McMaster, Sophie Jerram, Sam Donald, Ben Zwartz, Dylan Packman,
Richard Hovey

A2B Contact:

Sam Bridgman 

A2B

Active to Brooklyn

Appendix: Background on A2B

The Active to Brooklyn group sprung out of a 2015 morning coffee catch up organized at, what was then, The Bresolin (South end of Willis Street) with the purpose of discussing improvements that could be made to make active transport between Brooklyn/Kingston and the CBD safer and more attractive. An open invitation was put on social media and over 30 people were in attendance including invited Council transport staff.

Following this initial gathering, a group of around half a dozen locals have been meeting on and off to identify opportunities to achieve this goal of more active transport and active recreation for the Brooklyn area.

The overarching goals of the A2B group are:

1. Creating a vibrant, healthy and safe community.
2. Making the most of the Brooklyn area's proximity to the CBD and recreational opportunities for walking and cycling.
3. Enabling our community to reduce their carbon footprint.

Previous work:

2016: A2B made a submission to the 2016 Annual Plan consultation process proposing nine projects that would help with active transport options, have wide community benefits, deliver low-carbon outcomes and align with WCC policies. The projects linked back to the Kaka Project (a community visioning exercise led by locals working in partnership with WCC) and feedback gathered in 2014/15 was incorporated into the A2B Annual Plan submission in 2016.

2018 to 2020: A2B started planning and fundraising for a Bikes in Schools development at Vogelhorn Park in partnership with Ridgeway School, Bike On Trust, WCC, and many local individuals, families and businesses. The sealed circuit track was opened in 2019 and further skills features and a pump track were completed in 2020. Ridgeway School now has over 50 bikes in a secure shed along from where they include cycling in the curriculum.

Outside of school hours the Tawatawa-Vogelhorn track attracts a lively combination of people riding, walking, practicing in the cricket nets, and using the playground. During lock-down this space and its multiple facilities was especially popular with people of all ages and abilities in the local community as it provided a space to be together at a distance.

2021: A2B submitted feedback on the pop-up cycleway on Brooklyn Road. So it gives us great pleasure to be able to now submit on the Brooklyn Connections project!



Brooklyn Connections Proposal
Feedback

628
114373345594

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|----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gabrielle Amodeo | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

629
114373334977

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|------------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: June Vallyon | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| A permanent cycle lane will be safer for cyclists because they won't have to go back to dodging between heavy trucks, double-decker busses and impatient car drivers. It will also be safer for motorised vehicles because the bigger ones tend to have limited visibility for objects in their immediate collision zone. It will also be safer for pedestrians because many cyclists were going up the footpath before the cycle lane was put in. And many of those pedestrians, especially at the bottom of Brooklyn Rd, are sight impaired, elderly or disabled. |

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| Do you support the proposed changes to Brooklyn Road? |
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| Do you have any comments to make about this part of the proposed design? |
| Cycle lane makes it much safer for cyclists and pedestrians on the footpath, which is where many of them were when it wasn't safe to ride on the road with all the big trucks. I have seen an increasing number of cargo-bikes and micro-vehicles. I have seen quite a few scooters using it instead of whizzing silently up behind me on the footpath. I've also seen a bike on it at 2.30 am. Bus stop at Berkely Dallard needs to stay, removing it will remove all possibility of frail elderly and sight impaired people from an extremely densely populated area being able to use any public transport at all. It might not seem like a long distance to the next stop to an able-bodied planner, |

but if you have arthritic knees climbing up the hill is painful and going down it is a health and safety hazard because of the danger of trips and falls.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

no

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Crossing at the bottom of Ohiro road is long overdue. It's hard to cross there with cars coming at me from three directions when I know I'm going to be slow walking across the road and can't speed up to take evasive action.

Brooklyn Connections Proposal
Feedback

630

114373331287

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|--------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Jonathan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Thank you for installing the trial lane, it means that I am able to use a bike when going to and from home. It would be impossible for me to use a bike if the bike lane wasn't there, please keep it! Installing the new bike lanes at the top of the hill would mean that I will be able to access my local shops on a bike and return home without being run over. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Thank you for installing the trial lane, it means that I am able to use a bike when going to and from home. It would be impossible for me to use a bike if the bike lane wasn't there. The trial lane as it exists provides a safe space for biking on Brooklyn Road, please keep it! Widening the flush median between Bidwill Street and the substation might encourage drivers to overtake bikes at high speed going down hill. The current uphill lane is safe overall, removing the remaining parking on the uphill lane might not be necessary. If parking is to be removed from this stretch, it should be from the downhill side to make way for a downhill bike lane. The uphill parking can be retained by expanding the road onto the wide grass verge between the road and the Berkeley Dallard Apartments. I don't think removing the bus stops by the Central Park gates is a good |

idea, there's plenty of space to build a bus stop bypass lane if needed. It could be installed here instead of by the substation if there isn't the budget.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I Strongly support the installation of the bike lanes on Ohiro Road. It is currently too dangerous to bike from Brooklyn Shops to the top of Ohiro road without a space for bikes to move at their own pace (i.e. much slower than traffic). Bikes cannot safely "share the road" on a traffic lane with motor traffic going uphill. Installing the bike lanes on Ohiro Road would mean that I would be able to access my local shops on a bike and return home without being killed. Please don't install angle parking on Helen Street, the width of the road allows traffic to pass slow moving uphill bikes with plenty of space and without crossing the centerline. This is not the case on Todman Street due to the angle parking, meaning it is too dangerous for me to ride a bike there, leaving me with Tanera Cres/Helen Street as the only option to get home safely. I strongly support the pedestrian crossing at the crest of Ohiro Road, many bus passengers who live on Helen St and surrounding streets need to cross at this point, which is very dangerous without a refuge in the median. I support combining the two bus stops at the top of Ohiro Road.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I am unsure if removing the angle parking will provide much benefit. I support the raised footpath at the top of Cleveland St and the conversion of the taxi stand to general parking. Please add more traffic calming for this street as there are a lot of people crossing between shops. Please install an uphill bike lane between Harrison St and Washington Ave, bikes go very slowly up the steeper part of this hill. It would be great and much safer if you were able to more easily ride directly from Mckinley Cres to the shops e.g. via Harrison St.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I support the raised footpath at the Aro/Ohiro intersection. It is too dangerous to bike up Ohiro road without a space for bikes to move at their own pace (close to walking pace). Bikes, just like pedestrians cannot safely "share the road" on a narrow lane with motor traffic going uphill. I would suggest converting the footpath to a one-way (for bikes) shared path similar to the one on Birdwood St in Karori.

**Brooklyn Connections Proposal
Feedback**

631

114373325850

| | | | |
|--------------------------------|-----------------------------|---|--------------------------------|
| NAME: CHRIS DUDFIELD | SUBURB: Vogeltown | ON BEHALF OF: South Coast Business & Promotion Assoc. | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Unfortunately Wellington’s demolition gang comprising mayor Whanau & a gaggle of self-serving politically affiliated councillors, together with agenda driven operatives within WCC administration & ‘LGWM’ are about to hit us with another act of urban vandalism! Right after arrogantly dismissing overwhelming opposition to the Thorndon/Kilbirnie cycleways and the fatally flawed “golden mile” proposals, they now want to “formalise” the Brooklyn Hill cycleway. This is another way of saying they want to take the existing temporary hash job and make it a permanent encumbrance for the residents & businesses of greater Brooklyn and beyond - with all of the usual waste and fiscal recklessness. Following the on-going decimation of Island Bay, Newtown and other parts of the city, they are proposing a similar array of extravagant, high maintenance slabs and bolt on garbage that is ill-conceived, very expensive and totally redundant. The existing “temporary” cycleway is an under-utilised waste of roadway space that has an adverse effect on road safety and traffic flows – particularly around critical intersections and where opposing vehicles (including large trucks and oversized buses) have been pushed closer together. It also negatively impacts the accessibility and use of Central Park and the Tennis Centre. Parents unloading and loading kids adjacent to Central Park now have a balancing act to perform because heavy vehicles are now much closer to open car doors. Furthermore, removal of the passing lane on Brooklyn Rd between Nairn and Bidwill Streets has been an unmitigated disaster, resulting in slower travel times and uninterrupted lines of traffic causing delays at the Washington Ave and Ohiro Rd intersections. To top it all off, WCC officers & staff with a propensity for lunacy are suggesting badly located raised pedestrian crossings on Brooklyn Rd & Ohiro Rd – main arterial roads used by fully laden dump trucks, buses & emergency service vehicles. This is an

obvious recipe for disaster. In short, the entire project is flawed and nonsensical. The vast majority of local residents and businesses are opposed to this waste of public money and thought WCC would have seen the light and realised the scope of their mistake by now! Introducing permanence will make an already bad situation considerably worse. Current problems will be amplified and extended into the Brooklyn township - further affecting local businesses, facilities and residents. Get on with what needs to be done for Wellingtonians and the city - UPGRADED INFRASTRUCTURE, IMPROVED TRAFFIC FLOWS, AMPLE PARKING, FISCAL RESPONSIBILITY & EFFICIENCY, GREATER TRANSPARENCY AND DECISION MAKING BASED ON THE WILL OF THE MAJORITY (RATHER THAN HIDDEN AGENDAS).

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do not install permanent cycleways. The existing temporary mess has created endless problems regarding the safety of people using Central Park, In addition, opposing traffic (including oversized buses and large dump trucks) has been pushed closer together. The raised pedestrian crossings are ludicrous! These are a nonsense where large numbers of fully laden heavy vehicles, fire vehicles and buses are operating. Do not remove any more parking!

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There's no reason why this stretch of Ohiro Rd can't be shared roadway. Remove the cycleway and keep the parking! Raised pedestrian crossings on Ohiro Rd are a nonsense where large numbers of fully laden heavy vehicles, fire vehicles and buses are operating.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

A raised pedestrian crossing at the intersection between Washington Ave and Cleveland St is an absolute nonsense. Keep the angled parking!!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

FORGET THE SPEED BUMPS and make this a shared stretch of road for cyclists IN BOTH DIRECTIONS! This will save the ratepayers another \$6.5m+ and keep cyclists off the main arterial roads, thereby ensuring their safety.

**Brooklyn Connections Proposal
Feedback**

632
114370277165

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|----------------------------|----------------|---------------------------------------|--------------------------------|
| NAME: J Armitage | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

We strongly oppose the removal of 40 (30+10) car parks on Ohio Road between Cleveland St and Brooklyn Rd, as the plan has no viable alternative safe parking plan for residents. A number of homes in the immediate area do not have on-site parking and have been bought or rented with the current close available parking on Ohio Road being a key consideration. The parks proposed to be removed are used every day by these residents. Not having parks nearby raises concerns including Health and Safety - just one of many examples is that residents will have to walk much further on their own at night from their car, which everyone knows can be unsafe. We notice that the first 4 key criteria the council used for option assessment were Safety for people walking, Convenience for people walking, Safety for people on bikes, Convenience for people on bikes. Council have not assessed the Safety and Convenience for Residents in the actual area. We firmly believe, as this impacts a number of homes, it should have been a key criteria, and would have shown a significant negative rating for both directly impacted residents and those in the surrounding areas regarding both Safety and Convenience, given the knock on impact of parking. This proposed reduction of 40 parks in a central area of Brooklyn compounds parking issues in nearby streets. The number of removed parks exceeds the total number of parks in a number of the closest streets e.g. Helen St (24 parks). Your own survey shows parking in Helen St (for example) is already enormously under pressure without this change, with weekends and weekdays at 100% . Until very recently council would not allow subdivision without parking in central Brooklyn given scarcity of parks in this area. This proposal is polar opposite of this. For council to be proposing this change is hugely inconsistent. We are cyclists however feel there has to be better ways to address resident and cyclist concerns in this instance e.g. - If council is to

go ahead with this proposal a viable, safe solution with alternative close parking should be created and agreed with directly impacted residents before implementation of a cycleway in this stretch of road, to assure their safety and convenience. This in turn will reduce the significant knock on effect on other areas and residents in Central Brooklyn. OR - look at the existing and less busy routes to and through Brooklyn which have wider roads - this may reduce overall expense and have much less negative impact on residents anyway as likely no cycle lane will be needed on these roads

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

We strongly oppose the removal of 40 (30+10) car parks on Ohiro Road between Cleveland St and Brooklyn Rd, as the plan has no viable alternative safe parking plan for residents. A number of homes in the immediate area do not have on-site parking and have been bought or rented with the current close available parking on Ohiro Road being a key consideration. The parks proposed to be removed are used every day by these residents. Not having parks nearby raises concerns including Health and Safety - just one of many examples is that residents will have to walk much further on their own at night from their car, which everyone knows can be unsafe. We notice that the first 4 key criteria the council used for option assessment were Safety for people walking, Convenience for people walking, Safety for people on bikes, Convenience for people on bikes. Council have not assessed the Safety and Convenience for Residents in the actual area. We firmly believe, as this impacts a number of homes, it should have been a key criteria, and would have shown a significant negative rating for both directly impacted residents and those in the surrounding areas regarding both Safety and Convenience, given the knock on impact of parking. This proposed reduction of 40 parks in a central area of Brooklyn compounds parking issues in nearby streets. The number of removed parks exceeds the total number of parks in a number of the closest streets e.g. Helen St (24 parks). Your own survey shows parking in Helen St (for example) is already enormously under pressure without this change, with weekends and weekdays at 100%. Until very recently council would not allow subdivision without parking in central Brooklyn given scarcity of parks in this area. This proposal is polar opposite of this. For council to be proposing this change is hugely inconsistent. We are cyclists however feel there has to be better ways to address resident and cyclist concerns in this instance e.g. - If council is to go ahead with this proposal a viable, safe solution with alternative close parking should be created and agreed with directly impacted residents before implementation of a cycleway in this stretch of road, to assure their safety and convenience. This in turn will reduce the significant knock on effect on other areas and residents in Central Brooklyn. OR look at the existing and less busy routes to and through Brooklyn which have wider roads - this may reduce overall expense and have much less negative impact on residents anyway as likely no cycle lane will be needed on these roads

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114373327311

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|-----------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Brock | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The trial cycle lane has opened up Brooklyn to our family – shoutouts to the delicious Brooklyn Deli, and excellent Vogelmorn bowling club! While extending it to the shops is very welcome, it’s still frustratingly disconnected from the rest of the city, and this limits its appeal. It’d be great to rapidly and cheaply build out the full network as trial routes, before having to spend the time and money to make small parts of it permanent. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Love all the raised crossings. Pedestrians will definitely use the raised bike path as a footpath, which is totally understandable – so why not make it wider (by removing the median in the middle of the road), delineate the walking and biking areas, and make it official? Understand why there’s no downhill bike lane, but it’s still frustrating. With kids on the back of our bike, we won’t go much faster than 30kph in case something happens. Cars down here are super aggressive in trying to push past. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Support

Do you have any comments to make about this part of the proposed design?

The bike lanes really need to be protected. I understand space is tight, but in 2023 it's wild that we'd still be throwing down some paint and hoping for the best. Especially with the trucks that use this route. Love all the raised crossings.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Given this street is part of the cycle network, it's disappointing no lanes are being proposed. The worst stretch is headed uphill from the bus stop before Jefferson to Washington, squeezed between parked cars and traffic pushing past. Even just converting this uphill stretch to a protected lane would make a big difference. Love all the raised crossings.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Appreciate the effort, but we'll probably still use Brooklyn to get down from Brooklyn to Aro Valley. It's just too dangerous near the bottom (from Marama), with all the parked cars and traffic crossing the centre line around blind corners.

**Brooklyn Connections Proposal
Feedback**

634

114373321110

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|-------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Marissa | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Moderate importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

Support the bike lane in it's current form (i.e., not extended with the removal of further car parks) being made permanent. Support the addition of more raised zebra crossings and speed humps on Ohiro Road. Strongly oppose removal of so many carparks - these negatively impact residents with no off-street parking, particularly those with young children who rely on vehicles rather than bikes. Also oppose the reduction of carparks around Brooklyn School and the daycare centre - all changes that make it more difficult for families using these education providers.

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Strongly support the bike land up Brooklyn Road. Also support the new raised zebra crossing on Brooklyn Road near the main entrance to Central Park. Strongly oppose further parking removals - there have already been 48 parking spaces removed, and the proposal is to remove more. While I fully support bike commuting and bus use, residents still own cars for long distance travel and need parks to be able to park them close to their houses. Many Brooklyn homes don't have off-street parking and rely on these parks for parking their cars. Please don't remove further parks.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Strongly support the addition of two new raised zebra crossings on Ohiro Road - near Brooklyn Terrace and Tanera Crescent. These crossings will slow traffic, particularly the dangerous speeds that the trucks going to the dump and south coast travel at. The crossings will make it much safer for children walking to Brooklyn School and other schools. Strongly oppose parking removals. Please don't remove further parks. As a family that uses bikes for commuting to school/kindy and work, as well as for leisure, I fully support safer biking places. However, people still own cars for longer distance travel. Many Brooklyn homes don't have off-street parking and rely on these parks for parking their cars. These parks are also used for people going to the Brooklyn shops and medical centres. Strongly oppose removal of car park spaces at the intersection of Ohiro Road and Brooklyn Hill (off-street spaces for 10 cars). These parks are used for residents in houses - none of which have off-street parking. Removing parks for residents will make it impossible for families/residents to safely park near their homes. Changes such as this will force families out of Brooklyn, reducing the diversity of the suburb.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Strongly support the addition of two new raised crossings - making it safer for children walking to school and pedestrians. Strongly oppose parking removals, particularly the angle parking by the fire station. These parks are used for parents to drop off and pick up children from the day care centre. Removing further parks there will reduce the appeal for families to use that day care. If they do use it, it's likely people will park in front of the fire station doors to do drop off/pick up. While intending to be quick, this would be dangerous if the fire engines suddenly need to get out. Please don't remove further parks. Babies can't go on bikes - cars still need to be used for families. While these changes have been advertised as being safe for children on the posters, the reality is, babies and kids need to go in cars. As such, reduced parking spaces in reality disadvantage children and families the most. This then flows on to disadvantaging businesses in the Brooklyn village. Also suggest that the four parking spaces proposed to be removed on Washington Ave are allowed to be used as car parks during school pick up and drop off hours. It is already difficult enough to find parks at drop off/pick up time without removing more. If the additional space is needed for bus turning, an idea could be to not allow parking at times during the day that don't coincide with school drop off/pick up times.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strongly support the addition of new speed humps on Ohiro Road. As a resident on Ohiro Road, with three young children, we see on a daily basis how fast vehicles go down Ohiro Road - it's dangerous. Fully support vehicles being reduced from speeding down there.

**Brooklyn Connections Proposal
Feedback**

635

114373326456

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|-------------------------------|-----------------------------|---------------------------------------|-------------------------------|
| NAME: Paul Blaschke | SUBURB: Vogeltown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

Strong support for these changes overall - they are important for the safety and accessibility of the area for all kinds of users. The loss of carparks is acknowledged, and regrettable for some. But there are three large privately owned carparks within Brooklyn village which are grossly underused, including one covered carpark right under the pharmacy and almost across the road from the medical centre. Implementation of these changes should include council discussing with the owners of these carparks how to make them more accessible to the general public. Making the changes "permanent" should not preclude making adjustments and improvements as time goes on.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strongly support the proposed changes overall. However I do NOT support the removal of bus stops 6713 and 7713. These two bus stops don't present any safety issues as far as I know and I see them both being well used. Their loss would be keenly felt by users of the Central Park flats and Central Park, including many elderly people and families with young children.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strong support for these changes overall - these are important for safety. The loss of car parks for residents and some users of the medical centre and Brooklyn village services is regrettable. But parking is not really in short supply in Brooklyn village - there are three significantly underused sizeable carparks within the village, including one covered carpark right under the pharmacy and almost across the road from the medical centre. Yes they are private owned but this should not prevent council discussions with the owners (including incentives if necessary) to make these more accessible to the general public.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strong support for these changes overall - these are important for safety. Raised crossings are especially important here because car speeds still need to decrease. See comments in previous section about car park losses for Village users.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Strong support for these changes overall - these are important for safety.

**Brooklyn Connections Proposal
Feedback**

636

114372895676

| | | | |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Caroline Holden | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

A permanent cycleway from Brooklyn to the city is a fantastic and much needed development. It will considerably improve safety for all road users and will provide the reassurance that many people need to get on their bikes. However, further consideration of the downhill route is needed. The proposed safety improvements to Ohiro Road are insufficient to make an already dangerous road safe for cyclists. Also, the cycleway should extend south to Owhiro Bay, to protect cyclists from trucks and heavy traffic to the landfill and improve connectivity to the South Coast for commuters and recreational cyclists.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Road needs to have a two-way cycleway. The proposed downhill route down Ohiro Road is not safe. Ohiro Road is dangerous road (windy, steep, two-way, cars parked both sides and poor visibility). Cyclists like me who are not fully confident will not use it. As many cyclists will still use Brooklyn Road as their downhill route this journey needs to be made safer. Heavy vehicles including double decker buses and trucks that ply this route to the landfill are a major hazard and make it unsafe for cycling with downhill traffic. Commuters need to feel safe both cycling into town as well as cycling home. If a full raised cycleway is not feasible then traffic

management poles to separate cyclists from the main traffic would be a much-needed improvement. These should be installed even if the main downhill route is down Ohiro Road. Trucks and trailers going to the landfill regularly spill debris on the cycleway. The cycleway and downhill lanes need to be well-maintained and regularly cleared of debris. Closer attention should also be taken to the volume of trucks using Brooklyn Road - too many trucks, travelling too fast and too noisy at present.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Safety measures should be implemented from Brooklyn shops all the way to Owhiro bay - or at least as far as the turn off to the landfill. If Wellington is to become a cycling city attention should be given to encouraging recreational cycling as well as to city commuting. At present cycling from Brooklyn to the coast is dangerous and frightening due to the high volume of trucks and cars with trailers etc travelling at speed to the landfill. The white lines painted on each side of the road are ineffective and large vehicles regularly cross these lines. Even the installation of traffic poles to separate bicycles from other traffic would be a significant safety improvement.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

The safety improvements proposed will be insufficient to make this a safe route for downhill cyclists and all cyclists but the most confident will not use it. Instead they will continue to cycle down Brooklyn Hill - so this is where the downhill cycle lane should be installed. This route would only be successful if most or all car parks are removed and a proper cycle lane with full safety features is installed. Many of the cars parked on Ohiro Road at present especially in the middle section are commuters not residents. At present this is a dangerous road even for cars due to two-way traffic, cars parked on both sides, steep gradient and poor visibility. If cyclists are not fully confident to use this downhill route they will continue to cycle down Brooklyn Road and so safety improvements will also be needed on Brooklyn Road. Speed bumps are good for traffic calming but often not so good for cyclists cycling downhill. Design should be cycle friendly - that is not too steep. Consideration needs to be given to intersection with Aro street. Right turn is difficult with oncoming traffic even with faster acceleration in a car. Perhaps a traffic light should be installed here - or the speed limit on Aro St significantly reduced.

**Brooklyn Connections Proposal
Feedback**

637
114373326058

| | | | |
|-------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Dylan Packman | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I am very happy to see the proposal for the permanent installation of the uphill protected cycle way, thank you, thank you, thank you. The protected cycleway has made my commute far less stressful and I have especially enjoyed travelling up here with me two young children on my cargo bike. I cycled up Brooklyn Road before the cycle lane and the comparative experience with the current one in place is that a weight of stress of avoiding potential risk is lifted away, as the trucks rumble by from a much safer distance. I fully support these proposed changes and have made some fuller comments in my submission. Finally, thank you to all the team for these improvements and hearing our submissions, it's all very appreciated. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| I am very happy to see the proposal for the permanent installation of the uphill protected cycle way, thank you, thank you, thank you. The protected cycleway has made my commute far less stressful and I have especially enjoyed travelling up here with me two young children on my cargo bike. I cycled up Brooklyn Road before the cycle lane and the comparative experience with the current one in place is that a weight of stress of avoiding potential risk is lifted away, as the trucks rumble by from a much safer distance. I fully support the proposed permanent installation of the |

protected cycleway on Brooklyn Road. I see some submitters are concerned about the removal of some parking near Central Park and the Karate Centre. It seems there are still many car parks close by - maybe some of the car parks should be time limited instead of coupon parking. Would it be possible to retain the pedestrian refuge on Brooklyn Road to the west of Washington Ave? At the moment it's proposed to essentially move it downhill, could the current one be retained as well as installing one in the new suggested position? That would provide options for people accessing the bus stop and the entrance to Central Park that's near the intersection with Washington Avenue.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I strongly support the removal of the car parks between Brooklyn Road and Todman Street and the suggested cycling and pedestrian improvements. As a person on a bike this stretch of Ohiro Road is a busy thoroughfare with many distractions and doesn't suit parking in to the mix. Most of the houses have some off-street parking, including the two doctors, and the road space will be much better used for cycling. Many of the carparks here seem to be used for free all-day parking for commuters, and there's even a trailer that's been parked there for a few weeks, so these spaces as they are are not available much to people visiting residents or the doctors. If there are concerns about parking availability, there is a large amount of parking capacity available on Helen Street - to maximise this I suggest having angle parking in the middle of Helen street with an appropriate mix and placement of time limited (for the doctors and visitors to residents), residents parking, and parking for commuters. Placing angle parking in the middle of Helen Street would give maximum capacity as it wouldn't get in the way of access to garages etc. It's a similar width to Todman Street which has one side angle parking and one side parallel and carries much more traffic.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

The raised crossing on Cleveland Street at the intersection with Washington Avenue looks good, but I'm concerned about the speed of traffic on Washington Avenue around there, especially with all the kids from Brooklyn School. There is a need for speed bumps or other measures on Washington Avenue to help slow traffic. As a car driver if the traffic on Washington Avenue goes slower it would make it easier and safer to turn from Cleveland Street on to Washington Avenue. There is a desperate need for similar improvements near Ridgway School, especially the intersection of Farnham Street and The Ridgeway.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

The speed bumps on Ohiro Road between Brooklyn Road and Aro Street seem fine, so long as they are not abrupt like the ones on Britomart Street. I think it would be good to add a raised

courtesy pedestrian crossing across Ohiro Road near 114 Ohiro Road to help pedestrians access the sports facilities in Tanera Crescent and for people walking from Tanera Crescent towards the city. I think there should be a raised pedestrian crossing for people crossing over Ohiro Road at the intersection with Brooklyn Road, next to the south-western corner of Central Park. This would help slow traffic travelling from Brooklyn shops to Aro Street where they are going north on Ohiro road and turn left to continue on Ohiro Road down the hill towards Aro Street.

Brooklyn Connections Proposal
Feedback

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114373324652

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Frank Sligo | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| The planned new developments are well overdue but good to see them happening now |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| More bike friendly and pedestrian friendly approaches and solutions long overdue |

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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Overdue |

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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Good planning

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

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114373320603

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|---------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Andrew Bartlett | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

It is great to see a trial lane graduating to permanent installation. You will note that my suburb is Miramar, and part of my choosing to live in that particular part of our wonderful city was that at the time, Miramar was one of the few suburbs that seemed certain to get a protected cycle route to the city, as a relaxing - if often wind-swept - ride to the office is a really important part of my day. I want the same for others across our fine city. Getting the uphill cycleway move to a permanent installation is a critical step towards getting a fully protected route to Brooklyn and surrounding suburbs. It also starts to protect one of the key recreational routes from the city to the south coast, one I ride occasionally (and not as often as I would like due to safety issues on the other side of the hill).

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

A few issues on an otherwise awesome design: As I normally ride this downhill, after a ride up Happy Valley Rd, the downhill still needs to be safer, with less parked cars and ideally a cycle lane as well. The uphill lane should be wider, there is a lot of this where the width would permit without squeezing the traffic lanes. This is important particularly around the bus stop. The start of the route is a mess of confusing traffic arrangements. There is a more formalised pedestrian

crossing added at the merge point between the two traffic lanes and the start of the cycleway. A bus lane should be used from Webb St to get general traffic in the right-hand lane, leaving buses to merge coming out of the bus stop and cycles to continue into the cycle lane. While I hope cars won't start driving up the cycle lane, a confused motorist could certainly pose a hazard to pedestrians trying to use the crossing. Even at the best of times it will be confusing as to if there is one or two lanes of traffic across that hump, depending on where it merges at any given time.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This part of the route should still be protected, with hit sticks for example. Paint is not protection, cars will slip into the lane.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

While always nice to see another route available, I don't see that this route is good enough in quality to avoid the real need to provide a safe separated route down Brooklyn Rd.

**Brooklyn Connections Proposal
Feedback**

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114373317922

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Jane Coleman | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
I strongly support making the uphill bike lane permanent. As a cyclist I feel much safer using the bike lane than before it was there. However, due to the wording of your question I have to select "oppose" because I think several of the additional changes as currently proposed are detrimental to the safety of cyclists and pedestrians.

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Why is car parking being removed? There are no obvious benefits and a number of negatives - less parking for the park and residents, puts moving traffic closer to cyclists in the bike lane, increases likelihood of cars doing u-turns. Why is the cycle lane being raised? This seems like an unnecessary cost and may increase pedestrian/cyclist conflict. Why are a number of different crossing types being proposed? This increases the likelihood of confusion for all users with different give way requirements a different crossing types with a high risk to pedestrians and cyclists if it goes wrong. Be consistent with the types of crossings. Why are the pedestrian crossings raised? I agree that traffic needs to be slowed down, but as a cyclist the thought of having to slow down to go over a number of crossings while going downhill on a wet day seems like an accident waiting to happen.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

I strongly support the removal of the car parks along this stretch of road. As a cyclist this is one of the most dangerous parts of my commute. There doesn't look to be an obvious way for bikes to join the main traffic lane though when that northbound bike lane ends - doesn't this create the same problem as there currently is where cars don't want to let bikes into the main flow of traffic?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Have you considered that if Ohiro Road was a better option, cyclists would all be using that route already? Compared with Brooklyn Hill, Ohiro Rd is steeper, the road surface is more uneven, it is slippery when wet, it is narrower so harder for cars to pass and more dangerous when they do, you have to turn right onto Aro St and then cross 2 lanes of traffic to join Willis St. This is a terrible solution to addressing the risks to cyclists going down Brooklyn Hill - just use a different worse road. Speed bumps will make it even less safe for cyclists because slowing/stopping going downhill is difficult and increases the risk of crashing.

**Brooklyn Connections Proposal
Feedback**

641
114373313956

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|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Ian Paterson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| My comments are made in the sections above but a better focus is required for pedestrians going from Brooklyn to Tanera Park adn Bidwell Street |

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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| I would like to see changes made to improve the pedestrian and cycle access for those people travelling from Brooklyn (Washington Ave , Ohio Road, Brooklyn Road) to Bidwell Street to access the colleges (Wellington East, Wellington High, Wellington College) and Wellington Polytech and Hospital to reduce the risk taken by many crossing from the west side of the Brooklyn Road into Bidwell Street where the footpath connection is incomplete. Currently from the west side you need to walk further down Brooklyn Road to cross below the bus stop and then up the east side into Bidwell for as few metres and then across to the footpath on the opposite side which does not start until several metres into Bidwell Street. Having a walkway on the eastern side of Brooklyn Road from Washington Ave to Bidwell St and continuing up to where the footpath starts in Bidwell Street would greatly improve teh pedestrian flow and safety of travel into Bidwell Street . Secondly Thereneed to be an improvement for those coming from Ohio Road into Tanera Park where there are junior football, cricket, hockey activities on the park and the martial |

art and fencing classes in the old Wellington Bowling Club clubrooms Currently crossing from Ohiro road on the east side to the west side to get to the entrance to Tanera Park is challenging and needs a crossing to improve pedestrian safety Thirdly the crossing from the bottom of Washington Ave to Central Park needs to be sensibly positioned to suit the foot traffic to support pedestrian access to the Park You could build a bridge - yes Brooklyn Bridge - thats an awesome solution and scope for great design

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I strongly oppose combining the bus stops and they have a high volume of usage in each current bus stop and combining into one bus stop in the middle is a real pain for commuters and I am sure they are not happy with this proposal BUT strongly support the bike lanes and zebra crssing as many commuters need to cross this area of road and its tricky as it currently stands but reposition teh crossing to suit the current bus stop as it should NOT be moved

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I support changing the Taxi Stand to a Mobility Park that makes a lot of good sense

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The downhill bike lane in Ohiro does not make good sense and seems to have been created as a compromise to making a safe downhill in Brooklyn Road which was the original intent of a Brooklyn Cycleway The Ohiro roasd is steeper and more people will speed creating an unsafe route for cyclists and when you go past the Maarama Cres intersection the road si really tight and making thisa major cycling way will increase the traffic and congestion and frustration and risk.

Brooklyn Connections Proposal
Feedback

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114373316474

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Phil Stewart | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Yes! The current uphill bikelane isn't great, especially the narrow bit near the top where it shares the footpath. It will be great for that part to be fixed up

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I would rather the pedestrian crossings weren't raised. They are not nice to ride over when you're on a bike.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?
This will be great. That section is currently tricky for cyclists, especially the city-bound side.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

It's a shame about losing some parks in Cleveland Street as parking is tight there at the best of times, but the improved safety is a plus

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Slowing traffic would be good. It's practically one way towards the bottom and most traffic goes fairly cautiously there already.

Brooklyn Connections Proposal
Feedback

643
114373314854

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|-------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dyk Wia | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
Do not put any raised crossings on Brooklyn or Ohiro Roads as tip traffic will be chaotic.

Do you support the proposed changes to Brooklyn Road?

Do you have any comments to make about this part of the proposed design?
As a regular user of this road we can work with these changes but are still unconvinced of its immediate need as I see so few people using it.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
It's flat and the traffic is usually very slow at peak times so no need for taking out carparks for a bike lane here.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I see no need to make life more difficult for bus traffic with raised crossings and no need to take away more car-parks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

This is a main route to the tip and these raised crossings will mean more debris left on the road from overfilled loads.

Brooklyn Connections Proposal
Feedback

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 114373311603

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|-----------------------------|-------------------------|---------------------------------------|--------------------------------|
| NAME: Tom Bennion | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|-----------------------------|-------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
 The Environment Court recently ruled on cycleways in its Riverlink decision and set out standards that should apply here: Mode shift to cycling has basic TRAFFIC benefits ie relieving congestion and safety benefits, less need for parking, quite apart from health benefits etc - paras 231-232
 There should be a default position of separation of cyclists from traffic - para 215-17 and 153.

Do you support the proposed changes to Brooklyn Road?
 Strongly support
Do you have any comments to make about this part of the proposed design?
 Safety for cyclists is important on this route particularly in the upper section

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Strongly support
Do you have any comments to make about this part of the proposed design?
 Should be separators rather than just paint on the lane

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Very important to remove angle parks which are dangerous for bikes

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This area particularly dangerous for cyclists on left side in lower are near Aro St as curves are tight, so any reduction in speed is useful

Email%20re%20riverlink.pdf

Riverlin decision - comment on cycling

Tom Bennion <[REDACTED]>

Tue 3/14/2023 9:22 PM

To:anna.nord@nzta.govt.nz <anna.nord@nzta.govt.nz>

📎 1 attachments (3 MB)

[2022] NZEnvC 161 Hutt City Council and Others.pdf;

Anna

Met you this morning and said I would forward info about the Riverlink decision.

Full decision is attached. The key transport discussion starts at para [187] and discussion of cycling is paras[205] following.

We think there are several thing things the Court said that are applicable to every project:

NZTA should not be bound to adhere to current guides as to when separate cycle and pedestrian paths are required. The default should be separation if possible:

[215] Mr Simon Kennett for the Applicants and Dr Glen Koorey for CCS referred to work underway in New Zealand to further revise the existing path width guidance, with Dr Koorey

51

stating this would result in even lower thresholds at which separated paths would be recommended (and with often wider dimensions). Dr Koorey accepted these new guidelines are yet to be confirmed, but said that they indicate the direction that design standards in NZ for walking and cycling have been taking over the past few decades. On this aspect, we refer to what we have said below about the clear case for having separated pedestrian and cycle paths from the outset.

[216] We are not bound to follow New Zealand Standards²² (or for that matter international standards) and New Zealand or international guideline documents.

[217] We also note the continuing evolution of those documents, to catch up with factors such as climate change and the recognition of the health benefits of more active transport modes, along with changing attitudes and practices during the Covid-19 pandemic.

And

[253] The issue of *user safety* dominated the concerns about this part of the Project. In one form or another, the Project, as presented, includes c6km of cycle paths – about equally divided between the east and west sides of the river. There really cannot be any viable argument with the proposition that separated paths – ie those having cyclists and other small mobility device riders on one path, and pedestrians and dog walkers on another - with clear physical separation between the two - is the safest for everyone. So there would need to be a compelling reason not to do that, when we have a *blank canvas* Project and the room to do separate paths on both sides of the river.

It was not acceptable for Waka Kotahi to take a 'deferral' approach ie make a simple path and fix it later if user conflict issues arise:

[257] The Applicant's general position on the provision of pathway(s) was one of deferral – ie that if experience shows in the future that shared cycle and pathways are dangerous or ineffective – by way of injuries, or worse, to users and/or a low rate of people shifting from cars to other modes - then the creation of separate cycleways and pathways can be done at some presently unknowable date in the future. We cannot agree with that general position.

[258] Also, the Applicants' argued that the 200% increase in use by 2050 in Mr Kennett's estimate for the TLB provides for a considerable uptake in demand. We agree with Dr Koorey that this estimate of future demand may not be enough when thinking about the relative changes that might be seen in that time. We also accept his evidence about the importance of a cycleway being of good quality.

60

[259] We note also that there was evidence that left us with some doubt about whether it was as simple as had been suggested to retrofit inadequate provision of such facilities with separate cycleways and pathways. Mr Kennett referred to places where there might be culverts or short

Mode shift has basic traffic benefits ie relieving congestion and safety benefits, less need for parking, quite apart from health benefits etc

Mode shift and mode share

[231] We now clarify the meaning we give to the term mode shift; - mode should be taken to mean the type of movement or transport to be used – ranging from walking, to cycling or using other wheeled devices such as scooters, skateboards, wheelchairs (all whether powered or not), through to motorcycles and cars, to public transport (eg buses or trains). Shift is the encouragement and facilitation of changes of mode – generally away from cars and towards public transport, cycling, devices and walking.

[232] Quite aside from the issues of enjoyment, and health and wellness, there is undoubted benefit in moving travellers away from motorcar use and towards walking, cycling (or other small devices) and public transport. The benefit can arise in many ways – eg less road congestion; better road safety; less demand for parking space. We should note here that our consideration of the desirability of mode shift does not include issues of preventing or reducing the discharge of greenhouse gases to prevent or reduce climate change. That is because of the content of s7(i) and s104E RMA.

After reading policy statements for this region that talk about mode shift (and which I suspect would be similar in most regions), the Court concludes that 'all reas steps' for mode shift is required in Wgtn region at least:

[248] In our view, there simply can be no doubt that those outcomes, described in the Policy statement as requiring particular regard, are very significant, and taking all reasonable steps to increase mode share is an important factor.

Waka Kotahi was keen not to actually include conditions relating to mode shift (we wanted targets and monitoring to achieve them). The Court said mode shift conditions could be included:

[236] The Applicants do acknowledge – see eg Ms O'Callahan's rebuttal evidence, para 34 – that an increase in mode share for active and transport modes would be in accordance with several national and local policies and strategies, but consider that the Project's objectives and planning framework do not support conditions aimed at mode shift. We cannot agree with that

view. It is a somewhat surprising view since the conditions themselves refer to "mode shift" (see Condition 36B, with its reference to "broader mode change initiatives to reduce background traffic levels").

We got a few better cycle outcomes (separated paths mainly) becous of this.

Court wasnt impressed with Waka Kotahi argument that 'better than it is now' was sufficient:

[228] For completeness we note that Mr Kennett gave rebuttal evidence on and attached the Riverlink Cycling Safe System Assessment (SSA) dated 22 February 2022. That assessment varied from a standard SSA with a focus solely on the safety of cycling in and around the scheme. It concluded that the RiverLink Project provides a higher alignment to the Austroads safe system principles and a safer environment for cyclists than the existing situation. We find that unsurprising given the unsatisfactory nature of the existing situation.

Hope this is useful - happy to discuss and provide further info any time on an entirely informal basis.

Simon Kennett can provide good insight on what happened from Waka Kotahi's point of view.

Tom

Tom Bennion | LLB(hons)/BA | Barrister and Solicitor

Bennion Law | Level One, 1 Ghuznee St, Wellington, New Zealand

Resource Management / Environmental Law / Treaty of Waitangi Claims / Maori Land Law / Property Law / Public & Constitutional Law

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Brooklyn Connections Proposal
Feedback

645
114373313838

| | | | |
|------------------------|---|---|--------------------------------|
| NAME: Miriam | SUBURB: Wellington Central | ON BEHALF OF: Women in Urbanism | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| While we support majority of the cycle and pedestrian improvements of this project - our one concern is the relocation of the bus stop outside the Brooklyn Road apartments. The existing bus stop services the social housing, and is used by many elderly or disabled people comparative to other bus stops. Moving it up the hill will make it difficult for many vulnerable users who rely on this bus access. While we support the project overall, please keep the bus stop where it is. It is great to have easier access for families at the apartments to access Central Park with the proposed raised crossing. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

646
114373293259

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Celia Murphy | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here
Your form will not allow me to indicate that I drive, walk and bus in the area - none of these is dominant. I use all of these modes equally.

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Concerns about this section of the path 1. The bus stop by the council flats is used by elderly and disabled people, often carrying their shopping. Moving this stop up Brooklyn Rd will mean that these people will need to walk a greater distance. 2. Moving both of these bus stops and removing so many parks from the lower section of Brooklyn Rd and from outside the judo centre will make access into Central Park more difficult for everyone using the park and especially for families with small children heading for the very popular playground. It will also take away flat access into the only flat part of the park that people with disabilities can now access. Access to the park from the new proposed bus stop at the judo centre is up steps or a steep ramp. Suggest limited time parking spaces to replace some of the coupon parking - maybe 90 minutes to 2 hours. Leave the bus stop going down the hill where it is outside the main entrance to the park and leave the parking outside the judo centre. Friends of Central Park use the parks outside the judo centre to load tools for their regular working bees in the park. 3. Adding 2 pedestrian

crossings close together in this part of the road is likely to cause congestion. There is a lot happening on the section of the road from the corner of Webb St to the park entrance and drivers are often jockeying for position on the road. The bus stop at Nairn St holds up traffic in the left hand lane coming round the corner from Webb St and cars sometimes pull out from behind the bus, traffic is turning in and out of Nairn St (often without indicating their intention to turn up Nairn St), cars heading up Brooklyn Rd merge right after the Nairn St intersection and cars are turning into the vets or the flats parking spaces. And many of these vehicles are giant trucks. It can be quite a stressful part of the drive. Adding a courtesy crossing which does not have the legal status of a pedestrian crossing may just add confusion to this already difficult section of the road. Many people are unsure how to approach courtesy crossings. Is there another place where the crossing could go? There is already a pedestrian refuge at the entrance to Central Park - is a crossing necessary? Why move the pedestrian refuge on Brooklyn Rd at the Washington Ave intersection to east of the intersection? Most people walk down the left side of Washington Ave and cross over at the present refuge to the bus stop or park entrance. Moving the refuge to below the intersection means they will have to cross Washington Ave where visibility of traffic coming up the hill and around the corner is poor, then walk down to where the refuge is, then back up to the bus stop and park entrance. Why move this refuge?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?

Removing all of the carparks from the corner of Ohiro Rd and Brooklyn Rd to Cleveland St will put pressure on the already limited parking in Brooklyn. Of particular concern is access to the two Medical Centres. For elderly and unwell people finding a park will be difficult and they will likely have walk a considerable distance to get to the doctor. The bike path means there is not even the opportunity to park for a short time to drop an elderly, disabled or very unwell person off at the Medical Centres. I understand the WCC response to this is that there is plenty of parking in Helen St. The residents who now park where the parks are to be removed will likely park in Helen St and even if parking is available it would be quite a long walk down to the Medical Centres for some people. No problem with the crossings or moving the bus stops.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Hopefully the new crossing near Harrison St will fix the problem of the flood of water that comes down from the bus stop area outside the library which makes the present crossing almost unuseable wet days. Removal of parks will add to pressure for parking. People drive down to the Brooklyn village from Kingston and Kowhai Park etc to park and either walk or catch the bus into the city leaving parking unavailable for residents. Residents parking zones would help those people but limit parking for those coming to Brooklyn to support the local businesses.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Are so many speed humps necessary?

**Brooklyn Connections Proposal
Feedback**

647
114373301423

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|-----------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Sam Griffen | SUBURB: Aro Valley | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Really excited for it to be nicer to ride my bike and walk around this area!! I am loving the look of all these raised crossings. It is a shame to see painted cycle ways up the top, and that there is no downhill cycle route provisioned. Hopefully these are improvements we see sometime in the future. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| It is fantastic to see so many raised crossings, such as the one across Bidwell street. This will make crossing at these points much more comfortable, and safer for people on bikes. It will be nice to have the confidence that there is a strong visual reminder to people in cars that they are crossing a cycle lane. The section of cycleway shown on drawing number IZ128800-0000-CR-DRG-2207 currently gets covered in rocks frequently. With the temporary cycleway, this is not an issue at the moment as it is easy to move into the traffic lane to avoid debris. However, once this is a seperated raised cycleway that won't be an option. Therefore, it will be important to ensure thought is given to how rockfall and other debris is to be managed on this cycleway, otherwise it will be unusable for large parts of the year. The right hand turn from the uphill cycle way into Ohio road looks like it will be difficult. Currently when making this turn, I will move into the traffic |

lane just after the bus stop so that I can be in the median strip when I reach the turn. With the cycleway shown in the plans, I will need to make a sharp dangerous turn into Ohiro road. This will mean that I would need to stop and wait in the cycle way until there is a gap in the traffic, potentially blocking up the whole pathway. Ideally, there would be a lowered kerb to get off the cycleway slightly earlier, so that getting into the median strip is possible. Finally, it is disappointing that there is no downhill treatment on this stretch of road. If this network aims to encourage mode shift it is important that it provides completely connected routes that keep people on bikes out of live traffic lanes. If a parent with children would need to ride into town in the middle of a 50km/hr live traffic lane, then they are not going to be riding their bike and will not use the uphill lane.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

It is really good to see these raised pedestrian crossings on this stretch of road. Currently getting across this road is a terrifying experience, having these will make it feel a lot safer in this area. In terms of cycle infrastructure, what is being proposed here is not infrastructure. Paint on the road does not contribute anything towards making people safer in this area. It is really good to see parking removed along this strip, which will make it easier to ride through here. However, motor vehicles travel fast along this section of road. This is likely to become worse with removal of parking making the road feel wider. Without a protected cycleway along here, it is likely that this stretch will feel significantly less safe. Paint on the road does nothing to prevent someone being killed by a person that loses control of their vehicle. Furthermore, the merge into the live traffic lane after the bus stop on the downhill side of this stretch of road will not be comfortable to use. Not only does a person on a bike need to be comfortable merging into live traffic, but they need to be aware that large vehicles could be passing a stopped bus and not see them. The cycle way here should continue into the intersection. This intersection does nothing to support people on bikes, and will be just as dangerous after these changes are made. As Ohiro road goes down to the southern landfill, there is a lot of heavy traffic on this road. If this network is trying to improve safety, a protected intersection would be built here. There is space to build this infrastructure at this intersection, and significantly improve the safety of people on bikes. Overall, this section reflects a major flaw in a lot of the cycleway designs proposed for the city. Nothing in this section will make it feel safer to be on a bike, and runs the risk of making it feel less safe on a bicycle. Anybody confident enough to ride their bike on a narrow painted "cycleway" is already confident riding their bike on the shoulder of the road. In order to encourage people to pick up cycling as a valid mode of transport, it is important to ensure that the network provides completely connected routes that do not put people on bikes in conflict with live traffic.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Proposed changes for this area look good, it is really exciting to see so many raised pedestrian crossings proposed. I am excited to be in a far more walkable city.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

The intersection with Tanera Crescent is a really dangerous spot for pedestrians to cross, and can be difficult to get out of on a bike. Something here to make crossing safer would be well placed. This could be in the form of a footpath on the downhill side of Ohiro road just uphill of Tanera Crescent to allow pedestrians to cross slightly further up the hill where visibility is improved.

**Brooklyn Connections Proposal
Feedback**

648
114373292402

| | | | |
|---------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Alex Dyer | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

While exciting to see this project, for a transformational quality design there remain many aspects that appear far less than adequate. Painted bike lanes for such a busy section of road (Owhiro Road at the top), for instance, are unacceptable. And there should be raised crossings or some traffic calming at all side roads to reduce crossing distances for pedestrians and keep vehicle speeds lower and safer. Cycling downhill for this project will only remain comfortable to more assertive, confident cyclists. This will unfortunately leave this section of the network only well served for most people on bikes in one direction (uphill).

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

The downhill direction of this project is not well addressed. I predict this will remain a gap in the network. I suggest at least removing downhill car parking that creates a doorzone risk to people on bikes. Please increase the uphill bike lane width where possible to better facilitate overtaking. People using ebikes can move much faster uphill than non-ebike users. The upper Brooklyn Rd footpath-level section of the cycle path will in practice operate as a shared path that is too narrow. Please improve this section for this transformational project to be either a dedicated cycleway only by upgrading the speed hump to another raised pedestrian crossing

where the footpath ends further up hill, or engineer the space for a footpath plus a physically separated cycleway. Given there is still a flush median at this section, there appears space to do this. Please add a raised crossing at the very top of Owhiro Road. The design shows a very fast and forgiving slip-lane heading downhill that will increase speeds here - even with the earlier raised crossing. Please also add traffic calming - such as raised crossings or humps - at Nairn Street at northern end; Nairn Street opposite the Renouf Centre; and across Tanera Crescent.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This section could be even better. The design looks like it is of a transitional quality as it does not involve any physical separation. Paint is not protection. Please add physical separation such as flexipost separators for the cycle lanes in both directions. For a transformational project, I would expect to see curbs being shifted if needed, as well as the potential to use some grade separation such as is used in Denmark. Painted buffers are sorely unsatisfactory for this heavily trafficked section of road.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

These changes are helpful, but don't go far enough. More traffic calming and other placemaking enhancements that reduce car parking are needed to make this an attractive and accessible neighbourhood centre.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I highly doubt many cyclists will choose to travel down Ohiro Rd as it is even steeper than going down Brooklyn Road. The Ohiro Rd intersection with Brooklyn Rd is too wide and will encourage high-speeds - even with the raised crossing just uphill of it. This turn should be much sharper, with another raised zebra pedestrian crossing here. There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Crescent to improve connectivity for people walking to or from Central Park.

Brooklyn Connections Proposal
Feedback

649
114373305837

| | | | |
|------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Kirsty | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Strongly support the changes, the temporary bike lanes have made the rise to Brooklyn so much safer so good to see them become permanent and improved, in particular the extension to the shops. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114373299756

| | | | |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Susie Robertson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
Pleased to see this being made permanent, so I can continue to feel even safer biking in this area.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
Love this bike lane. I finally feel safe biking up here, seperated from the trucks destined for the landfill. As I also walk, I am pleased to see a footpath that will connect the downhill pedestrian crossing opp Bidwell St with a footpath to the Nairn Street Park. I couldn't see this written, but I would prefer to remain on the road, sharing the bus stop near the Malaysian Embassy - as the shared pedestrian/bike lane is terrible (not only because it is used a lot by pedestrians, but having to wait for bus passengers to depart and then walk up the road (uphill on a bike) is not easy. It is also often covered in debris.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support

Do you have any comments to make about this part of the proposed design?

Pleased to have a bike lane on the northbound lane, as it gets pretty tight if someone tries to pass along there, and as it is slightly uphill, cyclists can keep pace with cars. Also glad to see the removal of the second bus stop.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

No comment

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

It would be nice to have a pedestrian crossing somewhere in the middle, to help crossing from Tanera to Central park for pedestrians and dog walkers (like myself).

**Brooklyn Connections Proposal
Feedback**

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114373287971

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|----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: David Hill | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
I am resigned to this becoming a permanent feature of Brooklyn Hill. Trips have become slower, congestion increased and I am not even sure that it is safer for cyclists with all of the surface debris now pushed into their lane.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
The removal of parking at the Central Park (nearest the Renouf Centre) will greatly impact parents and children using the park as well as the centre itself. It seems completely disproportionate impact to provide a minimal benefit.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

This bike lane, and the proposed removal of street parking, makes little sense. It is based on the idea it will make cycling safer but we have seen no evidence that it is especially dangerous today. How many cyclists have been injured on the 200-300m section? The biggest risk factor is speed differential yet this section of road is already a 30kmh limit and as 80% of the commuter cyclists use e-bikes that can easily do 25-30kph today. Why not simply extend the 30kph zone to include the bus stop? As usual there seems to be no serious cost benefit analysis of these proposals. They serve the very few at enormous impact upon the Brooklyn community. The displaced cars will be forced to compete for limited street parking in other Brooklyn streets so it is going to negatively impact (on a daily basis) many other parts of Brooklyn. It is also hard to fathom how a Council already drowning us in debt, imposing a 12% rise on already high rates and with a record of failing to deliver on the basics feels empowered to fritter away millions of our dollars on these sorts of vanity projects. Where are our electric buses? This was another failed initiative and gives zero confidence that this Council can be trusted to make sensible choices, with reasonable trade offs rather than ideological, virtue signalling and wasteful programmes like these proposals. The cynicism of this programme is revealed by question 15 of this survey which asks people if they want safer roads. Most people will say 'yes, of course we do'. But the unasked question is 'at what cost'? No one would accept a proposal to ban private cars for example but this council will tout the fact most people 'want safer roads' as the justification for overriding any concerns about the costs and impacts of such programmes. This is an ideological crusade rather than a serious conversation about the trade offs required.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

My primary objection here is that businesses on Cleveland St will be impacted by a lack of customer parking. The village is beginning to thrive and this will just add further friction. I hope the 15 cyclists are happy.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This is not a fast road anyway. Why would you spend money slowing down an already slow road?
Just wasteful

Brooklyn Connections Proposal
Feedback

652
 114373286226

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Gideon Burke | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| There are some underlying issues that make cycling around Wellington unsafe and at time frightening: - Aggressive drivers, who often shout abuse at cyclists or drive very close to cyclist --> drivers seem to have no fear of punishment for their abuse or if they were to hit a cyclist - the amount of cars jumping red lights is unacceptable (dangerous for all road users) - the buses are too large for many streets - I am frequently met cycling or driving by a fast moving bus on the wrong side of the road |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The route is busy with heavy construction traffic, buses and cars - I wholly support any changes that reduce speed of vehicles and physically separate cyclists from vehicles. This is crucial given the long term plans for the dump/landfill to remain in use. Drivers are often travelling fast and drive aggressively to me when i am cycling in this area. The current bike lane is often littered with road debris and lost waste from dump-bound vehicles (nails, screws asbestos, wood and so on). I often take the 7 / 17 buses and the removed bus stops seem infrequently used. I am not sure if the raised crossing will be sufficiently durable over time given the heavy traffic on this road, but fully support the aim to reduce speed. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

It is crucial to extend the lane in this area as the traffic is the same as lower down the hill but with less room and more queuing traffic. given the long term plans for the use of the landfill and heavy traffic is causes, the removal of car parks (whilst regrettable) to make this major route safer is crucial. Adding a crossing and moving to one bus stop seems a good option. I would like to see an improved arrangement for the steps at the 7718 bus stop - currently my children have to step into the road when using those steps. It feels like many (most?) vehicle exceed the 30kmh speed limit in Brooklyn and I have never seem police enforcement of the limited in 9 years living here (yet on Happy Valley road where few children cross there is often a speed camera!) For uphill Cyclists turning at bus stop 7718 to get to Helen St, it is currently hard to cross into the centre as traffic comes up hill fast and can't be seen due to the hill and bend - the raised crossing should help with that and also make it easier for pedestians on same basis.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Continuing to support as much as possible short term parking to enable people to easily pop to shops / businesses in the Brooklyn shops area is important.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Current vehicle speeds on this road are often excessive - I cross it daily walking my dog and often cycle this route. reducing speed of vehicles is a good idea. This road towards the bottom is very narrow due to parked cars and changes should be considered to reduce the risk of a cyclist down hill being hit head on by an uphill car on these lower bends would be a good move.

**Brooklyn Connections Proposal
Feedback**

653
114373284399

| | | | |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Richard Lucy | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
As a cyclist and an affected resident - this is just a mess. It greatly increases safety issues for the most vulnerable - while providing some half cocked nod to some interest group with a blinkered cycling agenda.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This is a poorly executed (not to mention unmaintained) project pushed through that doesn't address the core issues of moving people and goods safely and efficiently.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Um. Hello accessibility? Lack of parking for local amenities? Further reduction of public transport access points for increasingly poorly serviced areas. Do you lot only get paid for lame ideas?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

It's a small community service area. Observation shows available parking used on a high turnover rate. Mobility parking was an issue because one person repeatedly abused the one park. I have no problem with some more mobility parks - but doesn't that kind of flag the issue of an aging population to an observant person?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

My question is what do speed humps do to make it safer? Cars already travel down too slowly for me as a cyclist. Going uphill, very few cars manage 50 anyway. This route is my preferred cycle ride - due to the poorly (for want of a less appropriate word) maintained Brooklyn Road cycle travesty

**Brooklyn Connections Proposal
Feedback**

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114372803683

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|------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Rich H | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Support

If you have any comments about the overall proposed plan, please share them here

- Has the emissions increase of having the raised crossings, speed control humps on Brooklyn Rd and Ohio Rd been assessed? If vehicles are accelerating from intersections, slowing for crossings, then accelerating again there will be more energy used, as well as more brake pad particulate pollution. Has this been compared to the envisaged increase in cycling and walking and the emission reduction able to be attributed to that? - Why is car parking being removed from the east side of Brooklyn Road in the area opposite Central Park? This seems to reduce the appeal of the cycle lane based on the Opus document "Factors affecting cycling levels of service" prepared for Waka Kotahi in 2019 which shows a separated lane behind parked cars was considerably more appealing to people riding than one which didn't have the parked cars there. Additionally it means that car parking for people visiting Central Park is only on one side of the road which will lead to more people performing u-turns to either get to or leave parking which adds risk to riders coming down the hill at speed. And given there is no bike parking at Central Park and reaching the playground by bike requires reasonable riding skill and strength this would seem to reduce the amenity value of the park. - Why is a landscaping feature being placed opposite the entrance to the Renouf Tennis Centre in a way that reduces the ability for people to pass a vehicle waiting to make a right turn into the carpark at the centre? If uphill traffic could pass behind a waiting vehicle this would reduce the pressure on drivers to make this turn - a common point of risk for people coming down the hill, whether driving or riding. Having removed the car parking from the area by the substation it would make sense to use the space to improve traffic flow and safety. - Why is the cycle lane being raised across the intersections of Bidwill St and Washington Ave in a manner that requires people riding to give way to vehicle traffic (despite

the opposite impression arguably being given)? While this might get resolved by changes in the Accessible Streets package, until any change to the law these would disadvantage and endanger people riding and would also apply to people walking across these crossings. Unless this work will be delayed until a law change that gives priority to people on the raised crossings then the cycle lane should be at road level to maintain the current riders' right of way. This is particularly important given that the cycle lane at the intersection of Nairn St is a road level and gives riders an ongoing expectation they have right of way over turning traffic. - Where is the safety assessment for the mixing of zebra style pedestrian crossings, courtesy crossings and the raised pedestrian walkways? This does not seem to meet Waka Kotahi guidelines for the use of courtesy crossings where low speed and low traffic are key factors in the suitability of their situation. This mix could lead to very dangerous assumptions by people, particularly children, that vehicles will stop for them on all of these crossing types, when in fact only three of eight are that situation. In particular the Cleveland St/Washington Ave crossing is right next to a school, between two zebra type crossings and in a situation where bigger vehicles travelling north on Washington Ave and turning left into Cleveland St will have their view of children obstructed by their bonnet - an increasingly documented problem. In the Brooklyn Connections project there are two new raised zebra crossings, a raising of an existing zebra crossing, a new raised courtesy crossing, a new raised combined courtesy pedestrian and cycle crossing, a new raised courtesy cycle crossing (which is likely to see a lot of pedestrian use too), a raised pedestrian walkway and a raised pedestrian walkway adjacent to a painted cycle lane. All of these situations seem to have slightly different legal implications for who has right of way and all give a general impression that people using the crossings have a degree of protection from vehicles - which they may not have at all. I think this creates dangerous confusion around expected behaviour and it will be people walking and riding who suffer. - Why would less confident riders use Ohiro Rd to ride down into the CBD instead of Brooklyn Rd? That route is steeper, a rougher road surface, usually wetter and slipperier, involves a very narrow section at the bottom where there is often stopping required to let uphill vehicles through and then a right turn across Aro St and crossing at least two lanes of traffic on Willis St. These are all confronting issues for riders and it seems the perception is they are offset by there being less vehicles on that part of the route. Adding speed bumps is likely to make it even less appealing for less confident riders not only in slowing and riding over the speed bumps themselves but in having to work with vehicles accelerating and slowing several times down the hill. Brooklyn Rd should be considered as the primary route for all riders going to the CBD and consideration for riders of all confidence levels is important. If raised crossings are created in the lower part of Brooklyn Rd they should have smooth transitions from the road surface, not the style that have a significant edge/bump where they meet the road. - Why is the cycle lane between Bidwill St and the top of Brooklyn Rd proposed to be formed as raised above road level? This seems to create a de facto shared path which will be beneficial to people walking but does not seem to have the width and consideration in its design to appropriately allow for that shared use. There will also likely be people on e-scooters using that as a downhill route even more often than the current bike lane as there will be a continuous connection to the footpath at the top of the hill. - What are people riding in the cycle lane heading north on Ohiro Rd from the Todman St/Cleveland St intersection expected to do at the point that the cycle lane ends near the raised pedestrian crossing? It looks like the main lane width there is insufficient for comfortable space for them to continue riding without fully merging into the main traffic lane, and it may be that there is a kerb that will direct them out into the lane. There is little road marking indicating what is expected and if traffic is backed up as vehicles slow for that rated crossing there may be little space for people on bikes to filter into the flow of vehicles, even if they are moving more slowly. If less confident riders are expected to continue on Ohiro Rd down to Aro St would they continue riding on what looks to be footpath until they could emerge on Ohiro Rd past the Brooklyn Rd intersection? - How does the change to the intersection of Ohiro Rd and Brooklyn Rd improve this dangerous corner for people riding north on Brooklyn Rd?

The proposed design seems to take people on bikes around a kerb line that naturally leads down Ohiro Rd rather than the more common route of Brooklyn Rd, requiring riders to confidently take the lane to avoid vehicles turning down Ohiro Rd 'on top of them' or having vehicles waiting to turn from Ohiro Rd pull out in front of them. It seems to support the assumption that Ohiro Rd will be used as a more popular downhill bike route - an assumption I believe to be incorrect. If there are speed control measures on either side of the intersection why does it seem to promote generally higher speed with a smoother curve? - Why are there bike markings with arrows pointing both uphill and downhill in the new raised lane area at the corner of Ohiro Rd and Brooklyn Rd? This gives the impression it is a two way cycle lane and this may invite less confident riders to choose it as a downhill route as opposed to riding with the vehicle traffic in the opposite lane. With more bi-directional cycle lanes appearing around the city it needs to be clear which are one way and which are two way. - How can Council help people who will lose car parking spaces near their properties? The removal of car parking along Ohiro Rd north of the Todman/Cleveland St intersection is positive for freeing up road space for all users. I suggest that the Council create more parking in Helen St by simply adding a double line of parallel car parks or a line of transverse parks down the centre as it is entirely wide enough. Many of the vehicles parked on Ohiro Rd where parking will be lost seem to be only irregularly used so in some cases adding parking capacity to Helen St may give people closer and more convenient parking than they already have. - How can Council help create more short stay parking near the Brooklyn shops area? There can be a lack of available parking for people coming to the Brooklyn area and in particular where the two doctors surgeries are. I suggest creating two short stay 60min car parks at each of the north and south ends of the new bus stop adjacent to 171 Ohiro Rd, with the cycle lane passing inside them as shown at the bus stop. Ideally they would be subject to clear way restrictions at the peak evening traffic time.

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

Please see my overall comments

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Please see my overall comments

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Please see my overall comments

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Please see my overall comments

**Brooklyn Connections Proposal
Feedback**

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114373285794

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|---|----------------------------|--|--------------------------------|
| NAME: Alex Dyer and Linda Beatson - co-chairs | SUBURB: Brooklyn | ON BEHALF OF: Cycle Wellington | ORAL SUBMISSION: Yes |
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General feedback

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

| | |
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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| This is a step in the right direction to make it easier to get around the city by walking, cycling and public transport. We support the extensions to the bike lane, and the crossing improvements. We'd love to see better provision downhill. It's good to see raised tables proposed at some side roads. These should be at all side roads, with curb build outs to reduce crossing distances and vehicle turning speeds. It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together, and for e-bikes to overtake non-e-bikes. E-bikes are popular in Wellington! The new design should ensure the cycleway is wide enough for this. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| '==We strongly support the uphill improvements but suggest better city-end connections, downhill safety, and other detail changes== We support the uphill improvements overall, but note several problems and possible improvements. =Address the dooring risk for downhill cyclists= Cycling down Brooklyn Rd will still be beside parked cars in several places. Although driving on a flush median isn't allowed, we expect some drivers will use the median to overtake, nudging people on bikes to the left into the dangerous door zone beside parked cars. This needs fixing. We suggest car parking is removed to reduce risk. WCC's transport policies state that safe |

walking and cycling is more important than parking. There is significant suppressed demand for walking and cycling in this area, so it is appropriate to reallocate street space as proposed.

=Provide passing opportunities for uphill cyclists by widening the path where possible= The uphill bike lane should be wider than 2m wherever possible to permit overtaking or riding side by side. This would help faster riders such as people on e-bikes pass slower riders safely. Sections such as the new raised path between Nairn and Bidwill streets have plenty of space to widen the proposed path without affecting other road users.

=Widen the new raised path (even if it means returning sections to road level)= The upper Brooklyn Rd footpath-level cycle path will also be used by people walking and running as a footpath. In practice it will operate as a shared path. It's too narrow to be a shared path. It should either be kept as a street-level cycle path with concrete separators (like Island Bay cycleway), or made into a proper footpath and cycle path like on Evans Bay Parade. The cycle path at the bus stop is too narrow at 1.3m. This will lead to conflict with bus passengers. Please make it wider. We prefer paths to be widened wherever possible, even if this means the path width will be inconsistent.

=Add traffic calming and crossing opportunities at more side streets= Raised zebra crossings, or at least kerb build outs and a speed table, should be added across the mouths of side streets that are currently wide and where cars can enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; and Tanera Cres.

=Improve city-end connections and simplify the path's start= Connections at Victoria, Webb and Willis St need to be upgraded to connect this project to the wider network. Even if it will improve later as the relevant LGWM project ties in, this plan begins the bike lane at the bottom of Brooklyn Road with an unnecessarily complex layout. The left general traffic lane ends and the bike lane starts right on a raised pedestrian crossing - this is also likely to make the pedestrian crossing less safe, as a vehicle may pass through the crossing in the second lane after another vehicle has stopped and a person started crossing. We suggest simplifying the layout here. For example, the left lane could be a bus lane from the Webb St intersection. Traffic for Nairn St would still be able to use the left lane for up to 50m, as well as buses and cycles using that lane to reach the crossing.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

'==We support adding bike lanes but please add separation== Extending the existing bike lane to the intersection will reduce conflict on this busy section of road. Adding a bike lane uphill from the Cleveland Street intersection past Tanera Crescent will be a huge improvement for cycling. Today, this uphill road space is narrow and beside parked cars. Cyclists either stay in the dangerous door zone with drivers squeezing past, or 'take the lane' - difficult uphill when speeds are low. We prefer protected bike lanes rather than paint only. Physical raised or flexi-post separators should be added. The cycle lane width at the bus stop needs to be sufficient. The rendering suggests it could be too narrow, which could increase conflict between cyclists and bus users or pedestrians.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

'==We support the parking and crossing changes but suggest improving the crossing at Washington Ave== The pedestrian upgrades and parking changes will make Cleveland St more pleasant and safer. Changing the angle parking spaces to parallel parks will improve driving and

cycling safety and comfort here. Currently longer parked vehicles block the traffic lane, and must reverse blind into traffic with no space or visibility to alert passing traffic to the manoeuvre. The crossing point and refuge at Washington Ave should be made into a zebra crossing to give pedestrians priority. Vehicles turning left from Washington Ave into Cleveland Street often don't slow sufficiently. The level of the raised crossing will be critical here - if it's too low it will be ineffective. Please consider extending the footpath kerbs to narrow the mouth of Cleveland Street instead of providing the refuge.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

'==We support the changes but they do not provide a compelling downhill option== We support the changes to calm traffic on this section of Ohiro Road and provide a crossing at the Aro St end. But we're sceptical that the majority of cyclists will change their downhill route to Ohiro Rd as it offers a lower level of service than Brooklyn Rd. The Ohiro Rd intersection with Brooklyn Rd is unnecessarily wide and has high-speed geometry. It should be made much narrower, with a raised zebra pedestrian crossing or at least raised table. The design shows road widening just before downhill traffic reaches the intersection of Brooklyn Road and Ohiro Road. This will encourage drivers to pass cyclists just before turning left to follow Ohiro Road downhill – a hazard that exists today, as cyclists heading towards Brooklyn Road frequently get cut off when left-turning traffic overtakes them near the intersection. The intersection with Tanera Crescent at 118 Ohiro Road should also be given traffic calming treatment. There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity to Central Park. The raised pedestrian walkway at Aro Street needs to give pedestrians priority.

CW%20submission%20on%20Brooklyn%20Connections%20July%202023.pdf



Twitter: @CycleWgtn

Facebook: groups/cyclewellington

Brooklyn Connections

Cycle Wellington submission

We would like to make an oral submission. Please contact info@cyclewellington.org.nz

Key points of our submission

- We support the overall changes to make the transitional bike lane permanent and to improve the Brooklyn end
- Brooklyn Road: we strongly support the uphill improvements but suggest better city-end connections, downhill safety, and other detail changes
- Ohiro Road (between Brooklyn Road and Cleveland Street): we support adding bike lanes but please add separation
- Cleveland Street: we support the parking and crossing changes but suggest improving the crossing at Washington Ave
- Ohiro Road (Brooklyn Road to Aro Street): we support the changes but they do not provide a compelling downhill option

We support the overall changes to make the transitional bike lane permanent and to improve the Brooklyn end

This is a step in the right direction to make it easier to get around the city by walking, cycling and public transport.

We support the extensions to the bike lane, and the crossing improvements. We'd love to see better provision downhill.

It's good to see raised tables proposed at some side roads. These should be at all side roads, with curb build outs to reduce crossing distances and vehicle speeds. As shown by the fatal crash at St Mary St when a driver ran over an elderly couple crossing the road, there is a known hazard from vehicles turning at high speed into wide side roads. The Council has a responsibility to make that safe, and we have solutions available.

It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together, and for e-bikes to overtake non-e-bikes. E-bikes are popular in Wellington! The new

design should ensure the cycleway is wide enough for this.

Brooklyn Road: we strongly support the uphill improvements but suggest better city-end connections, downhill safety, and other detail changes

We support the uphill improvements overall, but note several problems and possible improvements.

Address the dooring risk for downhill cyclists

Cycling down Brooklyn Rd will still be beside parked cars in several places. Although driving on a flush median isn't allowed, we expect some drivers will use the median to overtake, nudging people on bikes to the left into the dangerous door zone beside parked cars. This needs fixing. We suggest car parking is removed to reduce risk.

WCC's transport policies state that safe walking and cycling is more important than parking. There is significant suppressed demand for walking and cycling in this area, so it is appropriate to reallocate street space as proposed.

Provide passing opportunities for uphill cyclists by widening the path where possible

The uphill bike lane should be wider than 2m wherever possible to permit overtaking or riding side by side. This would help faster riders such as people on e-bikes pass slower riders safely. Sections such as the new raised path between Nairn and Bidwill streets have plenty of space to widen the proposed path without affecting other road users.

Widen the new raised path (even if it means returning sections to road level)

The upper Brooklyn Rd footpath-level cycle path will also be used by people walking and running as a footpath. In practice it will operate as a shared path. It's too narrow to be a shared path. It should either be kept as a street-level cycle path with concrete separators (like Island Bay cycleway), or made into a proper footpath and cycle path like on Evans Bay Parade.

The cycle path at the bus stop is too narrow at 1.3m. This will lead to conflict with bus passengers. Please make it wider. We prefer paths to be widened wherever possible, even if this means the path width will be inconsistent.

Add traffic calming and crossing opportunities at more side streets

Raised zebra crossings, or at least kerb build outs and a speed table, should be added across the mouths of side streets that are currently wide and where cars can enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; and Tanera Cres.

Improve city-end connections and simplify the path's start

Connections at Victoria, Webb and Willis St need to be upgraded to connect this project to the wider network. Even if it will improve later as the relevant LGWM project ties in, this plan begins the bike lane at the bottom of Brooklyn Road with an unnecessarily complex layout. The left general traffic lane ends and the bike lane starts right on a raised pedestrian crossing - this is

also likely to make the pedestrian crossing less safe, as a vehicle may pass through the crossing in the second lane after another vehicle has stopped and a person started crossing. We suggest simplifying the layout here. For example, the left lane could be a bus lane from the Webb St intersection. Traffic for Nairn St would still be able to use the left lane for up to 50m, as well as buses and cycles using that lane to reach the crossing.

Ohiro Road (between Brooklyn Road and Cleveland Street): we support adding bike lanes but please add separation

Extending the existing bike lane to the intersection will reduce conflict on this busy section of road. Adding a bike lane uphill from the Cleveland Street intersection past Tanera Crescent will be a huge improvement for cycling. Today, this uphill road space is narrow and beside parked cars. Cyclists either stay in the dangerous door zone with drivers squeezing past, or 'take the lane' - difficult uphill when speeds are low.

We prefer protected bike lanes rather than paint only. Physical flexi-post separators should be added.

The cycle lane width at the bus stop needs to be sufficient. The rendering suggests it could be too narrow, which could increase conflict between cyclists and bus users or pedestrians.

Cleveland Street: we support the parking and crossing changes but suggest improving the crossing at Washington Ave

The pedestrian upgrades and parking changes will make Cleveland St more pleasant and safer.

Changing the angle parking spaces to parallel parks will improve driving and cycling safety and comfort here. Currently longer parked vehicles block the traffic lane, and must reverse blind into traffic with no space or visibility to alert passing traffic to the manoeuvre.

The crossing point and refuge at Washington Ave should be made into a zebra crossing to give pedestrians priority. Vehicles turning left from Washington Ave into Cleveland Street often don't slow sufficiently. The level of the raised crossing will be critical here - if it's too low it will be ineffective. Please consider extending the footpath kerbs to narrow the mouth of Cleveland Street instead of providing the refuge.

Ohiro Road (Brooklyn Road to Aro Street): we support the changes but they do not provide a compelling downhill option

We support the changes to calm traffic on this section of Ohiro Road and provide a crossing at the Aro St end. But we're sceptical that the majority of cyclists will change their downhill route to Ohiro Rd as it offers a lower level of service than Brooklyn Rd.

The Ohiro Rd intersection with Brooklyn Rd is unnecessarily wide and has high-speed geometry. It should be made much narrower, with a raised zebra pedestrian crossing or at least raised table. The design shows road widening just before downhill traffic reaches the intersection of

Brooklyn Road and Ohiro Road. This will encourage drivers to pass cyclists just before turning left to follow Ohiro Road downhill – a hazard that exists today, as cyclists heading towards Brooklyn Road frequently get cut off when left-turning traffic overtakes them near the intersection.

The intersection with Tanera Crescent at 118 Ohiro Road should also be given traffic calming treatment.

There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity to Central Park.

The raised pedestrian walkway at Aro Street needs to give pedestrians priority.

About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, Waka Kotahi, businesses, and the community on a wide variety of cycle projects. We represent more than 5,000 members and supporters.

Nā mātou noa, nā Cycle Wellington

23 July 2023

**Brooklyn Connections Proposal
Feedback**

656

114373280996

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|--------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: AJ | SUBURB: Island Bay | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support

If you have any comments about the overall proposed plan, please share them here

This is a step in the right direction to make it easier to get around the city by walking, cycling and public transport. It's good to see raised tables proposed at some side roads. These should be at all side roads, with curb build outs to reduce crossing distances and vehicle speeds. As shown by the fatal crash at St Mary St when a driver ran over an elderly couple crossing the road, there is a known hazard from vehicles turning at high speed into wide side roads. The Council has a responsibility to make that safe, and we have solutions available. It's a great feature that the Brooklyn hill cycleway is currently wide enough for people to ride together, and for e-bikes to overtake non-e-bikes. E-bikes are popular in Wellington! The new design should ensure the cycleway is wide enough for this.

Do you support the proposed changes to Brooklyn Road?

Strongly support

Do you have any comments to make about this part of the proposed design?

Cycling down Brooklyn Rd is still beside parked cars. Although it's not permitted to drive on a flush median, I expect some drivers will use it to overtake, nudging people on bikes to the left into the dangerous door zone. This needs fixing. I suggest car parking is removed to reduce risk. WCC's transport policies state that safe walking and cycling is more important than parking. There is significant suppressed demand for walking and cycling in this area, so it is appropriate to

reallocate street space as proposed. The uphill bike lane should be wider than 2m to permit overtaking or riding side by side. The upper Brooklyn Rd footpath-level cycle path will also be used by people walking and running as a footpath. In practice it will operate as a shared path. It's too narrow to be a shared path. It should either be kept as a street-level cycle path with concrete separators (like Island Bay cycleway), or made into a proper footpath and cycle path like on Evans Bay Parade. The cycle path at the bus stop is too narrow at 1.3m. Make it wider. Raised zebra crossings, or at least kerb build outs and a speed table, should be added across the mouths of side streets that are currently wide and dangerous where cars enter/exit dangerously fast, including: Nairn Street at Willis/Brooklyn; Nairn Street at Renouf Centre; Bidwill St; Washington Ave; Ohiro Road; and Tanera Cres. Connections at Victoria, Webb and Willis St need to be upgraded to connect this project to the wider network.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

This could be better. I prefer protected bike lanes rather than paint only. Physical flexipost separators should be added for the cycle lanes. The cycle lane width at the bus stop needs to be sufficient. The rendering suggests it could be too narrow.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Pedestrian upgrades and parking changes will make Cleveland St more pleasant and safer. These changes are helpful, but don't go far enough. More traffic calming is needed to make this an attractive neighbourhood centre.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I'm sceptical that the majority of cyclists will change their downhill route to Ohiro Rd as it offers a lower level of service than Brooklyn Rd. The Ohiro Rd intersection with Brooklyn Rd is unnecessarily wide and has high-speed geometry. It should be made much narrower, with raised zebra pedestrian crossings or at least raised tables. The side road intersections with Ohiro Rd are unnecessarily wide and have high-speed geometry. They should be made narrower, with raised zebra pedestrian crossings or at least raised tables. This includes Tanera Cres, City to Sea Walkway, and Maarama Cres. There are no safe crossing points across Ohiro Rd between Aro St and Brooklyn Rd. Raised zebra crossings should be incorporated into some of the speed humps proposed, such as at Maarama Cres, City to Sea Walkway, and Tanera Cres, to improve connectivity to Central Park.

Brooklyn Connections Proposal
Feedback

657
 114373271354

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|------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Barbara Quickenden | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
 If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
 Neutral
Do you have any comments to make about this part of the proposed design?
 The Southbound Bus stop 6713 is near the entrance to a number of flats. Moving the stop away from this area means a much longer walk either from the stop on the Willis st, Brooklyn road corner, or down from the proposed one by the Power Station. Many of the residents in these buildings are elderly. This seems an unnecessary hardship for many residents.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Oppose
Do you have any comments to make about this part of the proposed design?
 Removing all the car parks between the shopping area and the top of the hill will move so many cars into the surrounding streets, which are already full with residents parking their own cars. The

Medical Centre at 183 Ohiro Road has limited on site parking, and people trying to access the Doctor, by the very need to go to the Doctor need the parking available in the street.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

A lot of this about "raised crossing" seem like a total waste of our money. People are perfectly capable of walking across a crossing without the need to have a "RAISED WALKWAY." We seems to have been doing it quite capably for years. An extra Mobility park would be welcome, but removing angle parks also unnecessary as parking is already at a premium and having even fewer parks will in itself create congestion with people driving around and around looking for a park.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

A crossing at the Aro street intersection - yes. RAISED - NO. Why not at street level? Raised is just another obstacle for elderly, or disabled people to negotiate when a level street crossing is perfectly safe.

Brooklyn Connections Proposal
Feedback

658
 114373272564

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|-------------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Feodor Tarrant-Hill | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 I cycle and drive and I believe this is a terrible idea, with no thought for the residents or businesses that make Brooklyn what it is today. Once more for luck: Where will the residents park in this new solution? Why are we proposing to spend millions on this with our economy the way it currently is. I will not be voting for whoever supports this plan as it current is.

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
Do you have any comments to make about this part of the proposed design?
 As someone who both drives and cycles around Brooklyn. I find the cycleway that already exists safe. I don't think it would be a good use of tax payer money to put more resources into it at the moment. As someone who also drives up Brooklyn hill I don't think it is a good idea to add raised crossings up Brooklyn hill. This will only increase carbon emissions and make it more difficult for less powerful vehicles to get up the hill. Removing parks is a ludicrous idea, do you know how many people rely on these parks? Have you thought about the Brooklyn residents? For example the Karate place by the tennis centre. Where are their clients meant to park? I will go more in depth when we are talking about Ohiro road and Brooklyn shops.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This is a terrible idea. I really hope this does not come to fruition. I have lived at 174 Ohiro road for a long time and have had to park on the road the entire time. Many houses on this road do not have anywhere to park their cars of the road. So these people, what do they do with all the parks that are being removed. Please do not get rid of the parks on Ohiro Road, the residents need them! I'm all for now cycling if love to cycle everywhere in Wellington but please think of the residents. We need our parks! What parking alternatives are you creating for residents I cannot see any mention of aging parks for all the points you are taking away from residents and businesses.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing parks will actively hurt the business in Brooklyn. Every park is worth 10s of thousands of dollars a year to local businesses so you would be taking hundreds of thousands of dollars out of Brooklyn. Think of the residents!

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

I think this is a poor use of money and resources. That part of Ohiro Road is windy as is which helps decrease the average speed of the road. The road is steep and adding speed bumps sounds like a terrible idea for the environment due to increased emissions. If this whole plan is meant to make Wellington more environmentally friendly this is the wrong way to go about it. Also based on how steep photo road is, how many cyclist commute up it compared to Brooklyn road?

**Brooklyn Connections Proposal
Feedback**

659
114373264185

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|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Anna Wild | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I overall support the idea of making this permanent - I however disagree with some of the choice being made to keep it permanent. The bike lane should be extended and its one of the few bike lanes in Wellington which I always see cyclist riding on. I think the council needs to keep in mind that not everyone is able to take public transport or cycle everywhere, and these people rely on their own vehicles/ride shares due to accessibility needs, work requirements or emergencies. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| The bike lane is great - I don't think it's necessary to raise the level. Instead, maybe some green paint to brighten the stretch would be a great compromise. Will the courtesy crossing be raised for vehicles? I think this is a bad idea due to the amount of truck traffic that runs along this road. Trucks will struggle to stop for some pedestrians and struggle to get started when driving up towards Brooklyn, slowing down traffic. I STRINGLY oppose the zebra crossing for this same reason. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Strongly oppose

Do you have any comments to make about this part of the proposed design?

Again, strongly against the raised zebra crossings for the same reason as before. There are many trucks using this road daily and raised crossings will slow down their journey, create traffic build up and will be loud for residents nearby. I am not against the bike lane improvement along this stretch either, I think this will be safer for bikes and will create more space on the road when buses/trucks are driving along this stretch.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I agree with the raised courtesy crossings here, this will keep cars slow along this road. The part I oppose with is removing the angled car parks. These are not an issue from what I've noticed, and from a drivers perspective, angled parks are safer and easier to drive and park in compared to parallel parks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

I think this will keep everyone safe along this road :)

**Brooklyn Connections Proposal
Feedback**

660

114373264546

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David Penfold | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Low importance

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Can't see that there's anything wrong with the current layout. The current layout was also sold to rate payers as a temporary one but then all of a sudden became permanent.

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This will be very bad for the Brooklyn community. The shopping centre will be effected with less parking which will lead to a down turn in business. I also use the doctors on that at area and sometimes us ohio road parking when their car park is full.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

661
114373257546

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|-------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Carlene Brown | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
The changes proposed seem focused on spending rather rather safety or practicality. I truly believe many of the proposed changes will make Brooklyn less safe. I live in Brooklyn,I work in Brooklyn and I socialise in Brooklyn. I think the proposed changes are really impractical and will make the congestion worse, pedestrian safety worse, cyclist safety worse and Brooklyn a lot harder to live in. To be clear I own four push bikes, I skate and walk around Brooklyn everyday.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
The raised crossing is an unnecessary expense. A crossing already exists at the bottom of the road. Concrete buffers are dangerous for cyclists and drivers and major expense.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Both bus stops should be removed if the council are going to continue to have a mini Depot in Brooklyn. Both current bus stops are in precarious positions- affecting all road users view- one on the brow of an hill and one close to traffic lights and major intersection.the southbound stops would be better placed; 1 on Todman possibly and one further down Ohiro Road past the cinema- leaving the existing village bus stops. The temporary cycle lane is currently too wide. I believe it should be less wide and then there could be two either side if the road! Pedestrians should walk on the footpath not Inn a cycle lane as they do now

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The two raised crossings is ridiculous and dangerous. I believe the existing one should be over to between Jefferson/ Harrison and Washington.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I don't think any of the above relates to safety. I believe it is about spending allocating funds, period.

Brooklyn Connections Proposal
Feedback

662
114373253953

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|------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Katrina Quickenden | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
I strongly oppose any reconsideration of previously short-listed plans to close access from Ohiro Rd to Tanera Cres/Helen St. This would make my access to my house and street considerably less safe and significantly exacerbate existing heavy traffic issues at the Todman/Ohiro/Cleveland intersection.

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?
I strongly oppose raising the bike lane - it seems to work fine as is and this seems wasted additional expense, noting the number of rates rises and how many leaks and potholes remain around the city.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

I strongly oppose removing parking from this area, particularly near to the Brooklyn Central Health GP clinic. By its nature, this is used by people who are sick, elderly, disabled, and who have young children. There is limited on site parking, and it is exposed to the elements. Having parking available near the clinic, and areas to be able to drop someone off, is important to me as a local resident. Further, my nearby street already has a lot of non-residents who leave their cars during the day, occasionally parking over driveways and yellow lines. Given the number of cars that currently park in the area you're proposing to remove parking from, redistributing those across surrounding streets is likely to exacerbate this issue. You suggest this is for safety reasons for the cycle way - compared to the inconvenience and additional costs this would create for other road users and residents, how many cycling injuries have there been on this stretch of road? I am not aware of any, although I am aware of injuries on Brooklyn Road. Having buses just stop in the middle of the road would also seem to make the safety problem worse, as much of the bad and unsafe behaviour I witness in this area from drivers, cyclists and pedestrians involve attempts to get around stopped buses.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I support creating an additional mobility parking bay, but oppose removing parking spaces. This is another area in high parking demand and I do not agree that there is a significant safety issue here that needs to be addressed.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

In my experience, cyclists speed down this road more often than cars, so I am unconvinced that speed bumps will address whatever safety issue you think exists.

**Brooklyn Connections Proposal
Feedback**

663
114373246306

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: E W Davies | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Any raised crossings= more fuel consumption for EVERY car, buss, truck using the road, and there are NO alternative practical routes

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Support parallel parking, oppose raised crossings

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

664
114373100041

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|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: AJ Martin | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?
There isn't a need to raise the bike lane - the reasoning for this is that stones etc run off from the road but there will be loads of dirt/stones falling from the side cliffs onto the bike path anyway. The speed bumps will cause issues with all the trucks going through

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

665
114373081629

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|------------------------------|---------------------------------|---------------------------------------|-------------------------------|
| NAME: Sefton Bates | SUBURB: Crofton Downs | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| There are no figures listed that show actual current cyclist usage of the temporary cycleway. These numbers should be essential in justifying the case for making this a permanent cycleway. So far the only justification seems to be a survey that was heavily promoted in social media to pro-cycling groups (such as Cycle Wellington). |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| If cyclist safety was truly a priority, it would be best to put a separate cycleway through Central Park, which would remove the need for cyclists to interact with vehicular traffic altogether. The original purpose of the second uphill lane on Brooklyn Road was due to the large number of heavy vehicles travelling to the Southern Landfill. Removing the second lane has increased congestion, and there has been little evidence of significant cycle traffic using the temporary lane. The costs for such minimal traffic are simply not justified. The addition of shared cycleway markings on Ohiro road negate the need for a separate cycleway on Brooklyn Road. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Strongly oppose

Do you have any comments to make about this part of the proposed design?

Blocking a lane of traffic with a Bus Stop is a bad idea. There is a lot of heavy traffic that uses Ohiro Road in this area (heading to the Southern Landfill). This plan makes the road less safe for other road users. The number of cyclists who use the present temporary cyclway do not justify the costs and impacts of installing this option.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

To make Ohiro Road safer, there needs to be more parking restrictions, especially on lower Ohiro Road. Ohiro Road is presently too narrow for. A separate cycleway through Central Park would be a much better alternative.

Brooklyn Connections Proposal
Feedback

666
114373035394

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|------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Julie Herron | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removing car parks from this area will severely impact present users. They are 1. The families that use the play area next to Seido Karate. The 4 parks adjacent to the Play Area are vital for families' enjoyment. They arrive with scooters, prams, toddler children and other paraphernalia. They can't go looking for other parking spots far away, and they definitely would not arrive by bus. 2. The members of Seido Wellington will be severely impacted by the removal of car parks. There are over 200 members of this club attending classes every night all year round and also at lunchtimes. Removing the carparks on the uphill side is going to make getting to training a lot harder, especially if members are also competing for parking with residents of the flats further down the hill, and with people using the tennis courts. You mention that the changes would make things safer, but where is the data showing how many accidents or incidents there have been between cars and bikes on the downhill stretch?

Brooklyn Connections Proposal
Feedback

667
114373021600

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Laura Christie | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
Definitely need to slow traffic down on the way down Brooklyn Hill to make it safer for pedestrians crossing at Bidwill and cyclists.

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?
The pedestrian crossings should all be zebra crossings. Courtesy crossings are too dangerous with the speeds that downhill traffic go. The uphill bike lane is fine, although if it costs less to maintain with concrete buffers instead of temporary ones, go ahead. There needs to be a bike lane down the hill or restricted speed to 40kmph.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Neutral
Do you have any comments to make about this part of the proposed design?

This road is narrow steep and slippery with leaves/pine needles. As a cyclist, I avoid this road and would not use it even with cycle lanes.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Keep angle parking. The area has very slow moving traffic and needs the parks for quick stops.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

As a cyclist I wouldn't use this road as its steep, narrow and slippery with leaves/debris/pine needles and very poor road surface.

**Brooklyn Connections Proposal
Feedback**

668
114373005711

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Robyn Anderson | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
I have said I oppose because I feel cyclists are being privileged over pedestrians and residents. While I think the bike lane is a good idea it seems that the additional changes being proposed will mean neglecting the needs of bus users and those who actually live on Ohio rd and the lower part of Brooklyn rd

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?
I think the ped crossing to the park good in principle but that the bus stop going uphill should be retained. Lots of elderly, and disabled use this stop as do parents with babies... living in the Central Park flats.. I am not sure what the logic is of losing the carparks outside the club and zigzag is... seems likely to stop people using those facilities, esp people with young families and dogs

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose

Do you have any comments to make about this part of the proposed design?

I don't think the plan really thinks about pedestrians as opposed to cyclists. Why isn't there a footpath on the uphill side between Washington and Bidwill. For non driving brooklyn residents who walk the city this is the main route to the wellington hospital, Massey university.... and I think the moving of the refuge further down the road so that you have to go further back uphill when you cross will increase the temptation to risk crossing at bidwill as many people already do. The same goes for the moving of the refuge further down from Washington Ave. Many people will risk crossing where they currently do and I think it will make crossing harder in any case because we will now have to cope with Washington traffic turning to go downhill into the city as most cars using that route currently do. As an elderly resident at 130 ohiro rd ... one who has never run a car I am still concerned at the loss of so many parking spaces at the intersection of ohiro and Brooklyn . The road is already wide there and I think that the likely result will be greater speed while cyclists and cars both often fail to indicate their intent as they approach the intersection. I am reliant on taxis being able to safely wait, for deliveries and home help, gardeners, plumbers and other trades people being able to park at the area at the bottom of the path and at the pullover. Also visitors. I feel the loss of that capacity is likely to increase my social isolation and make provision of services near impossible. A better footpath would be great as would the better prevention of slips onto the one already existing ... a tepeated problemm forcing pedestrians into the road I would request that the parking between the proposed pedestrian ramp and the path be retained at the very least. Also that it be made residents only parking. There are a number of people living up pathways already under pressure from people parking at the top of the park to avoid the costs of coupon parking. Plus some form of zone in the pullover that tradesoeople can use.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

As a pedestrian I support speed bumps but think that it needs to be nearer tanera crescent which is the most used crossing point to allow access to the dog park and vice versa

Brooklyn Connections Proposal
Feedback

669
114373004771

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dijon O’Kelly | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
Needs to be done properly - not just painting over the existing white lines

Do you support the proposed changes to Brooklyn Road?
Oppose
Do you have any comments to make about this part of the proposed design?
Agree with the introduction of zebra crossings but not that many in such a concentrated area and disagree with them being raised. It will cause additional congestion.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Stupidest place to have a bus stop - right in the middle of the lane - will impede traffic flow as the cars behind will be unable to overtake and will likely miss green lights. Also disagree with the removal of the car parks - there’s already limited parking and this will make it worse. Where are residents along there expected to park? And again - disagree with the crossings being raised.

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

I do not support the removal of parks, it's difficult enough to get a park as it is. Also oppose the crossings being raised.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

670
114373004865

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Hannah Harland | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I would prefer the cycle lane to be at street level. The current footpath section uphill of Washington Ave is very poorly maintained, and I wouldn't want pedestrians mistaking the cycle lane for an uphill/downhill footpath. I don't support raised pedestrian crossings. There are too many large trucks that use the road for this to be comfortable. I really want the crossing by Bidwell St to be useful for the high school kids. I am not sure that the current proposal considers how teens use infrastructure.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

I don't support raises pedestrian crossings due to the amount of heavy traffic on Brooklyn Hill. I support safer crossing from Ohiro Rd near Tanera Cres/Helen St near the brick bus stop. I am not sure about removing all the carparks between Tanera Cres and the lights. There are some services like the two doctors clinics with already limited parking that might mean that some of these (especially in the Eastern side) should be prioritised. I do support safer bicycle access on this section.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

I support improvements to the crossing next to Harrison St. I support the taxi stand changing to parking. I'm not sure about the raises crossing at Washington Ave, it's already really steep there, is a raised crossing safe there?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

671
114372989415

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|---------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Brenda Harkness | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Neutral
If you have any comments about the overall proposed plan, please share them here
It would be great if the uphill cycle lane could also be a pedestrian lane so pedestrians don't have to cross Brooklyn road. Narrower separating concrete than what had been used in other suburbs would be a better use of the area.

Do you support the proposed changes to Brooklyn Road?
Neutral
Do you have any comments to make about this part of the proposed design?
Pour would be great if the uphill cycle lane was also a pedestrian pathway. Removing the need for pedestrians to cross Brooklyn road. Many houses at the top of Brooklyn road are walk up only. Removing the car parks will remove their ability to park near their homes. I feel the traffic humps on Brooklyn road will increase traffic nose for nearby homes as trucks will be slowing then accelerating to go over them. They will also be at risk of increased damage due to the heavy vehicles traversing them so frequently throughout the day. It would also be good to know what the entrance to Brooklyn Terrace will be like with the raised cycleway that has been mentioned

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Stopping traffic on Ohiro road so the bus can have passengers get on/off is a ridiculous way to keep traffic moving. It is likely to increase the traffic back up which is often sudden Brooklyn hill in the evenings

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

A raised courtesy crossing on Cleveland street at Washington ave will make it harder for buses / cars to turn into Washington ave.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

The crossing at Tanera cres pm Ohiro road will be great to help pedestrians cross the road. 6 speedhumps on that road seems like overkill

Brooklyn Connections Proposal
Feedback

672
 114372967783

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| NAME: Bruce Millard | SUBURB: Paparangi | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
 If you have any comments about the overall proposed plan, please share them here
 Strongly oppose the removal of parking spaces on Brooklyn Rd and strongly oppose the proposed new bus stop outside the Seido Karate building.

Do you support the proposed changes to Brooklyn Road?
 Strongly oppose
 Do you have any comments to make about this part of the proposed design?
 Strongly oppose the removal of some parking spaces on Brooklyn Rd, and strongly oppose the proposed new bus stop outside the Seido Karate building (32 Brooklyn Rd)

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
 Neutral
 Do you have any comments to make about this part of the proposed design?
 No

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

No

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

No

Brooklyn Connections Proposal
Feedback

673

114372957139

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Anna Morgan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Neutral |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| I totally disagree with the removal of any parking spaces. Where are people who live in this area supposed to park? Why would you ever consider making Central Park, the tennis center, the karate dojo less accessible to the hundreds of people who use our community services. The number of bikes that use Brooklyn hill is low. Stop taking people, families, elderly, out of my community. I live, work and use the these community areas daily. These changes do not suit me. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

674
114372954461

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|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: James | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
The temporary bike lane has made a huge improvement to how safely and comfortably I can cycle up the hill to Brooklyn. I look forward to these changes - the new parts at the top of Ohiro Road, and the new pedestrian crossings, will make the biggest difference for me.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
The more better separation of the bike lane from traffic will be great, and the zebra crossing will be a huge improvement. I'd like to see more footpath added where the new raised bike path will be installed, and more width for cycling/walking instead of a painted median.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

The new bike lanes on Ohiro Road will be a huge improvement - riding uphill past parked cars from the Cleveland Street intersection is currently unpleasant for cyclists and holds up drivers who don't have room to pass safely. But the bike lanes here should be separated from traffic in some way, not just with a painted line. I strongly support the addition of the zebra crossings - I have been a frequent user of the current crossing point near Tanera Crescent, and it is difficult to cross there comfortably and safely, especially with children.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I support raising the level of the existing zebra crossing - many drivers currently approach this crossing too fast to safely stop. I support the conversion of the angle parks to parallel parks, for safety when passing this location. WOULD the road width here make this a good location for a mobility parking space?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Road will continue to be the smoother, safer route I take downhill. Ohiro Road to Aro Street is steep, twisty, and slippery as it stays damp, and crossing Aro Street to continue towards the city is another disadvantage. The project won't change this. I would prefer to see downhill improvements on Brooklyn Road. I do strongly support the crossing at the Aro St end - though this should be a zebra crossing or light-controlled crossing to give pedestrians priority, not a courtesy crossing.

Brooklyn Connections Proposal
Feedback

675
114372941381

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: George Sederis | SUBURB: Hataitai | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| Great to see the roads will be safer for cyclists and pedestrians, and result in an uptake in non-car travel. With electric bikes, it will be safer and quicker to get up the Brooklyn hill. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Very positive of this change to make it safer and more pleasant for cyclists. Can we have more raised tables at side roads? |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| Would really like to have the painted cycleway made a protected cycleway. Its just too hazardous expecting cyclists to safely travel on a road that has only paint to offer the protection required. It will get clogged up with cars parking on the painted area, and as a result cyclists will need to take |

remedial maneuvers into the traffic. Even hit sticks would be a start, to separate cyclists from cars/trucks.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

these changes are a good start for Cleveland st, but more could be done to make this area safer for pedestrians (bulbous build outs, raised crossings etc)

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

its a start but more could be done to make it safer for cyclists/pedestrians - those corners/intersections are still quite wide, resulting in vehicles travelling faster than they need to.

**Brooklyn Connections Proposal
Feedback**

676
114372909111

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|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: James McLean | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
This is an ambiguous question. I support making the uphill bike lane permanent but I oppose some other aspects of the plan. So I have to say "oppose" even though I actually support most of it

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
I support the zebra crossings and the removal/moving of the bus stops. I support the formal bike lane of the east side of Ohiro Road. I am against the bike lane on the west side of the road as this will remove parking which many residents depend on (we personally don't). Also, this was never trialled as the uphill bike lane was, so I feel this change has not received the same amount of

democratic consultation. The parking along this part could be made residents only. Could the bike land on the east side be two way so that cyclists could use it to go north in the morning and south in the evening? Very few people would use it in the opposite direction. Alternately could a downhill bike lane use a less busy route eg down Bell Road and through the green belt?

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

677
114372905730

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Diana Castle | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here
The way this survey is set up supports feedback and opposing views on sections, however the summary asks for just one answer - which goes against the rest of it. Or is the plan 'all or nothing'? (If so, you should say that at the front end.) So, seeing I'm opposed to some of it, I'm thinking my overall position needs to be that. Neutral doesn't some it up, right?

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
I think the trial has been good and not having two lanes going up the hill has prevented people driving too fast.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

I am very concerned about removing all the carparks on Ohiro Road between the top of Brooklyn Road and Cleveland St. We live up a driveway on that section and have off-street parking, however many of our neighbours don't, and I can't think where they're supposed to leave their cars. Or where visitors can park, especially with a number of parks recently removed from Todman Street. We have already had a huge number of problems with neighbours who can't find a park, parking on our property and parking us in (obviously illegal, but not always easy to resolve) and that's with the existing car parks available. When they're all gone it's going to be even harder. Can the cyclists share one side of the road, like they do in Cambridge Terrace?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Improvement of pedestrian crossings is always good, especially here. Removing more carparks is going to exacerbate the parking problem further, especially with the new apartments being built.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Anything to stop people speeding up and down this section will be great.

**Brooklyn Connections Proposal
Feedback**

678
114372880324

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|----------------------------|----------------------------|--|-------------------------------|
| NAME: Jos Coolen | SUBURB: Hataitai | ON BEHALF OF: Taikoza Wellington | ORAL SUBMISSION: No |
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General feedback

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

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Drum group Taikoza Wellington frequently uses the area immediately outside the dojo at 32 Brooklyn Road for loading and unloading of our drums and associated equipment into our transport van. This happens regularly with up to multiple times per week in our busy summer events season. This typically includes seven large drums, each weighing approximately 30kg and measuring 1m in diameter, requiring two to four people per drum to carry. On top of this we use a range of smaller drums as well as stands of different sizes. The suggested proposal does not appear to allow us to use the area in front of the dojo for this purpose. Having to carrying the drums over a longer distance to load/unload is not sustainable and causes significant health and safety risks to our members. We welcome any decision makers to come to one of our practice sessions and experience the significant and unreasonable inconvenience for themselves. We believe reallocating the space for just one bus stop shelter is an unnecessary waste, and we suggest moving the proposed bus stop further uphill, in front of the tennis courts, which would |

still serve visitors to the dojo, tennis courts, and Central Park, while retaining the area in front of the dojo for parking, loading, and unloading.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?



Background

Taikoza is a taiko drumming performance group with approximately 20 members (plus varying student numbers throughout the year). We are based in the Seido Karate Dojo at 32 Brooklyn Road, and hold a range of classes in the dojo every Sunday from 12.00pm to 4.00pm.

The group originated in Hiroshima in the mid-1980s and has been based in Wellington since 1991. Over the past 32 years, we have become a prominent fixture in the Wellington cultural scene, regularly appearing at major festivals and events in the region (including Cuba Dupa, Newtown Festival, Japan Festival, Lunar New Year Festivals), as well as contributing to city events like the opening of the St. James Theatre and a showcase by WellingtonNZ at the recent Business Events Industry Aotearoa gala. Throughout the year, we perform at various events in the region, often once a week during the Spring and Summer months. Additionally, we are regular performers at the city's Harbourside Market. We also offer workshops and courses for anyone interested in learning taiko drumming.

Our equipment includes a series of drums and stands, including large drums weighing approximately 30kg each and measuring 1 meter in diameter. Typically, this equipment is stored at the dojo on 32 Brooklyn Road, while individual members bring their own gear to each Sunday's practice.

The ability to conduct our classes at the Brooklyn Road dojo is of great value to us. Our practice sessions are loud, and finding suitable spaces in Wellington where we can practice and hold classes without disturbing nearby residents is challenging. The dojo's location, situated adjacent to a park and a busy road with a reasonable distance from the nearest residential areas, is ideal for our needs and we are thankful having the opportunity to use the space for our purposes.

We have considered the proposal for Brooklyn Road, and in particular the proposed changes in front of the dojo at 32 Brooklyn Road. While we support the installation of a permanent uphill cycle facility along Brooklyn Road, our main concern is the suggested removal of available parking and the installation of a bus stop in front of the dojo and the implications this will have on the ability for us to operate effectively as a performance group from Brooklyn Road.

Proposal responses:

1. Removal of car parks

- Since the installation of the temporary cycling facility, we have noticed increased pressure on the available parking around the dojo. These parking spots are typically used by families visiting Central Park, users of the tennis courts, and our group members attending the dojo.
- We believe that removing a total of 19 car parks will create significant parking issues on weekends.
- While we support encouraging alternative transportation methods, expecting our performers, who carry heavy drum gear, to use public transportation or bikes or park further away and carry equipment for a considerable distance is unrealistic. Therefore, we request that some car park spaces immediately outside the dojo be retained.

2. Proposal for a bus stop at 32 Brooklyn Road

- 7 Car parks are proposed to be removed to make place for a bus stop outside the entrance to the dojo and Central Park.
- We frequently use the area immediately outside the dojo for loading and unloading of our drums and associated equipment into our transport van. This happens regularly with up to multiple times per week in our busy summer events season. This typically includes seven large drums, each weighing approximately 30kg and measuring 1m in diameter, requiring two to four people per drum to carry. On top of this we use a range of smaller drums as well as stands of different sizes.
- The suggested proposal does not appear to allow us to use the area in front of the dojo for this purpose. Having to carrying the drums over a longer distance to load/unload is not sustainable and causes significant health and safety risks to our members. We welcome any decision makers to come to one of our practice sessions and experience the significant and unreasonable inconvenience for themselves.
- We believe reallocating the space for just one bus stop shelter is an unnecessary waste, and we suggest moving the proposed bus stop further uphill, in front of the tennis courts, which would still serve visitors to the dojo, tennis courts, and Central Park, while retaining the area in front of the dojo for parking, loading, and unloading.

Conclusion

Taikoza Wellington is opposing the proposal to relocate a bus stop to outside of the dojo at 32 Brooklyn Road and to reallocate the existing space into a bus shelter area.

This will cut off access to the dojo for our performers and students who are not able to carry their equipment by bike or bus.

It will also make it impossible for us to load and unload our heavy drum equipment, resulting in increased health and safety risks associated with having to carry heavy equipment. We consider that there are alternative design layouts possible by moving the bus stop further away from the dojo and retaining the area outside the dojo for parking, loading/unloading and pickups/drop-offs.

Suitable practice spaces for a community drum performance group like us are extremely rare in Wellington due to the noise sensitivity in relation to residential surroundings and we are incredibly thankful having the opportunity to practice at 32 Brooklyn Road without those noise constraints. We ask that the WCC Committee supports us and prevents making changes to this area such as the proposed, that would significantly reduce our ability to operate efficiently as a community and performance group.



(left: practice in the dojo - right: recent performance at BEIA MEETINGS gala in Shed6)

Brooklyn Connections Proposal
Feedback

679
114372862123

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|-----------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Monty Mouat | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| The removal of the bus stop outside the central park flats will impact the needs of some of the older/mobility challenged residents of the council flats in that area. This bus stop currently works well with the cycleway and I think that changes are unnecessary. I understand the removal of parking outside the flats but if this can be worked through and some/all kept that would be a great outcome. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |

I think that this is the most important area for cycling changes as it is currently really scary. I think that the removal of parking is necessary and would greatly improve this area.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114372856109

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|-----------------------------|--------------------------|---------------------------------------|--------------------------------|
| NAME: Darcy Snell | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here
The bike lane has allowed me to safely travel to Brooklyn, it's cinema, and destinations beyond this like the tip shop. I didn't visit Brooklyn before the cycle lane so would love to see this get even better.

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?
I strongly support the raised parts of the cycleway to help separate this from motor vehicles and make places the cycleway cross the road safer. I think the cycleway should be separate from the footpath at all places.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

I strongly support the concrete separated cycle lanes and the extension past Bretby St. The current end of the cycle lane near Bretby St., where the cycle lane ends and people riding bicycles are spat out until general traffic, is a part of the cycleway I find quite unsafe.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Anything we can do to make the streets safer should be a high priority I think.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114372853226

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|-------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Simon Edmonds | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| It would be good to have raised tables with curb build outs on all side roads. To make it safer for all users |

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|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| The section of bike path on Ohio Rd, needs to have physical protectors not just paint. |

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|---|
| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

I would prefer some form of separation. Not just a paint line.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I would like to see the intersection of ohiro rd and Brooklyn rd improved to calm turning traffic . It could be made narrower with a raised pedestrian crossing perhaps .

Brooklyn Connections Proposal
Feedback

682
114372827491

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|------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Scott Dudley | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

683
114372822045

| | | | |
|------------------------------|-----------------------------------|---------------------------------------|--------------------------------|
| NAME: Karuna Muthu | SUBURB: Strathmore Park | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Not enough thought into planning this, costly, not needed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

684

114372744366

| | | | |
|----------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Catherine Duthie | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------------|--------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I oppose the removal of car parking around seido karate amd central park, and the changes to the bus stops. These changes will make it unsafe for users of the dojo and central park

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Removal of the car parks near seido karate will adversely impact all users of the dojo. I run the children's classes which caters for around 70 students most of which are under 12 years of age. Very few of these children live within walking distance of the dojo and are entirely reliant on parents dropping them off. Additionally a large number of parents either stay and watch the class or make use of central Park with younger siblings or dogs. Convenient parking is essential for us to be able to offer this service. If the bus stop were to be relocated as proposed it would cause significant safety issues for the children and their caregivers. Most of whom do not live on this bus route and rely on cars to bring them to the dojo. They would either have to park some distance away (if they can find a park) or risk dropping their children off in an unsafe manner. Dedicated children's classes run each weekday, and some children attend other classes in the evenings and weekends

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

685
114372317620

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dipak Bhana | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
What has been suggested will slow traffic flow I do not support

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I do not support removal car parks, there are medical centers, shops and residents who use the car parks, the area your considering raised Zebra crossing there is a crossing just 100 meters away. I wish the council would focus on fixing water pipes please.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
I do not support the removal of car parks, the removal of bus stops I would support, zebra crossing are not required as roads are not that busy

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I do not support the changes rased crossing would slow traffic not required

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There are areas that residents use parking I do not support this plan

Brooklyn Connections Proposal
Feedback

686
114372272226

| | | | |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Samuel Kempthorne | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| 1. During heavy rain there is a lot of surface water that crosses the carriageway, some of the sumps don't work. 2. The 0.6m gap between uphill cycle lane and uphill vehicle lane seems appropriate. However the 1.5m gap (from above Nairn St) seems unnecessary, this road space would be better utilised making the down hill lane wider as this would give down hill cyclists more room. It would also allow room for a down hill cycle lane to be installed in the future. 3. The raised pedestrian crossing will be good for pedestrians. But the down side maybe excessive noise as all the heavy vehicles going to and from the Landfill cross them. Also dirt and debris could vibrate off, and the raised crossings will make the journey less comfortable for bus passengers. 4. The protruding island with a garden in it uphill from the Tennis centre entrance creates a pinch point for down hill cyclists. This should be made smaller and a small strip of green painted here so down hill cyclists have more room. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

687
114372265882

| | | | |
|---------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dan | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Oppose |
| If you have any comments about the overall proposed plan, please share them here |
| if this is the solution yes, but i do support the concept of the cycle lane, just not how this is designed |

| |
|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| the number of raised pedestrian crossings is excessive when you consider the number of trucks and heavy vehicles that use the rout |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Neutral |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

688
114355216026

| | | | |
|-------------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Catherine Underwood | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

The trial cycle lane was a project about that and that only. The council has now turned it into a whole of area change. Those uninterested in the trial cycle lane, knowing it would go ahead regardless of what any opposition might say, were not aware of the wide scope the permanence of the cycle lane would bring. It is very likley that there would have been many more suggestions and comments if it had been clear. It is also interesting that the council has had the draft plans since April this year and hasn't made them available at all to the people of Brooklyn whose lives and livelihoods will be impacted, either way, by these changes. So, no to any of the proposals to move the bus stops along the route. The removal of the south bound bus stop opposite central park should be retained as this is used by council tenants with mobility issues, older tenants that find walking up Nairn Street too steep, those with children, and those with heavy shopping. No to any raised crossings on this stretch of road. Yes to zebra crossings just not raised ones. If you are to raise them, then the section crossing the at grade cycle lane must also be raised. The bus stops are currently placed in positions where those from upper nairn street and bidwill street have easy access and not far to walk in the rain. Buses only stop when someone wants to get on or off. I would prefer that Metlink was about service not efficiency. Shame of Metlink for removing and changing bus stops. No to the movement of the northbound bus stop to north of the seido karate. Leave it where it is. No to the removal of the off street parking north of seido karate. Turn the parallel park here into a mobility park given all the money the council spent making access here easier. And leave the 3 angle parks too. There is no need to remove these any if the bus stop goes in as it will only be a short wait to leave if there is a bus at the stop. If you are spending money on a footpath from Bidwill Street north to the path to the park, it should be

carried on to upper Nairn Street. Don't do half a job. The road is wide enough to do this here. Lots of people use the cycle lane as a footpath so I don't understand why it can't be extended north. No to removing so much parking on lower brooklyn road. The cycle numbers don't warrant it. No to the raised crossing across Washington Ave at the intersection of Brooklyn Road and Washington Ave. See NZTA rules - the raised courtesy crossings do not meet the NZTA rules. Double decker buses turn here and installing raised anything will not be safe. I strongly recommend a weight limit for any vehicles using the lower part of Washington Ave to Cleveland Street. No to moving the pedestrian refuge from west to east of this intersection. It will be more dangerous for those crossing to access the park. No to buses stopping in lane holding up everyone and no to the proposed median strip here. It makes the northbound lane too narrow and unsafe for anyone using the road. The council spent quite a lot of time and money consulting on the changes to the intersection of Todman and Ohiro Road to install green arrows. The aim being to better the traffic flow. Stopping buses in lane on the southbound lane will negate the time and money spent. And make a mockery of the consultation for that project. If the council is going to introduce 30kms speed limits then none of this is necessary and a whole heap of funding could be saved and used elsewhere. I'd like to see the vote on this held until it is known what the speed limit project says. I would like to see each of the 4 sections voted on separately by the regulatory committee. This means a councillor can say yes to the part for Brooklyn Road, but no to the Ohiro Road to Aro Street but yes to Cleveland Street for example. I say this because I am not confident that any changes other than what cyclists want will be made.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

We all know you are going to install a permanent bike lane but there are some serious flaws with the extra bits that no one knew was coming. The trial cycle lane was the initial consultation and I am sure that if the wider community knew about the changes in this proposal, they would have made more suggestions about what could/should be done. Rather than introducing them as changes to the making the cycle lane permanent. 1: Please retain the bus stops in their current positions and frequency. Buses only stop if there are pick ups or drop offs. Removing bus stops will only annoy users and inconvenience them. The south bound bus stop outside the council flats should be retained regardless. This is used by council tenants with mobility issues, the elderly who find it difficult to walk up Nairn Street, those with heavy shopping and those with kids. Metlink should change its focus from efficiency to SERVICE. 2: The off street parking north of the seido karate should be retained. Make it p180 during the day and turn the 1 parallel park into a mobility park. The council spent a lot of money on installing the easier access to the play area so make it accessible. Removing these parks will limit access to parks which is in contradiction to the councils own recreation policy that it has just consulted on. 3: If you put a bus stop here (which I am not supporting), the parking can still remain. Anyone leaving the car park will only have to wait a few minutes for the bus to depart. But the preference is to leave this bus stop where it is opposite upper Nairn Street. That is the most convenient place for users to catch it. 4: No to any raised crossing on this stretch of road at all. They are a hazard for cyclists going north. They add a lot of extra noise from the starting and stopping of heavy trucks and other vehicles. It will increase emissions which is contrary to the point of the whole change. 5: If you are going to change the speed limits to 30kms there is no need for these. 6: The washington ave courtesy crossing doesn't meet the NZTA rules. 7: The washington Ave raised courtesy crossing will make it more dangerous for buses. When double decker buses turn here, they lean dangerously. I would like to see a weight limit introduced for the section to stop NIS buses using this section of road. 8: There is no need to move the pedestrian refuge to east of the washington ave/brooklyn

road intersection. It will pit pedestrians against the majority of users turning right from here into Brooklyn Road. Where it is currently better services the existing bus stop and the entrance to Central Park. 9: If the plan is to introduce a wide concrete median strip to stop south bound vehicles passing stopped buses, there is something wrong with the design. This median strip will also create a barrier for emergency vehicles. Delaying arrival at destination and putting lives and property at risk. 10: How about making the users of Bidwill Street turning either way onto Brooklyn Road, stop. Change the give way to a Stop sign like the one proposed at Aro Street. This means cyclists would be safer. With the high number of accidents here involving cars, it is a simple cost effective solution.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I think the removal of the parking on this stretch of road will seriously impact more people than the cyclists it will 'help'. All 164 cyclists per day monday to friday. A better option would be to remove the parking on the eastern side, have the south bound cyclists join the traffic flow and follow the road rules. Retain the parking on the western side, create a clearway 7-9am, install some P15s for drops offs to doctors, some P180s for visitors to residents along that stretch, include some residents parking and move the centre line east so make the north bound lane a bit wider. And encourage cyclists to do the excellent Pedal Ready course. Removal of the parking will reduce visitors/carers to residents and thereby increase social isolation. It will reduce the capacity to get tradespeople to maintain properties unless you have the luxury of off street parking. Mostly the southbound cyclists are travelling the same speed of the other road users or faster. I see no need to inconvenience masses of users of this section of road for the very limited number of cyclists. As the council officers have admitted, they are disappointed with the uptake of cycling. I do support the amalgamation of the south bound bus stops but please retain the seat outside 157 Ohiro road. It is used by many, not just those waiting for a bus. I do not support the raised crossings though I would support an at grade zebra crossing outside 157 Ohiro Road. Raised crossings are hell on a bike - the Britomart Street speed bumps and raised crossing are very unpleasant to ride even at slow speeds. If you are going to reduce the speed to 30kms wellington wide, then none of these changes are necessary and a whole heap of money could be saved. I would support an extension of the 30kms speed limit to east of the Ohiro Road/Brooklyn Road intersection - this has been requested many a time - to the space where you are suggesting to install a raised crossing by Brooklyn Terrace. It is a cost effective way to slow speeds and spend the money on pipes instead. It is inappropriate of the council officers to suggest that those visiting the two doctors along here, park in Helen street and walk along the walkway, down the steps. What about those with prams, toddlers, mobility issues? It is very disrespectful and shows a willful ignorance of other peoples lives and situations. I support the removal of the 10 off street car parks at the intersection of Ohiro Road/Brooklyn Road on the condition that you also remove the car parks from here north down ohiro Road to the north Tanera Cres intersection and install a footpath on the western side. This footpath would enable pedestrians better, safer access to Tanera Park where lots of children go to play sport. Then you could have a crossing of sorts across Tanera Cres where it intersections with Ohiro Road. I do not support the in lane bus stops. The council has spent 3-4 years consulting with the residents association and spent \$1000s of dollars creating better traffic flow at this intersection. All gains will be wiped out by the stopping of all vehicles behind buses while they load and unload. It would be very simple and cost effective to create a law that required all road users (including cyclists) to stop and let the bus go first. Imaging the cost savings..... I do not support the cyclists going between the stopped bus and the

footpath. If you do this, then there must be a video camera here to film those cyclists that don't stop! And a massive hump/bump installed or a gate that comes down when a bus stops. How are those that come up Ohiro Road from Aro Street supposed to join the raised cycle lane if going to Brooklyn. This is a route I regularly use and would like to know. Because of the camber, I find it better to just cycle on the road and not join the cycle lane where it is the steepest on the entire route. Once again the design only take in the main routes and disregards those joining/leaving at points along the way.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I would support the raising of the crossing on Cleveland Street by Harrison street on the proviso that it is ok to cycle over. I do not support the removal of 3 residents parks on Cleveland Street, especially when they aren't even noted by the council in the plans as being residents parking. I understand the hydrant protection but would prefer a p10 for drop offs at the child care centre with a camera for overstayers. I think the mobility park would be better placed where the taxi stand is to be removed in Jefferson Street. Jefferson Street is a quieter street, and makes more sense. Having a mobility park on the north side of Cleveland street will be dangerous for users. I do not support the removal of the angle parking. This angle parking protects the existing mobility park. The proposed changes will only put the mobility park users in the path of the buses. The actual pinch point is east of here where Metlink and the council extended the bus stop into the road creating a very narrow space. In the councils own words, the perception of narrowness actually reduces speed to leaving the angle parking will slow traffic most effectively. I do not support the raised courtesy crossing at the intersection of Washington Ave and Cleveland Street. The NZTA rules say that these crossings cannot be within 5m of an intersection. So the installation of such will be illegal. Install an at grade zebra crossing if you must. It is also going to be tricky for anyone in or on any mode of transport to navigate a hill start, the raised crossing and an intersection. Again, the introduction of 30kms city wide which the council is proposing will sort out this issue with no need for a raised crossing. It will also create more noise for residents, and is unnecessary. I am confused as to there is also a need for a pedestrian refuge here. I am not sure where it is going. But a good location would be across washington ave just north of the cleveland st intersetion.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

1: With all the focus on safer cycling, the council officers and roading engineers have missed a vital and necessary piece of safety on this stretch of road. More dangerous than any perceived danger to cyclists. That is the intersection of (northern) Tanera Cres and Ohiro Road. See my earlier comment re removing all the parking on the western side of Ohiro Road from the intersection of Brooklyn Road, install a footpath all the way down from 136 Ohiro Road to 1 Tanera Cres with a crossing across Tanera Cres. This will make it far more safe for pedestrians (including children) to get to Tanera Park. 2: No to the speed bumps. The rational of thinking that timid cyclists will use this instead of brooklyn road is misguided. What will the timid cyclists do when they reach Aro Street? Turning right means they will cross traffic, then will have to turn left onto Wilils street across two lanes of vehicles and trucks going to the motorway, before getting

to the lanes to gain access to the city or across town to Mt Vic etc. If they turn left into Aro Street, they will then have to cross traffic to get into aro park to join the short cycle route. Better that the cyclists go down Brooklyn Road (sans raised crossings), choose the correct lane when the road splits into two, then choose the better lane when the road splits into 3, then 4 and on down Willis Street. A much easier transition for any cyclist. 3: Agree with Stop sign at Aro/Ohiro Road intersection. But not raised courtesy crossing. See NZTA rules re these within 5m of an intersection. 4: Where are the stats to show that this stretch of road of unsafe for cyclists. 5: Installing speed bumps on this piece of road will impact the recreational road cyclists, be unpleasant for other cyclists and most likely encourage other options for getting into town - beware the law of unintended consequences!

Brooklyn Connections Proposal
Feedback

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114372253755

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Bevan Smith | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| |

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|--|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| will the speed humps be OK for cyclists heading downhill |

| |
|--|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| more space for cyclists in a tight area. people turning up todman street can be a little reckless. |

| |
|---|
| Do you support the proposed changes on or adjacent to Cleveland Street? |
|---|

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Just a little concerned about speed humps for cyclists and making them safe when you're heading downhill pretty fast. The occasional car will behave recklessly on this road and cross the centre line when cornering.

Brooklyn Connections Proposal
Feedback

690
114372254360

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|--------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Kalanthee Paul | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Kalanathee%20Paul.pdf

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke – our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

You can contact us at brooklyntocity@wcc.govt.nz if you have any questions or you can visit a drop-in session if you need help filling out a submission.

Brooklyn connections proposal feedback

You can give feedback on improvements to Brooklyn that cover four areas:

- Brooklyn Road
- Ohiro Road (top section between Brooklyn Road and Cleveland Street)
- Ohiro Road (section from Brooklyn Road to Aro Street)
- Cleveland Street (including minor changes on Jefferson Street and Washington Avenue).

Brooklyn Road

During the trial, the most requested change was to extend safer biking lanes to the Brooklyn shops. The changes we are proposing here include:

- an improved bike lane up Brooklyn Road replacing the temporary one – at street-level with concrete buffers from the lower Nairn Street intersection to upper Nairn Street, and a raised bike lane with a kerb to just past the intersection with Ohiro Road

- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Ohiro Road (between Brooklyn Road and Cleveland Street)

The changes we are proposing here include:

- painted bike lanes on both sides of Ohiro Road between the top of Brooklyn Road and the shops, replacing all on-street parking (a safer connection on this section was one of the most suggested improvements during feedback on the trial bike lane)
- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about the proposed design?

Ohiro Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohiro Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support Support Neutral Oppose Strongly oppose Don't know

Do you have any comments to make about this part of the proposed design?

Brooklyn connections: summary

During the trial period we heard the following feedback from the community:

- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohiro Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohiro Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly support Support Neutral Oppose Strongly oppose Don't know

If you have any comments about the overall proposed plan, please share them here: (You can add extra pages if you want to write more)

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

- Car/van
- Commercial vehicle (*eg van or truck*)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

No Yes If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

Brooklyn Connections Proposal
Feedback

691
114372247744

| | | | |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: David and Sarah Knox | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| See previous! I suspect council will ignore feedback anyway - the community was not consulted prior to the temporary cycle lane being added. Council has this agenda prioritising cyclists - ahead of elderly and disabled citizens who need to drive their cars into the city and park them. Do a survey how many cyclist use the cycle lane relative to cars on the road? |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| The temporary cycle lane has made the road too narrow and dangerous, it also impedes traffic flow (especially by Central Park). This is the main route to and from the landfill and a heavily used bus route. The very small percentage of cyclists which use the cycle lane does not warrant the traffic congestion and safety issues the cycle lane causes. |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |

Do you have any comments to make about this part of the proposed design?

-Cyclists still continue to use the footpath as a cycle way. - It is dangerous when turning into/out of Bidwill and Washington Ave. - It is dangerous for buses and especially pedestrians at Bidwill St, and cyclists go around the outside of the bus. - Much needed street parking on Ohiro Rd and Cleveland St has been removed and impacts on local businesses. -Living in a hill suburb it is not practical to ride into the city, the roads are too narrow (e.g. Apuka and Mitchell St)

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

-We do not need speed humps on Brooklyn Road/Ohiro Road - causing slower traffic and more traffic congestion. See previous comments. Do a survey how many cyclists use the cycle way relative to cars? - Speed bumps do not make it safe for cyclists and what about the mopeds (vespers) who slow traffic anyway!

David%20and%20Sarah%20Knox.pdf

► Brooklyn connections proposal feedback

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Have your say on pedestrian, bus and bike improvements between Brooklyn and the city

We're changing our streets to give people safer, easier climate-friendly ways to get around our compact city. Wellington's streets are grinding to a halt as our population and car use continue to grow. We're planning permanent improvements so more people can walk, ride bikes or scooters, and use buses between Brooklyn and the city.

We're now seeking your feedback on the proposed street changes until 5pm, Sunday 23 July.

This work is part of Paneke Pōneke - our plan for a citywide network of connected bike/scooter routes that will be combined with improvements for pedestrians and people taking the bus. A temporary uphill bike lane was installed on Brooklyn hill as a trial in 2021. The intention was always to plan more permanent street changes. We are now consulting on proposed changes to this busy commuter, bus and freight route between Brooklyn and the central city so more of us can get around in climate-friendly ways without having to rely on cars.

If approved, the changes will be installed using more permanent materials. We've developed the designs based on community feedback received during the trial. We want your feedback to see if there are any improvements that could be made before we make these changes.

View the proposed changes online at transportprojects.org.nz/Brooklyn

You'll be asked about the proposal as a whole, and you'll also have the opportunity to provide detailed comments if desired. We'll also ask general questions about these changes, and you are welcome to attach any relevant photos or sketches, or an additional document. Survey takes about 5-10 minutes to complete. Feel free to skip questions. You don't have to answer them all.

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Brooklyn connections proposal feedback

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- a new raised zebra crossing on Brooklyn Road near the main entrance to Central Park
- removing the pair of bus stops near the entrance to Central Park (southbound stop 6713 and citybound stop 7713) to improve journey times and to allow for the proposed new pedestrian crossing
- a new raised courtesy crossing towards the bottom of Brooklyn Road near Nairn Street and two new raised courtesy crossings at the intersections of Bidwell Street and Washington Avenue
- parking changes and removals.

Do you support the proposed changes to Brooklyn Road?

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

Do you have any comments to make about the proposed design?

The temporary cycle lane has made the road too narrow & dangerous, it also impedes traffic flow (especially by Central Park). This is the main route to and from the Landfill & a heavily used bus route. The very small percentage of cyclists which use the cycle lane does not warrant the traffic congestion & safety ~~issues~~ issues the cycle lane causes.

Ohiro Road (between Brooklyn Road and Cleveland Street)

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- two new raised zebra crossings on Ohiro Road, near Brooklyn Terrace and near Tanera Crescent
- removing the southbound bus stop closest to the shops (stop 6719) and moving the other southbound stop (stop 6718) 30m closer to the shops.

Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

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

Do you have any comments to make about the proposed design?

- Cyclists still continue to use the footpath as a cycle way
- It is dangerous when turning into / out of Bidwell x Washington Ave.
- It is dangerous for buses & especially pedestrians at Bidwell St, and cyclists go around the outside of the bus.
- Much needed street parking on Ohiro Rd & Cleveland St has been removed and impacts local businesses.
- Living in a hill suburb it is not practical to ride into the city, the roads are too narrow (e.g. Apika x Mitchell St)

Cleveland Street

The changes we are proposing here include:

- two new raised courtesy crossings on Cleveland Street - one near Harrison Street to improve the existing crossing, and one at the Washington Avenue intersection (four parking spaces removed on Washington Avenue to allow for buses to turn safely)
- an additional mobility parking bay in Cleveland Street
- changing the angle parking by the fire station to parallel parking to make the street safer for everyone - four spaces reduced to two.

Do you support the proposed changes on or adjacent to Cleveland Street?

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

Do you have any comments to make about the proposed design?

Ohio Road (between Brooklyn Road and Aro Street)

The changes we are proposing here include:

- a safer shared on-road bike route downhill via Ohio Road to Aro Street with six new speed humps to encourage safer speeds
- a new raised courtesy crossing at the Aro Street intersection.

Do you support the proposed changes on Ohio Road (between Brooklyn Road and Aro Street)?

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

Do you have any comments to make about this part of the proposed design?

- We do not need speed humps on Brooklyn Rd / Ohio Rd - causing slower traffic and more traffic congestion.
- See previous comments. Do a survey how many cyclists use the cycle way relative to cars?
- Speed bumps do not make it safe for cyclists or what about mopeds (vespers) who slow traffic anyway!

Brooklyn connections: summary

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- Overall, many people said they liked using the new street layout and thought it made travelling between the central city and Brooklyn safer for everyone.
- The main response from people using the bike lane was that it should start further down and continue to the Brooklyn shops to improve safety and encourage more people to cycle on this route.

We're proposing:

- a safer bike connection to the Brooklyn shops and down to Aro Street via Ohio Road
- new pedestrian crossings and improvements
- changes to some bus stops
- to make the intersection of Ohio Road and Brooklyn Road safer for everyone
- parking changes and removal

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

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

If you have any comments about the overall proposed plan, please share them here:

(You can add extra pages if you want to write more)

See previous !

What is your main relationship to the Brooklyn area?

What is your **main** relationship to the area? **Please tick one:**

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

How do you normally travel along the Brooklyn area? **Please tick one:**

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.

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

Public transport should not be in the same question as cycle lanes!

City goals and network questions

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?

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

Would you like to speak to Councillors in support of your submission?

This usually involves a 5 min presentation in support of your submission to all Councillors or participation in a discussion forum with a small group of Councillors. Oral submissions will likely be heard early August. If you select 'yes', one of our team will be in touch to confirm.

- No
 - Yes
- If yes, please provide your contact number:

Are you providing feedback as An individual On behalf of an organisation On behalf of a primary or secondary school

Name of organisation

Name of school

I suspect Council will ignore feedback anyway - the Community was not consulted prior to the temporary cycle lane being added. Council has this agenda prioritising cyclists - ahead of elderly & disabled citizens who need to drive their cars into the city and park them. Do a survey how many cyclist use the cycle lane - relative to cars on the road?

Brooklyn Connections Proposal
Feedback

692
11437222744

| | | | |
|---------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Alex Gray | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| The existing layout has safety and drainage issues so I support a permanent solution. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| I am strongly opposed to the raised crossings on Brooklyn Road but support the separate uphill bike lane. |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| I strongly oppose the raised crossings and speed hump plus I also oppose the painted bike lane as removing parking will make access to 2 medical centres difficult. |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I am strongly opposed to the removal of the angle parks as parking is limited in Brooklyn and parallel parking also has risks for cyclists. I oppose the additional mobility park as the existing one is little used. I support the raised pedestrian crossing near Harrison street but am opposed to the raised crossing at the junction with Washington Avenue.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I am strongly opposed to the changes on this route as I do not consider the route is suitable for cyclists and the raised crossing at Aro Street is unnecessary.

2023-07-21%20Brooklyn%20Connections%20Submission.doc

██████████
Brooklyn

Wellington City Council
P O Box 2199
Wellington

21 July 2023

Brooklyn to City Improvements- Cycleway

Dear Sir or Madam

1. I am making this submission as a Civil Engineer who has lived in Brooklyn for over 40 years. I currently ride an e-bike to work but also walk and drive a car. I would have been up and down Brooklyn Road and Washington Avenue several thousand times.
My submission therefore focuses on this main route that carries 12,000 to 16,000 vehicles per day including many trucks driving to the 3 landfills on Ohiro Road.

Brooklyn Road from Nairn Street to Ohiro Road/Brooklyn Road intersection

2. My first safety concern is the raised courtesy crossing just past the Nairn Street intersection. As you are aware there is no legal requirement for drivers to stop at this crossing and the risk of a pedestrian being hit by a motorist is identified in the safety audit. Raised courtesy crossings are more suitable for low speed environments such as Kilbirnie shopping centre. The NZTA design guide for courtesy crossings recommends them for very low speed environments not greater than 30km/h and for no more than 7,500 vehicles per day. This location does not meet either of those conditions.
If any less confident pedestrians do not wish to use the current pedestrian refuge there is a traffic light controlled intersection crossing less than 50 metres away. Therefore, I request that the removal of this courtesy crossing as it is a potential safety hazard to pedestrians and retain the current pedestrian refuge.
3. I support a new pedestrian crossing opposite the main entrance to Central Park but not a raised one. This is a major urban route and the 3 raised pedestrian crossings proposed for this route are likely to cause congestion, rubbish on road (from trucks), increased emissions and noise. As an alternative I would support at grade pedestrian crossings. The crossings could include speed humps to reduce speed. As trucks and buses are wide enough to avoid the humps that will improve the ride for bus passengers. If the pedestrian count warranted it a traffic light operated crossing may be appropriate. I am totally against raised crossings on this arterial

route carrying up to 16,000 vehicles per day. There are no raised crossings on Adelaide Road or Riddiford Street and only through the shops on The Parade Island Bay. Therefore I object strongly to raised crossing on this arterial route.

4. I support the reinstatement of the painted hatched median strip on lower Brooklyn Road as currently there is no contingency to avoid head on crashes. This was one of my concerns with the temporary cycle lane up Brooklyn Road.
5. I am concerned regarding the proposed new bus stop just downhill of the Renouf Tennis Centre as this proposal will remove 4 parking spaces built for parents to safely unload small children to access the Central Park play area. We note that the current northbound bus stop (#7714) is little used and therefore cannot see the need to spend thousands of dollars moving it north when to do so compromises the safety of small children including my grandchildren. Therefore I request the new bus stop and associated shelter be deleted, the current bus stop remain where it is and the 4 angle parks retained.
6. Washington Avenue intersection with Brooklyn Road. As discussed with Council, the proposed new pedestrian refuge on the east (downhill) side of this intersection is in the wrong place and a potential safety hazard to pedestrians. This is because about 80% of traffic turns right to head north down Brooklyn Road into the city. Putting a pedestrian refuge downhill puts pedestrians at risk crossing in front of right turning traffic. I note that the safety audit did not identify this risk. The current pedestrian refuge west of this intersection is located opposite the bus stop and the entrance to Central Park. This refuge is the logical and safer crossing point for pedestrians and I request that it remains in place.
7. Brooklyn Road west of Washington Ave. I am concerned that the proposed southbound (uphill) road layout (solid concrete median strip and in lane bus stop) will block traffic when a bus stops west of this intersection. This will increase congestion, noise and emissions and is a safety issue so close to the Washington Avenue intersection. The road width on the northbound lane (downhill) is only 2.8m. That is inadequate for the size of commercial vehicles and trailers that use this route. Therefore I request that the new median island proposed be deleted so that south bound traffic can pass a stationary bus and that at least a 3m road width is provided for northbound/downhill traffic.
8. I understand and support the need for safety improvements at the Brooklyn Road/Ohiro Road intersection. However, I cannot see the need and object to the Watts style speed hump downhill of the intersection which will cause noise for adjacent residents. The northbound traffic will already have been slowed by 2 pedestrian crossings and the southbound traffic is already slowing for the corner and for the right hand turn into Ohiro Road. Therefore, I request that the Watts Profile Speed hump be deleted.

9. As a patient of one of the Medical Centres on Ohiro Road I am concerned regarding the removal of all car parks to allow a painted cycle lane on both sides of the road. However, as a cyclist I recognise the need for additional road space due to the number of large vehicles. Therefore I support the alternative proposal of a peak hour clearway on both sides of the road. This will allow additional short term parking for medical patients during the day.
10. I am opposed to the removal of the 4 angle parks on Cleveland Street as there is already a shortage of car parks in Brooklyn Village. Vehicles parallel parking also cause potential safety issues for cyclists. The road width of 5.5 metres (with vehicles parked) could be improved by narrowing the 2.5 metre wide footpath by 600mm. Also, the road is only 5.8 metres wide opposite the bus shelter that was moved forward as part of the Hub “improvements”. I understand that Metlink were concerned about the angle parks due to the narrow road width. The road is only 300mm wider by the bus stop and the road needs to be widened here as well if the Metlink concern is to be addressed.
11. I am concerned regarding the proposed raised crossing at the corner of Cleveland Street and Washington Avenue. This crossing is already a difficult intersection for large or long vehicles that need to stop and then do a hill start. The raised platform may result in buses and trucks straddling the platform which would be uncomfortable for bus passengers. I therefore request this raised platform be deleted and the Stop line painted one metre forward for better visibility. There are not many pedestrians crossing here so I question the need for a median refuge which has resulted in removal of car parks on the east side of Washington Avenue.
12. There are some good safety improvements in this project, but there are also several issues which in my view reduce safety for vulnerable road users as mentioned in my submission above.

I wish to be heard please and am submitting as an individual.

Alex Gray

Brooklyn tel [REDACTED]

Brooklyn Connections Proposal
Feedback

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114372193788

| | | | |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Dani bann | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission?
Detailed

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Oppose
Do you have any comments to make about this part of the proposed design?
Where is the parking for the aged and disabled visitors for the two gp services on ohio rd?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

694
114372160414

| | | | |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Henry | SUBURB: Newtown | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
WCC need to stop bastardizing Wellington City's roads for their own political agenda. I'm all for cycling and "lowering emissions" etc, but not by penalizing all other road users and then charging them for the privilege. When will the madness end?!

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Has there been any consideration in regards to the volume of Heavy Traffic up and down Brooklyn Road? Be that trucks going to/from the quarry and landfill. They will ruin your lovely new speed bumps and raised crossings? Has consideration been given to the response of emergency vehicles (fire truck) and how any "improvements" to Brooklyn Road can adversely affect any response times into the city. How many people actually cross Brooklyn Road and/or have been injured or indeed killed by trying to cross this road? Why the need for so many zebra crossings?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose

Do you have any comments to make about this part of the proposed design?

This road is narrow and difficult enough to negotiate at the best of times, especially in a truck with cars sitting at the lights. You will eliminate all the carparks for these cycle lanes. Where are these people expected to park? I know for a fact that residents of Ohiro Road park on the street due to not having private off street parking. You will be taking away the carparks and giving them nothing and nowhere to park? Bus stop in the middle of a lane? That's not "Getting Wellington Moving", this is straight up "Stopping Wellington Moving". Raised zebra crossings are only going to impede on flow of traffic. All vehicles, especially heavy vehicles will have to slow to a significantly low speed to safely travel over these, causing further congestion.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

The raised crossing at Washington/Cleveland idea is ridiculous. Gaining a clear view of traffic on Washington coming from Brooklyn Rd while sitting on Cleveland St is difficult as it is. Adding a raised crossing can only (I assume) make us wait further back and see even less? Again, removing/reducing car parks is a ridiculous idea. Another example of WCC not giving a rat's ass about small business owners/retailers surviving in this already difficult economy. You've already killed half of Riddiford Street. What difference does it make having angle or parallel parks? Has there been an adverse number of injuries or deaths from vehicles entering/exiting these parks? Just yet another example of custom being taken away from local businesses.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

If there's going to be a cycle way ruining both sides of Brooklyn Road why ruin another perfectly good road? Stupidity.

**Brooklyn Connections Proposal
Feedback**

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114372176167

| | | | |
|-------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Derek Bealing | SUBURB: Kelburn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-------------------------------|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Too much priority given to cyclist safety over the access to bus stops by the elderly and disabled residents.

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This is a wide and heavy traffic route and is too narrow below the tennis centre, and raised crossings will cause ongoing road surface issues.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Too little consideration of the consequences for immediate residents and the road surface damage from raised crossibgs.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Too little consideration of impact on local businesses and immediate residents.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Speed humps become dangerous on wet hill roads and are only useful for immature and inconsiderate drivers.

Brooklyn Connections Proposal
Feedback

696
114372182601

| | | | |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Kelly Walton | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly oppose
If you have any comments about the overall proposed plan, please share them here
Seems to be a waste of ratepayers money,

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

It is very difficult to find a park on Cleveland and Washington. Removing more parks will affect local businesses and school pickups as residents will no longer pop down to the shops

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

697
114372170722

| | | | |
|--------------------------------|---|---------------------------------------|-------------------------------|
| NAME: Susan Dinsdale | SUBURB: Wellington Central | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------------|---|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| The WCC has given no consideration to the vast numbers of the community who don't or can't ride bikes. Your "temporary" bike lane up Brooklyn Hill has already impacted people wishing to attend facilities, e.g. Seido Karate and Central Park, and these changes will make it even more difficult, if not impossible to attend the sessions. Many people from all around the Wellington Region attend the karate centre, including a long standing group of special needs children and adults who, by necessity, require to be taken and picked up by car. Parents wish to stay and support their children and parking is already at a premium which makes life even more difficult than it already is for the disability sector. Many people attend karate from areas where using the bus or walking is just not possible - this hasn't been considered at all. The removal of all the car parks on the downhill side of Brooklyn Road will have a huge detrimental effect on many members of the community. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn%20Hill%20changes%20Submission%20to%20WCC%20-%202019%20July%202023.pdf

I wish to put in a submission in relation to the proposed changes to Brooklyn Road.

Part way up this road is the Renouf Tennis Centre, and the white building to the front road side of this building, houses the Wellington Seido Karate Group.

My special needs adult son attends karate as part of a group called the Downright Dragons, in this building every Sunday morning, an activity he has done for the last 15 years thanks to Wellington Seido Karate. They have operated out of this building for the last ten years. The disability sector of the community is very poorly funded and supported and this is one activity which my son can be part of which is important for his health and wellbeing, as thanks to the generosity of Wellington Seido Karate, it is a free service to our group.

Our Downright Dragons Group come to karate from all parts of the Wellington Region – from the Kapiti Coast, the Hutt Valley and suburbs throughout Wellington. They are all, by necessity, driven to karate by their parents, brothers and sisters or caregivers. They would not be able to attend this important part of their lives without this assistance. Some of this group are dropped off and picked up after class, and for others, the parents/caregivers stay to support them. Carparking is therefore vital for them to attend and be part of the community, which unfortunately the Wellington City Council has not taken into account, with their insistence on their citizens biking throughout the city and environs. Not everyone is able to bike/e-scooter or even walk. This section of the community is larger in number than the smaller percentage of people who choose to bike, particularly up the Brooklyn Hill.

It is already difficult for us as parents and caregivers to take our children to karate since the Council put in the temporary bike lane on the uphill side of the Brooklyn Road. Parking has become a premium. By removing approximately 26 carparks outside the Seido Karate building you will, with one fell swoop, make it impossible for us to support our special needs children in an activity which they love and which is so important for their mental and physical health.

Many other people use these car parks as well – members of the Seido Karate Group who come from all parts of the Wellington Region to their classes each week; parents come with their babies and toddlers and their buggies to access Central Park – again not everyone lives in the area, but uses the area for social and health reasons.

Please reconsider this part of your “changes” to Brooklyn Hill as what you propose will be to the detriment of a larger part of the community than those who currently use the road to cycle. Far more consideration needs to go into the vast numbers of the community who don’t, won’t or can’t use a bike. These huge changes to the landscape are coming from an idealistic viewpoint which those of us in the disability sector, for example, can never be part of.

If you proceed with these parking and access changes, it is most unlikely that our adult special needs son will be able to continue with this, his sole physical activity. This will apply to all our Downright Dragons group as our children rely on having direct access and parking outside the Seido Karate facility. We are also part of the Wellington community.

20 July 2023

Susan Dinsdale

Brooklyn Connections Proposal
Feedback

698
114370310616

| | | | |
|-----------------------------|----------------|--|--------------------------------|
| NAME: Sarah Shand | SUBURB: | ON BEHALF OF: Transpower New Zealand Limited | ORAL SUBMISSION: Yes |
|-----------------------------|----------------|--|--------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Oppose

Do you have any comments to make about this part of the proposed design?

Prefer to attached a document

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

20230721%20Transpower%20submission%20Brooklyn%20bus%20and%20bike%20proposal.pdf

To: Wellington City Council

Feedback by Transpower New Zealand Limited on the Brooklyn Connections bus and bike improvements

21 July 2023

Keeping the energy flowing



Address for Service:

Transpower New Zealand Ltd
PO Box 1021 Wellington
Wellington 6140
Attention: Sarah Shand
Environmental Planner
Ph: [REDACTED]
Email: [REDACTED]

1. INTRODUCTION

- 1.1 This document and appendices form part of Transpower New Zealand Limited's (Transpower) feedback to Wellington City Council on the proposed Brooklyn bus and bike improvements ('the proposal'). The proposal also involves infrastructure installation, associated earthworks and landscaping. The proposed works are set out on the Wellington City Council Transport Projects website¹ and in the design drawings 'Brooklyn to City Improvements' prepared by Jacobs.
- 1.2 Transpower is the State-Owned Enterprise that plans, builds, maintains, and operates New Zealand's high voltage transmission network - The National Grid. The National Grid comprises around 12,000 km of transmission lines and cables, and some 164 substations. It links generators to distribution companies and major industrial users from Kaikohe in the North Island to Tiwai Point in the South Island. Transpower's principal role is to ensure the reliable supply of electricity throughout the country and, therefore, has a significant interest in ensuring that development does not adversely affect the operation, maintenance, upgrading and development of the existing transmission network.
- 1.3 Transpower's Central Park substation is located at 102 Nairn Street, Mount Cook, Wellington but the main vehicle access point for the substation is located on Brooklyn Road. The incoming Central Park – Wilton B (CPK-WIL-B) 110kV National Grid transmission line also passes overhead of Brooklyn Road connecting to the substation. Please refer to the Transpower asset map provided in **Appendix A** for further detail.
- 1.4 Transpower's interest in the proposal relates to works on Brooklyn Road, which could adversely impact Transpower's ability to enter and exit safely from Central Park substation if it is not appropriately designed. From the "Brooklyn to City Improvements" drawing set provided as part of the consultation, it appears that the permanent bike path will be closer to the substation, all existing car parks outside the substation on Brooklyn Road will be removed, and there will be a new landscaping feature and a new island with a bus stop installed on it. Transpower expects there will be some minor earthworks to establish these. The existing bus stop outside the substation, near the Nairn Street corner (Metlink reference 6714), will be removed.
- 1.5 Transpower does not oppose the Brooklyn bus and bike improvements proposal in principle. However, Transpower opposes the application on the basis of ensuring that the proposed bike path, new bus stop location and associated works are appropriately designed so they do not adversely impact the operation, maintenance, upgrading and development of the Central Park substation and that any construction works for the proposal are carried out safely.
- 1.6 Transpower requests that Wellington City Council consults with Transpower as the detailed design progresses for the area outside the substation, and provides evidence that the range of vehicles which access Transpower's Central Park substation will be able to continue to do so safely.

¹ <https://www.transportprojects.org.nz/current/brooklyn-connections/>

2. STATUTORY CONTEXT

National Policy Statement on Electricity Transmission 2008 (NPSET)

2.1 Under the Resource Management Act 1991 (RMA), the National Grid is recognised as a significant physical resource that must be sustainably managed, and any adverse effects on that infrastructure must be avoided, remedied or mitigated. The NPSET confirms the national significance of the National Grid and the need to appropriately manage activities and development under, and close to it.

2.2 The Objective of the NPSET is as follows:

To recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *Managing the adverse environmental effects of the network; and*
- *Managing the adverse effects of other activities on the network.*

2.3 The NPSET contains fourteen policies. In particular, Policy 2 of the NPSET requires decision-makers to recognise and provide for the effective operation, maintenance, upgrading and development of the electricity transmission network. Whilst Policy 10 requires that all decision-makers: *“to the extent reasonably possible manage activities to avoid reverse sensitivity effects on the electricity transmission network and to ensure that operation, maintenance, upgrading, and development of the electricity transmission network is not compromised.”*

2.4 In 2017, the High Court² emphasised the strength of Policy 10, stating:

“[85] Policy 10, though subject to the “reasonably possible” proviso, is, in my judgment, relatively prescriptive. It requires that decision-makers “must” manage activities to avoid reverse sensitivity effects on the electricity transmission network, and “must” ensure that the operation, maintenance, upgrading and development of the electricity transmission network is not compromised. What is sought to be protected is the national electricity transmission grid – an asset which the NPSET recognises is of national significance. A mandatory requirement to ensure that an asset of national significance is not compromised is, in my judgment, a relatively strong directive.”

The New Zealand Electrical Code of Practice for Electrical Safe Distances - NZECP 34:2001

2.5 The National Grid is subject to various operational and engineering requirements that dictate how other activities are undertaken in relation to the National Grid, including the requirements of NZECP34: 2001.

2.6 NZECP34: 2001 is a mandatory code of practice pursuant to the Electricity Act 1992 which sets minimum safe distances from overhead transmission lines to protect persons, property, vehicles and mobile plant from harm or damage from electrical hazards. The Code establishes safe clearance distances to buildings and structures, the ground (including stockpiles of earth and filling activities), and other lines, as well as how close buildings, structures and excavations can occur to poles and towers. All proposed works must comply with the NZECP requirements.

² Paragraph 85, High court interim judgement of Justice Wylie in *TRANSPower NEW ZEALAND LTD v AUCKLAND COUNCIL* [2017] NZHC 281 [28 February 2017]

3. MATTERS OF INTEREST TO TRANSPOWER

- 3.1 In accordance with Policies 2 and 10 of the NPSET, Transpower's interest in the proposal is to ensure that the operation, maintenance, upgrading and development of the existing National Grid is not compromised and that any works near Central Park substation and the CPK-WIL-B transmission line are carried out safely.

Access to Central Park substation

- 3.2 The main vehicle access point to Transpower's Central Park substation is located on Brooklyn Road (see map in **Appendix A**). The substation is regularly visited by Transpower staff, its service providers, and Wellington Electricity who also has assets at the site.
- 3.3 Despite vehicle access and onsite parking (being the driveway) being located on Brooklyn Road, all personnel visiting the substation must enter via the main entry point located on Nairn Street. Due to this inconvenience, typically visitors park their vehicles on the road reserve on Nairn Street, or utilise the carparks on Brooklyn Road which are to be permanently removed as part of the proposal.
- 3.4 When these carparks are unavailable, or there is a larger number of visitors at the site, Transpower will utilise the driveway accessed via Brooklyn Road to park vehicles. It is Transpower policy to always park in a forward-facing direction at all substations. This requires sufficient space being available to manoeuvre the vehicle so it can be reversed into the driveway. Currently Transpower utilises the footpath or carparking space to be able to make this manoeuvre and avoid blocking the road.
- 3.5 Central Park substation is not continually manned by personal but is visited on a frequent basis. It is typical that there could be up to 4 vehicles visiting the site at the same time, for 7, 8-hour days per month.
- 3.6 On occasion, Transpower will have larger vehicles visit the site which will also be required to safely access in and out of the driveway.
- 3.7 Table 1 below shows provides an example of the type of vehicles that visit Central Park substation and the frequency.

| Vehicle type | Frequency of visit |
|---------------------|---|
| Ute | 4 utes on site for 7 days every month, 8hr days. Random callouts for fault response, 1 Ute, 2hrs, once per month. |
| Ute with trailer | 1 ute with trailer for whole day, 4 days per month |
| Hiab | 4 times per year |
| Oversized vehicle | Transformer delivery truck – required every 10 years, and includes crane being on site. Note this is scheduled to occur in the next 2 years, and will incur 6 large truck movements, 4 crane movements, 6x concrete truck movements etc. |

| | |
|--|---|
| | Roof replacement also scheduled in the near future, again multiple delivery trucks and crane movements. |
|--|---|

Table 1: Example of vehicle visits at Central Park substation

- 3.8** The proposed landscape and bus stop islands have the potential to restrict Transpower’s ability to access the substation safely. Suitable vehicle access and clear unobstructed turning space is required to allow for safe access in and out of the substation for a range of vehicles which are required to access the site. Ute type vehicles are expected as part of daily operations, and larger vehicles at times of equipment replacement or development at the site. The extent of physical barriers (such as the islands) may limit the available access, which can significantly increase the cost of undertaking any maintenance or upgrading work when larger vehicles are required at the site and cause disruption to the bike path and bus stop users.
- 3.9** Transpower’s ability to access Central Park substation needs to be considered in the proposed earthworks, landscaping and bus stop design, and during construction.
- 3.10** At this stage, the plans³ do not provide sufficient assurance for Transpower that Central Park substation can be safely accessed.

NZEC34:2001 Safe Separation Distances - Land Disturbance and Mobile Plant Operation

- 3.11** The appropriate management of any land disturbance or construction related activities around Transpower’s National Grid transmission lines, including support structures, is critical for security of supply to the National Grid and providing for the health and safety of those undertaking the works. Such activities undertaken in proximity to the National Grid must comply with the safe separation distances set out in NZEC34:2001.
- 3.12** Mobile plant and machinery, such as excavators, or cranes, along with the transport of oversized loads, have the potential to reach up to, or above, the height of the conductors. In Transpower's experience, mobile plant and other vehicles working in proximity to transmission lines pose a real and significant risk. It is essential that the use and location of this machinery is carefully considered to avoid contact with the conductors. Coming into close proximity to a live conductor and causing a flashover (i.e., the flashover will occur prior to contact) can:
- Compromise the safety of the machinery operators, workers, or members of the public in or near the machinery and result in electric shock;
 - Damage the machinery or the line itself; and
 - Affect the operation of the National Grid and the security of supply.
- 3.13** Mobile plant operation in proximity to the National Grid must comply with the minimum safe clearance distances set out in Section 5 of NZEC34: 2001 relating to works in proximity to conductors and towers. All machinery and mobile plant operated in association with the works shall

³ Brooklyn to City Improvement Plans titled “RAISED UPHILL BIKE LANE (AND OTHER SAFETY IMPROVEMENTS) GENERAL ARRANGEMENT - SHEET 4 OF 18” and “RAISED UPHILL BIKE LANE (AND OTHER SAFETY IMPROVEMENTS) GENERAL ARRANGEMENT - SHEET 5 OF 18”

maintain a minimum clearance distance of 4 metres from the National Grid transmission lines at all times.

Planting of vegetation in proximity to the National Grid

- 3.14** Planting vegetation underneath and in proximity to the National Grid transmission lines has the potential to cause a fault subsequently affecting the operation of the line, injury or death to someone near the tree and damage to land and property. Furthermore, should vegetation touch high voltage conductors or a flashover⁴ occur, dangerous voltages may arise in the area around the tree or on the tree itself. High voltage electricity flowing into trees can cause trees to ignite. Therefore, it is critical that the safe clearances within the Electricity (Hazards from Trees) Regulations 2003, including the setbacks to cover tree fall hazard, are met.
- 3.15** Transpower considers it unlikely vegetation will be selected that would cause concern for the overhead CPK-WIL-B 110kV transmission line. Yet in the absence of any detail in the plans, would like to inform Council that any landscaping must comply with the following:
- a) Any vegetation planted within the NGY (12 metres from the centreline of the transmission lines) must be not exceed 2 metres in height at full maturity and must comply with the Electricity (Hazards from Trees) Regulations 2003, or any subsequent revision of the regulations.
 - b) Vegetation planted outside of 12 metres either side of the centreline of the transmission line must be setback sufficiently to ensure that trees cannot fall within 4 metres of the transmission lines.
- 3.16** Further to this, any vegetation selected must not limit the ability to safely assess the traffic on Brooklyn Road for those entering and exiting the substation driveway.

Earth Potential Rise (EPR) matters

- 3.17** Earth Potential Rise (EPR) is the potential for towers or poles to transfer high voltage and dangerous currents into the ground during a lightning strike or fault on the transmission line. This can affect, among other things, all new installed services such as pipelines, communication cables, fences, streetlights and housing placed in close proximity to transmission towers.
- 3.18** Transpower seeks the opportunity to provide specific advice on any EPR mitigation that might be recommended once the final design of the bus stop is known.

Construction Management Plan

- 3.19** Given the location of the works on near Central Park substation and under CPK-WIL-B 110 kV transmission line, construction works will need to be managed carefully to avoid any impacts on the National Grid and minimise risks to people and plant.
- 3.20** Transpower requests that any CMP prepared for the Brooklyn bus and bike improvements proposal includes provisions to reflect the location of works in proximity to the National Grid assets and shall include reference to the relevant requirements of NZECP34: 2001 (i.e., minimum required distance between wires/conductors and large construction plan) and demonstrate how these will be

⁴ Arcs of electric current that can pass from the wires / conductors to the steel towers into the earth.

complied with. The CMP shall also outline the management measures that will be implemented during the proposed works to avoid or mitigate adverse effects on Transpower's National Grid assets from any dust generated from land disturbance activities so as not to create a hazard or nuisance to the National Grid assets.

4. DECISION / RELIEF SOUGHT

- 4.1** Transpower seeks a decision that ensures that the operation, maintenance, upgrading and future development of National Grid infrastructure is protected from the potential adverse effects of the proposed Brooklyn bus and bike improvements.
- 4.2** Transpower requests that Wellington City Council continues to consult with Transpower through the detailed design stage to ensure that the design of the landscaping and bus stop islands does not hinder the ability of vehicles visiting the Transpower Central Park substation to do so safely.
- 4.3** Transpower also requests that any CMP prepared for the proposal includes reference to the relevant requirements of NZECP34: 2001 as discussed above.

Dated at Wellington on 21 July 2023

Approved for Release by Transpower NZ Ltd:



Sarah Shand
Environmental Planner
Transpower New Zealand Limited
(Authorised to sign on behalf of Transpower NZ Ltd)

Ph: [REDACTED]

Appendices:

Appendix A: Asset Map of Central Park substation

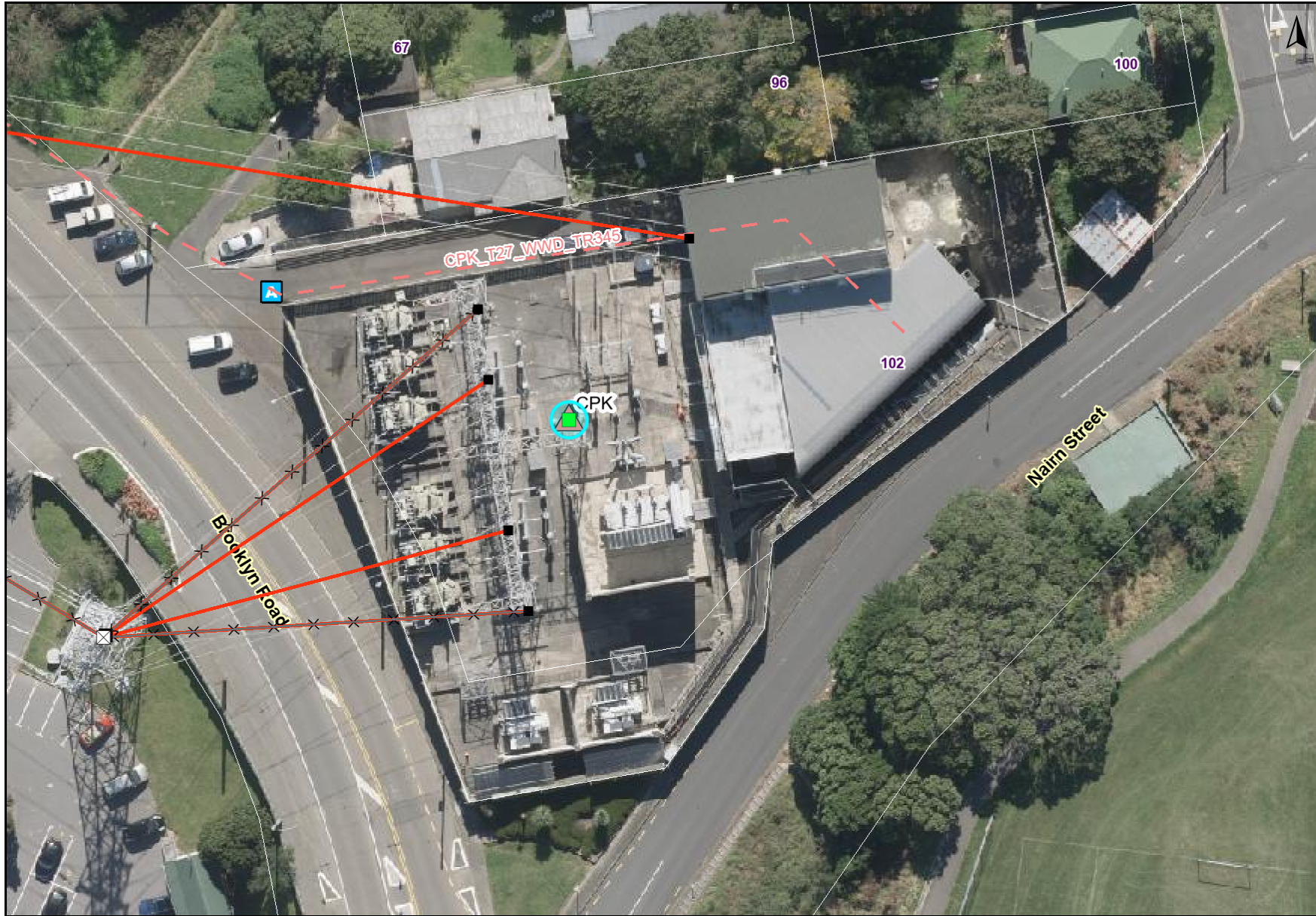
Appendix A:

Map of Transpower Assets



TRANSPOWER

Central Park (CPK) substation



Legend

Maximo Assets

Site

■ AC Substation

Structure

- ☒ Double Circuit Steel Tower
- Termination

Earthwire

✕

Span

— 110 kV

Underground Fibre Cable

—

Transpower Data

Site Access Point

Ⓜ

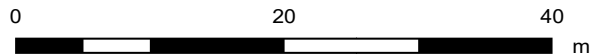
Asbestos at Substation

⚠

Imagery base layers

Parcel Boundaries

□



21-Jul-2023 Scale 1: 564 Plan size: A4L

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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**Brooklyn Connections Proposal
Feedback**

699

114372142520

| | | | |
|------------------------------|----------------|---------------------------------------|--------------------------------|
| NAME: Nicola Moore | SUBURB: | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|------------------------------|----------------|---------------------------------------|--------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I am not opposed to cycle ways. I am strongly opposed to the cycle way on Brooklyn hill due to its topography. In particular the rain and the channels of water going across the road the new cycle way has caused. The buildup of debris in the curb/gutter causes pooling of water this too making it tricky for pedestrians to actually get on to the pavement when trying to cross Brooklyn road. The dramatic dangerous speed of cyclists going downhill is a concern, often faster than the 30 km/hr. People accept, we need to look at "car free spaces" in the CBD, however this is not the CBD. This is Brooklyn. A suburb where elderly, young families, pregnant, disabled, sick people need to be able to park near their Dr's surgery. Park near their house, be able to find a park outside the diary and buy milk, go to the pharmacy and even go to the restaurants. Taking those carparks will negatively affect local business and make some businesses unviable which will change the character of our village. Huge sacrifices are being asked of the majority for the benefit of a few people. Those few are the fit, the young and mostly male too. Rate payers \$\$ could be better spent to be inclusive to all people who live on the hill by improving public transport which is a sustainable environmental option.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

drainage with the temporary poorly designed cycle way is worrisome in downpour, debris just builds up , debris does not flow under in the guttering/ curb side making it even more dangerous as a pedestrian to leap or wade thru.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Does both sides have to loose car parks for residents.? Residents are people, pets needing to park near their residence because they are elderly, young children, have disabilities, ill / pregnant, carrying the weekly groceries, dogs on leads

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Brooklyn school drop off for children, playcentre. 4 less parks for parents to find a carpark, already few carparks on Washington ave for actual residents to park their car near their residence with Brooklyn school near by

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

700
114372136266

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Gill McLean | SUBURB: Mount Cook | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
Support the zebra crossing and bus stop changes. Strongly oppose double bike lanes and parking removal along this section. Parking is essential to get to Doctor (when their parks are used), and to access shops, restaurants & cinema

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Oppose angle parking removal. Other changes seem ok.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Hmmm - yet more speed bumps! They are essential on Bidwill St, but don't see a great need here.

Brooklyn Connections Proposal
Feedback

701
114372017753

| | | | |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ros Luxford | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

| |
|--|
| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Very important |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I support it but also note that the new solution needs to give car drivers heading up Brooklyn Road enough room to avoid car doors opening on their left and not getting hit by one of the many large trucks coming down the road after visiting the Southern Landfill. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

I am unsure whether there really is a strong requirement for a raised crossing at the intersection of Cleveland and Washington; the removal of car parks on Washington Ave is going to create pressure during school pick up hours and will probably lead to illegal parking in this zone (already occurs); has consideration been given to lowering the speed limit on Washington Ave between Dorking and Bell Roads to 30kmph, to slow traffic coming up/down Washington Ave given the large pedestrian nos. in this area around the school? This along with a raised zebra crossing being installed outside the school to also act as a traffic calming device, would make this section of Washington Ave feel a lot friendlier to non-vehicular users. Finally, as a resident of Jefferson Street, the no. of service vehicles that are often parked around Jarvis & Lowndes and Wing on Chang unloading etc and frequently double-parked, blocking site lines, is worrying. Is there any opportunity for better dedicated loading spaces? Today I was stuck behind a rubbish truck parked in the middle of the street as it loaded rubbish from J&L and then had to exit with the Gilmour's delivery truck parked outside Bogart's pizza, with almost zero visibility of the right lane. It also blocks people entering the pedestrian crossing to traffic coming down Cleveland St. Frequently this truck is also found parked too close to the Jefferson St intersection on the north side so there is zero visibility to the left - this is quite often because something large is parked in the park outside Bogart's, so basically you can't see anything when you are trying to drive out of Jefferson Street. I am grateful for the amenity offered by WOC etc. and appreciate they need to receive deliveries - just wondering if some thought has been given to this, particularly with more car parks in Cleveland Street being removed under this scheme.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Don't like the shared on-road bike route on Owhiro Rd, to the extent that it gives a false sense of security to a cyclist and will frustrate (rightly or wrongly) drivers. Unclear if there is a strong desire to use this option vs. coming down Brooklyn Hill instead - perhaps the better option is to not have this and in this way, encourage users onto the more generous Brooklyn Road option, which has better visibility also.

Brooklyn Connections Proposal
Feedback

702
114372016537

| | | | |
|-----------------------|----------------------------|----------------------|-------------------------------|
| NAME: Tyler | SUBURB: Brooklyn | ON BEHALF OF: | ORAL SUBMISSION: No |
|-----------------------|----------------------------|----------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Support
Do you have any comments to make about this part of the proposed design?
We don't zebra crossing on Brooklyn road as hardly anyone crosses the road. This would just disrupt traffic and slow down movements to and from the city. Bike lanes would be fine

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?
This is a waste of time. The road is too small to warrant adjusting. The zebra crossing will only slow traffic down and we already have traffic lights at the corner plus a median strip for people to safely move to near the bus stop at the other end. Would be a waste of money. Removing the car parks also means those living there have no where to park. Where do you suggest they park???

Not everyone is endowed with a car park. This should absolutely not go ahead. Leave the road alone.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Support all the changes except the adjust of angled parking to parallel. This would reduce car parks and it is clear where these people would now park. Especially given its so busy around there anyway you hardly can find a carpark when going to the shops. Zebra crossing and taxi stand adjustments are a good idea

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Would depend on exactly where the speed humps are located. They should be near the bottom end of the street where it's tight and needs slower speeds. At the top would just unnecessarily slow traffic and may be dangerous to cars coming down hill who don't see them

**Brooklyn Connections Proposal
Feedback**

703

114371550553

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|-----------------------|-------------------------|---------------------------------------|-------------------------------|
| NAME: Aaron | SUBURB: Other | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------|-------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

I completely oppose this proposal. It appears ill-thought out, and could have utilised the existing uphill verge space and over-width footpath to create both a cycle way (of more appropriate width), a walkway (of more sensible width), AND still facilitated having the carparks up the uphill side of the road, AND retained the median strip that was removed. The dangers created by the trial lane install, appear to be proposed to be dealt with by removing most of the carparking in its entirety, which will severely axe the local community groups realistic access to the Renouf centre, Seido Karate Dojo, and the Central Park Playground area. The parking that would remain after these changes are made will be utilised by those that live in the housing at the bottom of the Brooklyn Hill near Nairn Street. There won't be any parking left for others. So saying there will be 91 remaining carparks is very misleading if arguably 85% of those are currently ALREADY being utilised on a daily basis by local residents, and therefore WON'T be 'available' to other users of this area. Wellington is a City that suffers terrible weather often. Removing parking close to amenities and pretending we will all ride bikes to get places when its dangerously windy or wet, is just not aligned with reality. As a parent, I can confidently say that I will never take my baby girl to the park on a bike. It is not safe or practical to transport a child aged 1yr old, on the back of a bike. Nor is it at all practical. Where do I carry the stroller while I'm cycling? My wife doesn't bike but she wants to come to the park, and now there is no car parks to use? If I take an infant or toddler out, I need the flexibility to travel there and back faster than a bike or bus might allow. Our citizens often live in suburbs many many KMs away from the CBD, and travel in by Bus or Bike is just not feasible for so many of us. It is a reality of our geography that personal cars are an absolute necessity for getting around, conducting business, and supporting other local businesses.

WCC need to start listening to the wider population. These consultations are being made with earmuffs & blinkers on, and it leaves many of us with extreme loss of confidence in this council and its (in)ability to run a functional city and supporting infrastructure.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

There has been no data shared about actual user volumes cited both prior to, and then following a substantial bedding in period of the trial bike lane on the uphill side of Brooklyn road. The data shared was nominal percentages only, but did not give data on numbers of users. As a regular user of the parking spaces (that are proposed to be deleted), it is a rare occasion to see more than 2 or 3 bike or scooter riders on this lane. The lane size is grossly disproportionate to the volume of users. Why don't they utilise the grass verge next to the already oversize footpath, and retain ALL of the previously deleted carparks removed for the trial? WCC could fit BOTH the bike lane, AND the footpath at a normal width, AND the carparks here. This would be substantially safer for all three user groups, and would not cause mass loss of most of the remaining carparks should this permanent proposal proceed.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Ohiro Road and the Brooklyn shops already have a serious lack of parking. Removing the parking on Ohiro will force cars into the Brooklyn shops area, removing traffic (and customers) from the shops that depend on them.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Brooklyn Rd submission

Background Context

Wellington Seido Karate (affiliated to the World Seido Karate organisation) has a 40-year history in the community. We have operated in the current location at 32 Brooklyn Rd for 10 years attracting a stable membership of 180+ students ranging in age from 7-70 years. Our membership is drawn from all Wellington suburbs and includes long term members living as far as the Hutt Valley, Porirua and Kapiti coast. The premises are part of the Renouf Tennis Centre who is our landlord.

We offer up to 30 classes per week Monday-Sunday with separate programmes focusing on the needs of children and adults, with an additional emphasis on fitness conditioning and yoga stretch classes. We provide scholarships to a number of children and adults, who for financial reasons, would not otherwise have access to participating in this martial art. We also provide a dedicated and free programme for youth and adults with Down Syndrome and currently have between 12-15 regular students attend this weekly class. Instructors for all programmes are volunteer Black Belts with long association to Seido Karate who choose to give back to the community.

Classes during the week run morning, noon and afternoons through evenings at the following times: 7.00-8.30am; 11.30am – 1.30pm and from 4.00 – 9.00pm. On weekends the Seido classes run 7.00am – 12.00pm on both days.

Additionally, we have made the dojo available outside of our own timetable to other groups that broadly align to Japanese themed activities; these being: Wellington Taikoza Drummers; Ryukyu Dento Kobujutsu Kobudo (Japanese weapons); Rembuden Karate (Goju Ryu style) and an Iaido (Sword) school.

Wellington Seido Karate also regularly hosts regional and national events for the wider Seido NZ community. For example, the recent national tournament held in May 2023 attracted 190 competitors and supporters to Wellington from around NZ and Australia.

We have considered the proposed changes for the Brooklyn Rd improvement in some detail. Our primary concern is the removal of almost all available parking, both uphill and downhill, to the point it will seriously undermine our own, and other groups, ability to continue providing what are hugely successful and beneficial community programmes.

Proposal responses

1. Improvements to the uphill bike lane

- In total 19 carparks will be removed. Currently, a number of these are used regularly by residents of Central Park Flats. Our members also use them, mainly in the evenings. If

these are permanently removed, residents of the flats will likely move their cars to the downhill parks available for residents further reducing availability of parking.

- The proposal will also impact available coupon parking for the general public during the week who often park on the city fringe and walk into the CBD for work. During the weekend it will reduce available parking for those families and groups visiting Central Park playground.
- The removal of 19 carparks in this short uphill section of Brooklyn Rd is disproportionately in favour of cyclists when considering the needs of all users.

2. Proposal for new bus stop at 32 Brooklyn Rd outside Seido Karate

- In total 7 carparks will be removed including the 4-5 offroad parks giving direct access to Central Park via the stairs and wheelchair/buggy ramps.
- We have 60+ children in our membership who are reliant on parents / caregivers dropping off and collecting. Some stay for the hour-long class. There are no other alternative options proposed or available for a safe drop off and pick up.
- Our Down Syndrome students are totally reliant on parents and caregivers to attend classes – this is the only free community-based programme offering this service to people with this degree of intellectual disability.
- Likewise, the Taiko drummers utilise the premises for weekly practice. They frequently need to unload and load their large drums and associated equipment and will have nowhere close by that allows them to do this safely.
- As mentioned, many of our adult membership comes from the wider Wellington and regional communities. The demand on the small number of remaining parks on the downhill section of Brooklyn Rd, especially in the early evening when arriving from work, leaves little parking space available. A very small number walk or cycle; most come by motorbike or car. With evening class sizes between 15-25 people where can they park?
- We requested and received, with thanks, 18 months of Metlink passenger data starting January 2022 to June 2023 for bus stop 7713 and 7714.
- Data for bus-stop 7714 at the top of Nairn St shows on average 1.1 passengers per day gets off the bus, and 4.4 passengers per day get on the bus. We assess those getting on will likely come from top of Nairn, Thompson or Hankey Streets as there are no other houses in the vicinity. The proposal will increase time and walking distance for these passengers.
- Data for bus-stop 7713 across the road from Central Park Flats shows on average 2 passengers per day get off the bus, and 5.2 passengers per day get on the bus. Our assessment of boarding passengers is likely to be residents of these flats. Removing this bus-stop will mean either an uphill walk of ~150 meters or a similar walk downhill to bus-stop 7712. Further comment on the impact will I am sure be raised by those directly affected.
- Generally, it would seem the net removal of bus-stops does not reconcile with the stated Council goal to encourage the use of public transport.

3 General comments and questions

Having observed the way people move up and down Brooklyn Rd, and use Central Park over the last 10 years we make the following comments:

- The use of the carparks outside Seido Karate when no classes are on are nearly always occupied by cars carrying families, often with buggies and other equipment, for play and picnics in the park. The proposed location for this new bus stop will remove any option for families with young children to access the park. Is it the intention of Council to remove access for families to public recreational spaces as part of this proposal?
- There has always been a very small number of keen cyclists going up Brooklyn Rd and even with advent of e-bikes to assist with the steepness of the road, there has not been a large increase in actual cyclists riding up Brooklyn Rd. The survey data focused on points of view rather than actual cyclist usage data. It would have been very useful, and in the spirit of a genuine public consultation, for Council to publish before and post cycle lane trial data.
- We note in the consultation document the uphill footpath is to be widened. It would have been very helpful if Council had presented the pedestrian traffic data that substantiates the rationale to build a new footpath between 1.8 to 2 meters wide. Again, our observation over preceding years is the pedestrian traffic uphill side of Brooklyn Rd is almost nil. Pedestrians either use the Central Park side footpath or walk through Central Park itself. Perhaps the footpath could be narrowed to make some space for the permanent cycleway.

Conclusion

Wellington Seido Karate is vehemently opposed to the relocation of a bus stop to outside our dojo. Should this proceed, it will have an extremely detrimental effect on our dojo business and membership numbers, as well as on other groups who utilise the dojo space as mentioned above.

Also, based on our direct observation, it will cut off access to many families to the recreational space in Central Park.

The permanent eradication of 19 carparks on the uphill section of lower Brooklyn Rd is completely disproportionate to the volume of uphill cycle and pedestrian traffic. Surely, the temporary cycleway can be made permanent while retaining the existing 19 carparks as it is.

Brooklyn Connections Proposal
Feedback

704
114371525632

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|--------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ri | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Low importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Strongly oppose

If you have any comments about the overall proposed plan, please share them here

In all honestly 99% of these ideas are bad and the infrastructure of them are not well thought out. It's so poorly designed it actually shocks me a bit. Adding speed bumps randomly, zebra crossings, the improved bike lane etc. how is all this "improving" Brooklyn? this is all such a downgrade in my opinion. It will only make things so much worse. The traffic for one thing, the space on the roads, just so many issues will come from these plans where do I even start. When it comes to improving the city or suburbs why not come up with some actual ideas instead of just adding speed humps, crossings, bike lanes etc everywhere because that doesn't improve anything good for our city and it's actually embarrassing. The only thing that should be fixed is the bike lane that took a whole lane because that was poorly designed, but definitely not what is proposed just make it smaller it doesn't need that much space. I oppose every idea that has been proposed in Brooklyn as it does not improve anything but in fact ruins the whole of it, so whoever reads these and actually cares about the opinion of others I hope this makes a difference.

Do you support the proposed changes to Brooklyn Road?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

I think this is poorly designed. You only understand these sort of changes and designs if you live in Brooklyn, those who don't and decide to make these infrastructural changes don't know the

impact on people driving etc. They have already screwed it up by making the bike lane and using up an entire lane for it and also making the lane smaller further down. i don't see how a bike needs so much space. It's also such a bad idea to have raised crossings on such a busy road that had constant flow on traffic throughout the day. Only those actually using that road understand how busy it is. By looking at that above photo also, it looks as those the road is going to become very narrow which is just such a poor design and gives so much priority to bikers when there is barely any bikers in sight in them. cars vs bikes, cars should be prioritised and we should be getting a better infrastructure suited to us not the other way around where our lanes get smaller and we need to change around them. This is honestly the worst design possible.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This is the worst design possible how do you even propose this would be safe? this is the busiest part of coming to the Brooklyn village. It is already so narrow and the amount of trucks, busses, other big cars and normal traffic that go that way it's crazy to think you want to add a bike lane let alone a crossing. I think your asking for an accident at that point. you clearly haven't been to Brooklyn to see for yourself and lived in the area to know it well enough to see how it works and just what infrastructure would actually work because this plan is clearly rubbish.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

this is the most ridiculous thing I've heard proposed in Brooklyn. It is in no way a good idea to put speed humps on the most busiest road where it already gets so jammed up at peak times due to traffic and you want to add speed humps to make it even slower, come on. Whoever created this idea clearly doesn't have enough speed humps in their area to realise it's stupid. it's frustrating when you wanna ruin a working road by adding the most dumbest of ideas, at least come up with something good, not add speed humps, crossings and bike lanes everywhere and remove parkings because you don't have any other better ideas that can actually improve the suburb.

Brooklyn Connections Proposal
Feedback

705
 114371207049

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|-------------------------------|---------------------------|---------------------------------------|-------------------------------|
| NAME: Pam Cambridge | SUBURB: Miramar | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I am strongly opposed to the Brooklyn Road Submission. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| <p>I strongly object to the proposed new bus stop and proposed changes to Brooklyn Road. I am a member of Wellington Seido Karate, and have been for the past 8 years. I train multiple times per week at our location, 32 Brooklyn Road. The primary concern is the removal of both uphill and downhill parking. Every time I visit the dojo, which is 5 - 6 times per week, evenings and during the day, there are multiple cars parked carparks on both sides of Brooklyn Road. There are families utilising the park and playground facilities, with pushchairs. On the weekends there are regular working bees 'Friends of Central Park', an important voluntary group dedicated to improving a wonderful community resource. The tennis centre often run tournaments, national and interclub and utilise the parking spaces on Brooklyn road. Without the parking spaces on Brooklyn Road, the ability to run successful national tournaments will impacted. The classes run at Wellington Seido Karate, 30 per week, Monday - Sunday, cater for children, youth, adults, and a free class for Down Syndrome and neurodiverse youth and adults. Wellington Seido Karate provides a incredible place for young people, and adults, to support physical and</p> |

mental well being. Along with a well established sense of community which is so important for people today. A lot of Wellington Seido Karate members rely on parents to bring them to classes and without the parking spaces, the ability to operate and provide this vital community service will be negatively impacted. Members travel from all areas of Wellington and the greater Wellington Region to train at Wellington Seido. The removal of parking spaces could create a situation where children are dropped off in an extremely unsafe and dangerous way, I see this happen often where there are limited parking options and children being dropped off and picked up in the community, it is highly dangerous! Likewise, our Down Syndrome and neurodiverse members are totally reliant on parents and support workers bringing them to karate, they need accessible and available parking. There is no safe alternatives for dropping off and picking up. This class is vital for members and their whānau. It provides connections for parents, support and an opportunity to participate in community activities. All of the classes are run by volunteers, and by removing the parking spaces available will severely impact the ability of Wellington Seido Karate to provide this valuable place and service for our community. The availability of parking spaces supports barrier free access to well established and highly valuable community programmes for our tamariki, rangatahi, adults, and Down Syndrome member. The removal of parking spaces puts this service under threat. Along with the local residents and people utilising outdoor spaces and the playground. Without parking this community resources will not be readily accessible to everyone. There is a accessibility ramp available from the off road parking on Brooklyn Road, this won't be available if the parking is removed, creating inequitable access to a community resource, namely Central Park and the playground.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

My concern is for the residents and the lack of parking spaces available for houses. It could lead to people parking on the footpath which causes further problems. I like the idea of safer connections for cyclists.

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

n/a

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

Is a safer speed zone an option for Brooklyn road? to increase safety for cyclists?

**Brooklyn Connections Proposal
Feedback**

706
114371381686

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| NAME: Taryn Batters | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| I Strongly Oppose removing southbound stop 6713 and citybound stop 7713. It is anti-accessibility. First, because the stops are right beside reasonably high-density apartments that house disabled people, kaumatua, and families. Second, because the stops are right beside the entrance to a major park and busses should support movement to/from here for leisure and/or multi-modal trips (e.g. for those who have enjoyed the walk through the park but want to bus the remainder of the trip to the city (or vice versa)). I regularly drive and bus, and occasionally walk, Brooklyn Road and Strongly Support the separation of cyclists and vehicles. I don't know what safety improvement/benefits a raised bike path offers to know whether I support that specifically. For any raised paths and crossings/pedestrian shelters/whatever, can you please make sure that this future proofs the option for Metlink to turn a bus off Brooklyn Road straight up Washington Avenue, without going to Ohiro Road/the shops. |

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Support

Do you have any comments to make about this part of the proposed design?

I Strongly Support consolidating the two bus stops into one OR for Metlink to separate which stop each service goes to (i.e. the 7 goes to one and the 17 and 39 go to the other). I take the 7 almost all the way to Kingston, and this short stretch adds so much time to an already very long trip. I also see cars doing weird things to get in front of the bus as it stop-start-jolts in and out of traffic. I suspect that cars will start doing risky over-taking if the bus isn't off to the side; is there a way to prevent that e.g. those straight stand-up cones along the centre line?

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

Can you please add more 10 minute parking spots - for the pharmacy, dairy, and fast food pick ups.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Remove parking, or make it time-limited, at the bottom of Ohiro Road. Private vehicles are using public space for overnight and longer-term parking, making it almost impossible to drive this stretch safely.

Brooklyn Connections Proposal
Feedback

707
114354284522

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|------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Raquel | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Strongly support
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly support
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Support

Do you have any comments to make about this part of the proposed design?

Deep gutter on Central Park side of road is hazardous when cycling. If a bike path is go alongside this, it will need to be rectified.

**Brooklyn Connections Proposal
Feedback**

708
114371336912

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|--------------------------------|--------------------------|---------------------------------------|-------------------------------|
| NAME: Helen McDonald | SUBURB: Karori | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Moderate importance |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Strongly strongly oppose. First hardly any cyclists use the temporary lane even in rush hour so why make it permanent? I go up and down the hill often and on many trips during the daytime there is not ONE cyclist. Exhorbitant amount of money tp spend on one transport group - cyclists - who pay no road user charges. Parking changes and removals - strongly oppose. I know of 5 people who this will affect - a pregnant woman, someone in cancer treatment, a young mother with children and shopping, and 2 shift workers who are seriously depressed about their regular carparks within walkable distance going. Especially a woman shift worker - how is she going to park safely at 11pm at night miles from where she lives because all the parks in the area have gone by then. How are elderly people supposed to carry groceries back to their house or even walk the long distances from their normal carpark this will cause. What about the retailers? People are now saying let's not even go to Brooklyn cafes or the Penthouse. Bad enough already trying to get a park at the two dairies or pie bakery or library - this will make it impossible. This is affecting real people's lives all for a handful of cyclists. What about caregivers and tradies.They |

have enough trouble going to where you propose taking out the parks. Tradies are now asking in this area - will there be a park? They can't carry materials for hundreds of yards down a street. Also terrible sense that the council is not listening and this won't be read or taken into account. That the council has already decided to do it despite opposing feedback. Huge sense of depression in Brooklyn amongst the people I know about carpark and bus stop removals and all the hassle of the change. There has already been major roadworks at the lights to live through for months.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Please do NOT remove any bus stops. Buses are efficiently taking people around the city and keeping cars off the road. Extremely concerned there could be cycle lanes both sides of the street. It is a narrow street with buses, trucks and cars. This seems very unwise. It is really not fair to other transport users - caregivers and mothers and and elderly who need vehicles plus truckies and bus drivers - to be squeezed in between two cycle lanes. It will cause congestion of vehicles - backing the queue right back to Webb Street. I have seen this hapoen and witnessed road rage and people taking risks out of frustration. Please do NOT put in a double cycle lane. Again feel huge concern this has already been decided and no amount of opposition will stop it.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Please do not take out the angle parks as this will result in the loss of 2 parks. What is the safety issue it is meant to resolve - have there been any accidents there? I think it is really easy to use the word 'safety' to justify changing things. As mentioned before it is almost impossible to get a park at the Brooklyn shops already and they are 4 really good parks.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

It is bad enough all these other changes hugely affecting the life of Brooklyn residents. Ohiro Road is one road that was not involved in all of this. Why can't cyclists use the main hill road that is being set up for them? Why does this have to affect other roads that are currently working well. Also taking out even more carparks. The reality is the groups I have mentioned before need cars and they need to park within reasonable distance from their homes . You will make a lot of people's lives really really difficult.

Brooklyn Connections Proposal
Feedback

709
114354262235

| | | | |
|----------------------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Marianne Elliott | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
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General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| These changes are a great step in the direction of opening the streets in our neighbourhood up to be safe for everyone, including children and other people walking and riding bikes, and people whose mobility means they take a bit longer to cross the road. I want to live in a neighbourhood where kids can walk or ride to the part independently and safely, and where our streets are shared safely by all of us. |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| |

Strongly support this - coming off the temporary bike lane into a section of road without bike lanes where there are big trucks, cars going fast and buses stopping is pretty hairy and scary as a person on a bike. It seems like a missed opportunity not to open these streets for everyone, specifically by providing a safer option for pedestrians at the northern junction of Tanera & Ohiro, while all the other changes are being made. I'm not sure if any survey has been done of pedestrian crossings at that point (or at the pedestrian footpath up to Tanera Park access just below this intersection) but my office window looks over the road there and I have the impression that quite a lot of people cross in this part of the road. Because there is no footpath on the Tanera Park side of this section of Ohiro Rd there is no really safe way to get to the new refuge crossing at the top (Ohiro/Brooklyn) or the new raised crossing at the bottom (Ohiro/Aro). Either way, you have to cross Ohiro Rd at the lower/northern Tanera Cres intersection to get to them, and then use them to cross back over. With safer speeds on our street, a pedestrian refuge might be sufficient there. I can get across the street at the moment, if I'm fast and confident. But it isn't safe for people who move more slowly - children, older people or anyone with mobility issues - and there really isn't any other way for them to get up to the bus stops on Brooklyn road. I can go around the back of Tanera Cres and walk up the steps to the top/Southern part of Tanera Cres, but those steps are not accessible to people with mobility issues either. There is a kind of an island of inaccessibility in our section of Tanera Cres which makes it impossible, for example, for my mother to take a bus or walk my son to the bus. My neighbours' kids can't bike to school in Brooklyn because there is no safe place for them to cross the street and they can't ride their bikes up the steps connecting us to upper Tanera.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

I live at [redacted] Ohiro Rd and ride my bike down the hill to Aro St every day. The speed at which people drive down this road is pretty scary. But as well as safer speeds and bike lane on this street I would really like to have: 1. Two more safe raised pedestrian crossings - one just below the intersection with Tanera St (so that kids can come out of Tanera Street or Tanera Park and cross the street safely to walk up Ohiro Rd towards Brooklyn) and one lower on Ohiro Rd, where pedestrians exit Tanera Park - either at the path down by Maarama Cres or higher up where the council vehicle access to Tanera Park is.

**Brooklyn Connections Proposal
Feedback**

710
114371283377

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|---------------------------------------|------------------------------|---------------------------------------|--------------------------------|
| NAME: Dr Ruth Fischer-Smith | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------------------------|------------------------------|---------------------------------------|--------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| I am strongly in support this entire proposal. It is likely to make Wellington and Brooklyn area a much more livable and pedestrian/cyclist friendly neighbourhood. I would request that the design committee for this work includes at least 2-3 regular, active cyclists at all times. As designs change with evolution and over time, this is important to make sure what is built is of as good of public value as possible. I also support outreach to those who are disenfranchised by this change, for example people who are angry to lose a car part or owners of transport companies who are angry that their truck drivers cannot operate during peak hours anymore. Specific outreach and communication efforts to keep these people from becoming vocal opponents of the change should be considered please and thank you. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| It all sounds really positive. Unclear how the raised zebra crossings will work with traffic though - will future traffic stoplights be a consideration if pedestrians are waiting too long to get across? |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

This is amazing. This would transform our neighbourhood for the better for all those who use walking, cycling or bussing to get around. Two comments: - consider requiring those against removing car-parks to offer alternative solutions. it is too easy to just say 'no' to something new, which is a status quo preservation bias - consider restricting heavy trucks (from tip and construction companies) to hours of 10am-1pm only, when the streets are not busy. I always feel unsafe as a cyclist and will continue to do so even with the new road improvements. I always fear that my life could be damaged by their dangerous driving and that my child could have to experience life with a handicapped or absent mother. Sounds extreme but I know plenty of people who have been killed by trucks, while on cycles.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

711
114371285229

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|----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Sue McCabe | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohio Road (between Brooklyn Road and Cleveland Street)? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
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Strongly support

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

712
114371219330

| | | | |
|----------------------------|---------------------------|---|--------------------------------|
| NAME: Liz Rhodes | SUBURB: Seatoun | ON BEHALF OF: Brooklyn School | ORAL SUBMISSION: Yes |
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General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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| Would you like to provide a quick or detailed submission? | Detailed |
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Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| I think the bike lane has made the road so much more dangerous, why not put it on the other side on Central Park or through Central Park? Please don't remove any more parking as it is already so challenging here in Brooklyn. I think the current bike lane is ok however very rarely used |

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|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Yes, I am opposed to the removal of the bus stops and the raised courtesy crossings, parking changes and removals. I would like to see the parking reinstated as around Brooklyn parking is a major issue. This would make it more difficult for everyone who lives and works in Brooklyn. I think the bike lane should stay as it is and the painted over lines be removed as these are extremely dangerous for scooters in the wet. |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |

Do you have any comments to make about this part of the proposed design?

The bus stops are very important for people using the bus. Please leave the parking spaces as they are as we are so short of parking. Can the bike lane be left as it is? Only need one crossing

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Leave the angle parking, don;t put the crossing on Washington Ave, we have one further up. Please don't remove any parking spaces please as we are so short of parking.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

This road only needs 2 speed bumps, don't need the raised courtesy crossing at Aro

Brooklyn Connections Proposal
Feedback

713
114374540501

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|--------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: D A Long | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|--------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Not important

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23
Oppose
If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
Strongly oppose
Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

714
114374532269

| | | | |
|--|----------------|---|--------------------------------|
| NAME: JONATHAN BHANA- THOMSON | SUBURB: | ON BEHALF OF: NZ HEAVY HAULAGE ASSOCIATION | ORAL SUBMISSION: Yes |
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General feedback

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

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

If you have any comments about the overall proposed plan, please share them here

Do you support the proposed changes to Brooklyn Road?

Do you have any comments to make about this part of the proposed design?

This feedback is provided by the NZ Heavy Haulage Association, on behalf of our members that transport overdimension and overweight freight loads around the country, but also specifically in the Wellington City area. The area in question covered by this project does include routes that are used heavily for freight particularly to the landfill, and also for heavy and wide freight items that need to go to the landfill, housing development sites and commercial operations from Brooklyn through to Owhiro Bay. Specifically, we are concerned to ensure that the design of the plans still allows for freight and oversize loads to continue to be transported along the route that includes Brooklyn Road, and Ohiro Road from the Brooklyn Road Intersection to the Cleveland Street Intersection.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Do you have any comments to make about this part of the proposed design?

We are opposed to some of the proposed changes to Brooklyn Road, specifically the raised crossings in four places plus the speed hump. This is due to the fact that all these are in, or close to uphill locations which will make it difficult for heavy vehicles to maintain their speed while travelling up Brooklyn Hill Road – or else start from a stopped position on an uphill incline. The location of the one close to Nairn Street is at the bottom of the hill and enables trucks exiting from the intersection at the top of Willis Street to start to build up their speed to get up the hill. We are concerned that with the speed hump located here, that trucks will need to slow down to travel over this, and will then lose the opportunity to start to build up speed to travel up the hill. Then the raised pedestrian crossing half way up to the Renouf Centre, will act to slow down trucks that are carrying their speed up the hill, and this means that they will lose momentum, and then grind up the hill will slow all traffic behind the trucks. If they need to stop to allow pedestrians to cross, then they will need to re-start on an uphill gradients which is difficult to undertake – especially if the road is wet. Then with the permanent removal of the passing lane up the hill this means that traffic will be stuck behind the trucks all the way to the top of Brooklyn Hill. This is not desirable at all. The Bus Stop being located in the traffic lane just up the hill from Washington Ave is not a good design at all for trucks that will be stopped in the queue waiting for the bus to drop off passengers and start up the hill. A design that involves having trucks start from being stopped on an uphill incline is not at all desirable, and could lead to wheel spin particularly if the road is wet from rain or damp from dew. We are also concerned about the visibility of the line of stopped traffic built up behind buses stopped in the traffic lane. The safety risk of a rear-end crash is increased with this roading design. There is a Watts Speed profile hump immediately before the Brooklyn and then a further raised crossing at approx. 143 Ohiro Road, on possibly one of the steeper sections of the road, which will again slow heavy vehicles down, and again this will mean very slow truck speeds up to the top of the hill, with hold ups for other road traffic behind trucks. However in addition this is a pedestrian crossing, and this will mean that trucks will need to stop for pedestrians crossing at this point. Getting underway on a steep section of road in possibly wet or damp conditions sounds like a recipe for disaster. Then there is the same issue of the close proximity to a corner will low visibility of stopped traffic at the crossing that could lead to rear end accidents. Finally there is the pedestrian crossing at 159 Ohiro Road, which once again, will caused traffic in both directions to stop to allow pedestrians to cross. While this is on a flatter section of road, there are road inclines in close proximity either side of this crossing, and on occasion this will mean trucks having to start on uphill, which is not at all desirable. The safety reason for raised crossings for pedestrian safety is understood, however the impact on the ability of heavy traffic momentum to slow down to travel over these raised crossings has clearly not been understood by the designers of these planned changes. While it would be a more unusual design, is it possible that these speed table are only raised on the downhill lanes? I would also like to comment on the lane widths provided for traffic. Many of the specialist transporters used in heavy haulage are at 3.1m width to give stability for wide and heavy loads. In general we seek that there is at least 3.3m of marked lane width to allow these transporters to travel, without needing to cross over the centre line, or two much into the painted wide median. There are some areas of this project where the lanes are exactly 3.3m and we would not like to see this diminished any further. Clearly on bends and non-straight sections of road, then this lane width needs to be greater to accommodate the swept path of these transporters. In some areas the buffer between the road lanes and the cycle lanes is 0.6m, in others it extends out to 1.5m in width. This appears to a loss of valuable road space, that could allow for traffic to track within a wider lane, and so we recommend that the buffer is kept at the same width of 0.6m and traffic lanes marked further away from the buffer to give cyclists space if required.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Brooklyn Connections Proposal
Feedback

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114374526982

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|-----------------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Ben Lampard | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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|--|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Support |
| If you have any comments about the overall proposed plan, please share them here |
| I believe residents would feel better about less parking if there was a really great city-wide bus network, but there isn't anything close to that currently. We urgently need fewer cars, but the bus service is not good enough to serve as an alternative to a private vehicle. It is perceived by all I know who use it as very poor. I was a religious bus user prior to the major bus network changes and switched to bicycle commuting at that time. I don't understand the benefit of raising the cycle lane from upper Nairn Street onwards. It seems like unnecessary cost and effort, and it reduces future optionality for the space or for emergencies like breakdowns. Could the savings from not raising it be allocated for other cycle lanes in the city? |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Support |
| Do you have any comments to make about this part of the proposed design? |
| I drive more than I ride the affected route, but I do go through phases of daily cycle commuting. |

| |
|---|
| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| |

Do you have any comments to make about this part of the proposed design?

I am concerned that the removal of parking on the northbound side of Ohiro road (top section) will further alienate residents who are opposed to the changes. This will also cause overflow of cars into the surrounding streets which do not have enough parking currently.

Do you support the proposed changes on or adjacent to Cleveland Street?

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Do you have any comments to make about this part of the proposed design?

Brooklyn connections



To BUS: Brooklyn to City

Follow up. Completed on Tuesday, 25 July 2023.

[Reply](#) [Reply All](#) [Forward](#) [...](#)

Mon 24/07/2023 7:53 pm

Kia ora,

I have had covid and lost a few days to it before I realised I have missed the cutoff date for this consultation. In case you can consider a little additional feedback I have included some below.

If it is still possible to fill out a formal response I would love to, but I understand if not.

1. I am in favour of the proposed changes in general.
2. I live in Brooklyn.
3. I drive more than I ride the affected route, but I do go through phases of daily cycle commuting.
4. I am concerned that the removal of parking on the northbound side of Ohiro road (top section) will further alienate residents who are opposed to the changes. This will also cause overflow of cars into the surrounding streets which do not have enough parking currently.
5. I believe residents would feel better about less parking if there was a really great city wide bus network, but there isn't anything close to that currently. We urgently need fewer cars, but the bus service is not good enough to serve as an alternative to a private vehicle. It is perceived by all I know who use it as very poor. I was a religious bus user prior to the major bus network changes and switched to bicycle commuting at that time.
6. I don't understand the benefit of raising the cycle lane from upper Nairn Street onwards. It seems like unnecessary cost and effort, and it reduces future optionality for the space or for emergencies like breakdowns. Could the savings from not raising it be allocated for other cycle lanes in the city?

Tēnā koe, thank you for all your work on these initiatives,
Ben Lampard

**Brooklyn Connections Proposal
Feedback**

716
114373669808

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|---------------------------------|----------------------------|---|--------------------------------|
| NAME: Katie Underwood | SUBURB: Brooklyn | ON BEHALF OF: Greater Brooklyn Residents Association Incorporated | ORAL SUBMISSION: Yes |
|---------------------------------|----------------------------|---|--------------------------------|

General feedback

How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?
Don't know

Would you like to provide a quick or detailed submission? **Detailed**

Brooklyn Connections area

Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23

Don't know

If you have any comments about the overall proposed plan, please share them here

Our submission is going to follow the outline of the council’s plan and comment on each of the 4 sections, Aro St to Ohiro Road/Brooklyn Road, Brooklyn Road, Ohiro Road/Brooklyn Road to Todman Street/Cleveland St and Cleveland St to Washington Ave. Firstly we have some general comments. • We would like to say that the GBRAI is concerned they weren't included in the discussions held with Living Streets Aotearoa and Cycle Wellington and weren't part of the process prior to the launch of the consultation. We were also disappointed not to be consulted with after the Concept Drawings were completed in April 2023. The GBRAI lives and breathes Brooklyn every day and knows more about what goes on than either of the afore mentioned organisations. • Consequently due to the short consultation period we have not been able to engage with all residents or conduct a survey. The views expressed represent all those we were able to engage with. We look forward to greater engagement before the changes are constructed. • The initial project was for a trial cycle lane and has morphed into something much bigger with consequences for residents, businesses and commuters far greater than imagined. We are sure that if it had been known what was proposed, there would

Do you support the proposed changes to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

4 Brooklyn Road from Nairn Street to Ohiro Road/Brooklyn Road intersection

4.1 Our first safety concern is the raised courtesy crossing just past the Nairn Street intersection. As you are aware there is no legal requirement for drivers to stop at this crossing and the risk of a pedestrian being hit by a motorist is identified in the safety audit. Raised courtesy crossings are more suitable for low speed environments such as Kilbirnie shopping centre. We acknowledge that a pedestrian crossing is not possible in this location without narrowing the road which would increase congestion. However, our observations are that most pedestrians cross at the existing refuge in the morning to either catch the bus or walk to town. At this time the traffic going into town is often stationary and there is little traffic going south into Brooklyn. In the evening, there are far fewer pedestrians as many of those that live in the Nairn Street area alight from buses on this side of the road. Finally, if any less confident pedestrians do not wish to cross using the current pedestrian refuge there is a traffic light controlled intersection less than 50m away. Therefore, we request that the removal of this courtesy crossing as it is a potential safety hazard to pedestrians. We request that if you do decide install a raised courtesy crossing here that it is also raised on the at grade cycle lane to slow cyclists down for pedestrians crossing. We request that the current pedestrian refuge remain in place.

4.2: We support a new pedestrian crossing opposite the main entrance to Central Park but not a raised one. Please note that the proposed location requires the removal of a bus stop on the southbound lane. This bus stop is used by council tenants to access their homes. It is used by elderly, those with mobility issues, heavy shopping and those with children as it is an easier access than the Willis Street stop and a walk up a much steeper street to get home. We understand that residents are happy to cross and walk down to a stop to catch a bus into town. Therefore we request that the southbound bus stop opposite the entrance to Central Park is retained and the crossing relocated elsewhere.

4.3: We support the reinstatement of the painted hatched median strip on lower Brooklyn Road as currently there is no contingency to avoid head on crashes. We are disappointed that so much parking is going to be removed on the eastern side for the reinstatement of the median strip and believe that the loss of parking will make it inconvenient and unsafe for council tenants returning home after working late night jobs, difficult for participants to participate in the local tennis club, the karate club and access the park. It would seem contrary to the council's recreational strategy.

4.4 We are concerned regarding the proposed new bus stop just downhill of the Renouf Tennis Centre as this proposal will remove 4 parking spaces built for parents to safely unload small children to access the Central Park play area. The council spent a lot of money to create this ramp/stair access and to lose parking here makes no sense. We note that the current northbound bus stop (#7714) is little used and therefore cannot see the need to spend thousands of dollars moving it north when to do so compromises the safety of small children. Therefore, we request the new bus stop and associated shelter be deleted, the current bus stop remain where it is, the 4 angle parks retained and the 1 parallel park become a mobility park.

4.5 Bidwill Street raised crossing for cyclists. We have concerns regarding whether a raised crossing is safe at this point as vehicles heading north and turning right into Bidwill Street will have to travel very slowly across the intersection to safely cross the raised platform and may then be a hazard to southbound uphill traffic. We can see no benefit for this raised crossing. We would support a change from a give way sign at Bidwill Street to a Stop sign here.

4.6 We congratulate the Council for including a footpath on the eastern side of Brooklyn Road, from Bidwill Street north to the entrance of Nairn Street Park. However, with the raised cycle lane we request that this footpath be extended to the intersection of upper Nairn Street and Brooklyn Road. Already pedestrians are using the temporary cycle lane as a safe way to get from the Jefferson Street steps to Bidwill Street and Nairn Street. To extend the footpath would acknowledge the importance of pedestrians at the top of the transport hierarchy. We also request that the cycle lane also incorporate a walking route on the southbound (uphill) side between Bidwill Street and Washington Ave. This is a great opportunity to provide a safe walking route for students to and from Wellington High, Wellington College, Wellington East Girls College, Massey University, the

Hospital etc. Currently pedestrians (mostly students) make regular and dangerous dashes across the traffic and don't use the existing pedestrian refuge north of Bidwill Street as it is too much of a detour. The refuge will be less used once it is moved north further away from the intersection of Bidwill Street and Brooklyn Road. Currently many pedestrians use the temporary cycle lane and will continue to do so once it is permanent. In the scheme of the costs of this entire project, this major safety improvement (a footpath up the entire southbound side of the road) should be seriously considered, even if other aspects of the overall project need to be reconsidered to pay for it i.e. the speed bumps on Ohiro Road, or the unnecessary moving of bus stops on Brooklyn Road.

4.7 Washington Avenue intersection with Brooklyn Road. As discussed with council, the proposed new pedestrian refuge on the east (downhill) side of this intersection is of little safety benefit to pedestrians or vehicles. This is because about 80% of traffic turns right to head north down Brooklyn Road into the city. Putting a pedestrian refuge downhill puts pedestrians at risk crossing in front of right turning traffic. We are concerned the safety audit didn't recognise this risk. The current pedestrian refuge west of this intersection is located opposite the bus stop and the entrance to Central Park. This refuge is heavily used by pedestrians and we request that it remains in place. If the existing pedestrian refuge is retained, we see no need for this raised crossing. We note with alarm, that NIS buses, including double decker buses, turn left into Washington Avenue here. They pose a danger to any pedestrians on the eastern side of Washington Road. The buses can't turn without blocking all traffic exiting Washington Ave and take on a most precarious lean. To install a raised crossing will only increase the lean. The local residents have requested that the association note their preference for a weight limit on this lower section of Washington Ave up to the intersection with Cleveland Street to limit the buses using this road.

4.8 Brooklyn Road west of Washington Ave. We are concerned that the proposed southbound (uphill) road layout (solid concrete median strip and in lane bus stop) will block traffic every time a bus stops west of this intersection. This will increase congestion, noise and emissions and is a safety issue so close to the Washington Avenue intersection. The road width on the northbound lane (downhill) is only 2.8m. That is inadequate for the size of commercial vehicles and trailers that use this route. Therefore we request that the new median island proposed be deleted so that south bound traffic can pass a stationary bus and that at least a 3m road width is provided for northbound/downhill traffic. There is concern amongst the residents about the need to fill in the layby which is currently used by buses to pull off the road to drop off/pick up passengers to create a cycle lane. It seems a huge imbalance between 16-17,000 traffic movements for 164 cyclists.

4.9: Proposed Speed Hump opposite Brooklyn Terrace on Brooklyn Road We have received multiple objections to this proposed speed hump which will cause noise for adjacent residents. We really cannot see the need for this. The northbound traffic will already have been slowed by two raised pedestrian crossings(which we don't support), the southbound traffic is already slowing for the corner and for the right hand turn into Ohiro Road. Therefore, we request that the Watts Profile Speed hump be deleted.

4.10: We have had conflicting comments regarding the raised crossings/speed bumps on Brooklyn Road from a cycling perspective. They are not pleasant to ride over and the aim here is to get people on bikes. Someone has suggested there be a way through the bumps for cyclists. However, any solution has to take in the camber of the road, narrow road tyres, the speed of the cyclist (even at the legal limit), wet weather, white painted lines. In view of these parameters we ask that there be no raised crossings on Brooklyn Road. As mentioned by others, beware the law of unintended consequences.

5 We are concerned about the impact on emergency vehicles – by navigating raised courtesy/zebra crossings, buses stopping in lane as for Washington Ave just west of the intersection with Brooklyn Road, buses stopping in lane in Ohiro Road at the top of the hill. With the volume of traffic, it won't always be possible to use the opposite lane.

6: There are some acceptable safety improvements in this project, but there are also several issues which in our view reduce safety for vulnerable road users as mentioned in our submission above.

7: As the 30km/h speed proposal is delayed until at least August 2023 we believe that many of the

changes proposed in this project should be put on hold until the outcome of the speed project is known. Some of the costly items may not be required if slower speeds are introduced.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Neutral

Do you have any comments to make about this part of the proposed design?

3: Ohiro Road/Brooklyn Road to Todman Street/Cleveland Street 3.1 We are not supportive of raised crossing outside 157 Ohiro Road. We would support a zebra crossing and have long felt that a safer way to cross the road is necessary. 3.2 We support the amalgamation of the two south bound bus stops to outside 173 Ohiro Road. We request that the seat outside 157 Ohiro Road remains in place as it is used by many residents in the area. 3.3 Removal of parking on both sides of Ohiro Road between 157 Ohiro Road and the Todman Street intersection. We have had a lot of feedback on this section of road and differing opinions on the need to remove all parking on both sides. More than for any other section of the proposal. We agree that the road width is suboptimal for cyclists especially on the west side and some residents of Brooklyn (not resident on that section of road) have strongly supported a separate painted bike lane on both sides. However, several residents living on that stretch of road are concerned that the removal of parking on both sides of the road will cause access problems for the many people including vulnerable patients (people who are sick) wishing to visit the 2 doctors on Ohiro Road. The council officer's suggestion of patients parking on Helen Street and then walking to the Drs is ill conceived and impracticable. There is concern that the loss of parking will make it difficult for carers and visitors to access clients and friends. This has the potential to cause social isolation amongst residents. Though there seems to be acceptance of parking on the eastern side of the road being removed. We believe the council needs to investigate options before removing all parking. The following options have been proposed by residents to the association: a: Create a peak hour clearway northbound Mon to Fri 7-9am north bound with residents parking, P10s and P180s other times and a peak hour clearway 4-6pm southbound. b: Remove the parking on the eastern side, remove the painted cycle lane on the eastern side and paint sharrows on the road, have the buses pull off the road and move the centre line east to allow for a wide north bound lane and retain the parking. c: create a clearway heading south 4-6pm d: Retain the parking as it is and enforce the 30kms speed limit. e: it was noted that truck drivers prefer to have cars to pass as they look for distance from cars and wing mirrors. They would notice a cyclist less if there was no parking as they wouldn't concentrate as much of the left hand of the lane. Feedback received was that a painted cycle lane isn't needed on the southbound lane as the cyclists are often going faster than the traffic and can easily merge with the use of sharrows outside 149-157 south bound lanes. Therefore, the parking doesn't need to be removed. Feedback also said, they would be prepared to compromise and give up parking on the south bound lane if the parking on the north bound lane was retained. Feedback received included that this section of road southbound for cyclists is currently the most dangerous of the entire project scope and the biggest potential safety improvement of the entire project would be the removal of all cars on the western side of the road and the creation of the southbound cycle lane. When the issue of a clearway was raised, it was noted that cycling isn't only a commuter time activity and it would be best if all the parking was removed. The statistics provided to a local resident stated that there are an average of 110 cyclists per day seven days a week (164 average Mon – Fri). This figure has caused some frustration and consternation amongst the community given the small percentage of cyclists compared to the other users - there are 1,000s traffic movements per day on Brooklyn Road. The expected uptake in cycling hasn't eventuated as expected. 3.4: There is concern about the cyclists passing between the stopped buses and the footpath. The suggestion of a 'hump' as cyclists are

about to cycle up the platform has been suggested to remind cyclists to stop if there is a bus and passengers getting off. There is also concern that the buses stopping lane will mean an increase in noise for residents from idling and stopping/starting trucks. Concern of tail backs in each direction while waiting for passengers to get on/off with an associated increase in noise. The council has just spent several years consulting (really well) with the GBRAI around changes to the Todman/Cleveland/Ohiro intersection and the installation of turning arrows. Stopping buses in lane, and holding up the flow of traffic will reverse all the good work and good will with this project. All the gains in traffic flow this project achieved will be totally lost Not to mention the waste of funds spent on the project. 3.5: The GBRAI has requested on many an occasion, and does so again, that the 30km/h speed restriction be extended north from 161 Ohiro Road approx. to east of the Ohiro Road/Brooklyn Road intersection about where Brooklyn Terrace is located. And that it is monitored. This would be the greatest single action that is cost effective and would increase safety of all users of the space from here to the Todman Street intersection in both directions

Do you support the proposed changes on or adjacent to Cleveland Street?

Neutral

Do you have any comments to make about this part of the proposed design?

2: Cleveland Street to Washington Ave 2.1 We support the raising of the existing zebra crossing between Jo's pies and Wing on Chan across Cleveland Street. However, we request that it is pleasant for cyclists. Too many of these raised crossings are inappropriate for those using bikes. 2.2 We are concerned about the loss of residents parking on Cleveland Street with the introduction of the second mobility park in Cleveland Street. It is of interest that the proposal actually doesn't mention residents parking at all. There are currently 9 resident's parks on this section of Cleveland Street and the proposal reduces these to 6 resident's parks. As the zoning along here is residential, it makes sense to retain residents parking. We understand the loss of a resident's car park for hydrant protection but suggest that this could be a P5 to assist with drop off and pick up from the day care centre rather than being removed all together. 2.3 We believe that the second mobility park should be located where the taxi stand is being removed in Jefferson Street. This is a far safer place for those with mobility issues, especially wheel chair users to exit their car. Jefferson Street is a quiet residential cul de sac. Cleveland Street has buses passing close to parked cars and is not conducive to safety. 2.4 There is support for the removal of the angle parking and support for the retention of the angle parking. Though more came through in support for keeping it as removing it. The change to parallel parking means the loss of two car parks which service the local businesses, assist with drop off and pick up from the child care centre and allows trades people to service local residents and businesses. The angle parking also supports the council policy that the perception of a narrow street means vehicles will slow down. The idea that buses will be able to pass each other better isn't supported as the real pinch point is east of here where the recent bus stop installation protrudes into the road limiting the available on road space for vehicles to pass. We received support for retaining the angle parking as it protects the existing mobility park. Removing the angle parking will allow vehicles to move far more to the left to pass oncoming vehicles, meaning that anyone exiting their car, particularly wheelchair users, in the mobility park is now in the mainstream traffic. We have measured the road width by the angle parks when a long vehicle is parked and it is 5.5m. The road width by the bus stop is only 5.8m. We therefore suggest that the bus stop (on the northern side #C) be moved to the back of the footpath and the 2.5m wide footpath be narrowed to 1.9m to allow the angle parking to be retained. (We were concerned about the size of this bus stop during the 'hub' consultation and subsequent discussions but were ignored). There has been a request to remove the angle parking as they are a widely known safety issue

for cyclists due to the poor visibility of reversing vehicles. Therefore, because of the conflicting views received, we ask the council to investigate what steps they need to make to keep the angle parks e.g. reducing footpath width by 600mm. The issue was raised by Metlink as being a pinch point for buses. To our knowledge there have been no cycle vs car crashes here as it is already a low 30km/h speed limit. 2.5 We do not support the raised courtesy crossing on Cleveland Street where it intersects with Washington Ave. We would however support a pedestrian crossing. The courtesy crossing would need to meet NZTA rules which require the top to be flat/level. Positioned on the slope, it is likely to require quite a long lead in heading east on Cleveland Street. A raised crossing will also make it difficult for any vehicle/cyclist/bus heading east and turning into Washington Ave in either direction. They will be contending with a hill start, a stop sign, an intersection and approaching traffic. It will create more noise for local residents. We support the installation of a Stop sign in an appropriate place and believe this would suffice for safety reasons. To improve visibility the stop line would need to move east by a metre or so

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

: Aro Street to Ohiro Road/Brooklyn Road 1.1 We support the change to a Stop sign at the intersection of Aro Street and Ohiro Road. 1.2 We do not support the raised courtesy crossing. This will make it difficult for drivers and cyclists to navigate the busy intersection safely. It will require acceleration to turn right into Ohiro Road, from Aro Street when heading east, across the intersection, then slow down for the raised courtesy crossing then accelerate to go up the hill. Cyclists going from Aro Street heading east, will need some speed to cross the intersection and then get up the hill using momentum to get going up the hill. The raised courtesy crossing is not the friend of cyclists here. 1.3 We do not support the 6 speed bumps on this section of road. The council officer's statement that "the speed bumps will encourage timid cyclists to use this route instead of Brooklyn Road to get into town" is misguided. Where do the cyclists go when they reach Aro Street? There isn't a safe route. Turning left to head west towards Aro village is ok as they will be in a cycle lane, but then there is a right hand turn out of the cycle lane to turn across city bound traffic to access the cycle lane through Aro Park. Turning right from Ohiro Road into Aro Street, in an easterly direction, means crossing city/Karori/Kelburn bound traffic, then at the Aro/Willis intersection, crossing two lanes of traffic heading north on to the motorway, to get to the two right hand side lanes of Willis Street to access the city or go across town. There are fewer busy intersections using Brooklyn Road to access the city. 1.4 We are disappointed there isn't a safer crossing at the Ohiro Road/Tanera Cres (north) intersection as many pedestrians cross here to access the park. A safe crossing or footpath extension on the east side is needed here to improve safety. At the very least a pedestrian refuge should be installed. We understand the football club have suggested there needs to be better options here and we support their submission on this point. Which we believe involves a crossing from Ohiro on the right to the tip of the intersection with north Tanera Cres. This should improve safety for all those walking to the park. Alternatively, a safe route for pedestrians could be achieved by removing parking on the west side of Ohiro Road and extending the footpath from the Brooklyn Road intersection. See point 1.5. 1.5 We support the removal of all the parking (10 off street parks) at the intersection of Brooklyn Road/Ohiro Road parking and would like the following parking removal/footpath creation to be included in the project. This suggestion would support the safe movement and facilitate the ability of pedestrians to safely access Tanera Park. We request a footpath be installed on the (western) left hand side of Ohiro Road from this intersection (Ohiro Road/Brooklyn Road) heading north down Ohiro Road until the intersection

of (north) Tanera Cres and Ohiro Road. This would make the access by pedestrians, particularly children, to Tanera Park and the sports that are played here much safer than crossing Ohiro Road several times. This would be a great solution for the lack of safety improvements in the current project plans for this intersection. And remove the urgent need of our proposal for a safer crossing at this point. A pedestrian refuge could be installed here for those walking up Ohiro Road from Aro Street wanting to access Tanera Cres (north).

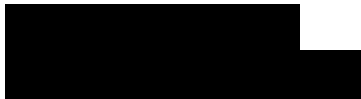
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Brooklyn Project

Greater Brooklyn Residents Association Inc - GBRAI

Submitting as an Organisation

Contact: Katie Underwood – Chair - GBRAI



Oral submission – yes we would like to speak please

Thank you for the opportunity to provide a submission on the Brooklyn Project.

Our submission is going to follow the outline of the council's plan and comment on each of the 4 sections, Aro St to Ohiro Road/Brooklyn Road, Brooklyn Road, Ohiro Road/Brooklyn Road to Todman Street/Cleveland St and Cleveland St to Washington Ave.

Firstly we have some general comments.

- We would like to say that the GBRAI is concerned they weren't included in the discussions held with Living Streets Aotearoa and Cycle Wellington and weren't part of the process prior to the launch of the consultation. We were also disappointed not to be consulted with after the Concept Drawings were completed in April 2023. The GBRAI lives and breathes Brooklyn every day and knows more about what goes on than either of the afore mentioned organisations.
- Consequently due to the short consultation period we have not been able to engage with all residents or conduct a survey. The views expressed represent all those we were able to engage with. **We look forward to greater engagement before the changes are constructed.**
- The initial project was for a trial cycle lane and has morphed into something much bigger with consequences for residents, businesses and commuters far greater than imagined. We are sure that if it had been known what was proposed, there would have been greater participation, planning and preparedness from the community.

1: Aro Street to Ohiro Road/Brooklyn Road

1.1 We support the change to a Stop sign at the intersection of Aro Street and Ohiro Road.

1.2 We do not support the raised courtesy crossing. This will make it difficult for drivers and cyclists to navigate the busy intersection safely. It will require acceleration to turn right into Ohiro Road, from Aro Street when heading east, across the intersection, then slow down for the raised courtesy crossing then accelerate to go up the hill. Cyclists going from Aro Street heading east, will need some speed to cross the intersection and then get up the hill using momentum to get going up the hill. The raised courtesy crossing is not the friend of cyclists here.

1.3 We do not support the 6 speed bumps on this section of road.

The council officer's statement that "the speed bumps will encourage timid cyclists to use this route instead of Brooklyn Road to get into town" is misguided.

Where do the cyclists go when they reach Aro Street? There isn't a safe route. Turning left to head west towards Aro village is ok as they will be in a cycle lane, but then there is a right hand turn out of the cycle lane to turn across city bound traffic to access the cycle lane through Aro Park.

Turning right from Ohiro Road into Aro Street, in an easterly direction, means crossing city/Karori/Kelburn bound traffic, then at the Aro/Willis intersection, crossing two lanes of traffic heading north on to the motorway, to get to the two right hand side lanes of Willis Street to access the city or go across town. There are fewer busy intersections using Brooklyn Road to access the city.

1.4 We are disappointed there isn't a safer crossing at the Ohiro Road/Tanera Cres (north) intersection as many pedestrians cross here to access the park. A safe crossing or footpath extension on the east side is needed here to improve safety. At the very least a pedestrian refuge should be installed.

We understand the football club have suggested there needs to be better options here and we support their submission on this point. Which we believe involves a crossing from Ohiro on the right to the tip of the intersection with north Tanera Cres. This should improve safety for all those walking to the park. Alternatively, a safe route for pedestrians could be achieved by removing parking on the west side of Ohiro Road and extending the footpath from the Brooklyn Road intersection. See point 1.5.

1.5 We support the removal of all the parking (10 off street parks) at the intersection of Brooklyn Road/Ohiro Road parking and would like the following parking removal/footpath creation to be included in the project. This suggestion would support the safe movement and facilitate the ability of pedestrians to safely access Tanera Park.

We request a footpath be installed on the (western) left hand side of Ohiro Road from this intersection (Ohiro Road/Brooklyn Road) heading north down Ohiro Road until the intersection of (north) Tanera Cres and Ohiro Road. This would make the access by pedestrians, particularly children, to Tanera Park and the sports that are played here much safer than crossing Ohiro Road several times.

This would be a great solution for the lack of safety improvements in the current project plans for this intersection. And remove the urgent need of our proposal for a safer crossing at this point. A pedestrian refuge could be installed here for those walking up Ohiro Road from Aro Street wanting to access Tanera Cres (north).

2: Cleveland Street to Washington Ave

2.1 We support the raising of the existing zebra crossing between Jo's pies and Wing on Chan across Cleveland Street. However, we request that it is pleasant for cyclists. Too many of these raised crossings are inappropriate for those using bikes.

2.2 We are concerned about the loss of residents parking on Cleveland Street with the introduction of the second mobility park in Cleveland Street.

It is of interest that the proposal actually doesn't mention residents parking at all. There are currently 9 resident's parks on this section of Cleveland Street and the proposal reduces these to 6 resident's parks. As the zoning along here is residential, it makes sense to retain residents parking.

We understand the loss of a resident's car park for hydrant protection but suggest that this could be a P5 to assist with drop off and pick up from the day care centre rather than being removed all together.

2.3 We believe that the second mobility park should be located where the taxi stand is being removed in Jefferson Street. This is a far safer place for those with mobility issues, especially wheel chair users to exit their car. Jefferson Street is a quiet residential cul de sac. Cleveland Street has buses passing close to parked cars and is not conducive to safety.

2.4 There is support for the removal of the angle parking and support for the retention of the angle parking. Though more came through in support for keeping it as removing it. The change to parallel parking means the loss of two car parks which service the local businesses, assist with drop off and pick up from the child care centre and allows trades people to service local residents and businesses.

The angle parking also supports the council policy that the perception of a narrow street means vehicles will slow down. The idea that buses will be able to pass each other better isn't supported as the real pinch point is east of here where the recent bus stop installation protrudes into the road limiting the available on road space for vehicles to pass.

We received support for retaining the angle parking as it protects the existing mobility park. Removing the angle parking will allow vehicles to move far more to the left to pass oncoming vehicles, meaning that anyone exiting their car, particularly wheelchair users, in the mobility park is now in the mainstream traffic.

We have measured the road width by the angle parks when a long vehicle is parked and it is 5.5m. The road width by the bus stop is only 5.8m.

We therefore suggest that the bus stop (on the northern side #C) be moved to the back of the footpath and the 2.5m wide footpath be narrowed to 1.9m to allow the angle parking to be retained. (We were concerned about the size of this bus stop during the 'hub' consultation and subsequent discussions but were ignored).

There has been a request to remove the angle parking as they are a widely known safety issue for cyclists due to the poor visibility of reversing vehicles.

Therefore, because of the conflicting views received, we ask the council to investigate what steps they need to make to keep the angle parks e.g. reducing footpath width by 600mm.

The issue was raised by Metlink as being a pinch point for buses. To our knowledge there have been no cycle vs car crashes here as it is already a low 30km/h speed limit.

2.5 We do not support the raised courtesy crossing on Cleveland Street where it intersects with Washington Ave. We would however support a pedestrian crossing. The courtesy crossing would need to meet NZTA rules which require the top to be flat/level. Positioned on the slope, it is likely to require quite a long lead in heading east on Cleveland Street. A raised crossing will also make it difficult for any vehicle/cyclist/bus heading east and turning into Washington Ave in either direction. They are will be contending with a hill start, a stop sign, an intersection and approaching traffic. It will create more noise for local residents. We support the installation of a Stop sign in an appropriate place and believe this would suffice for safety reasons.

To improve visibility the stop line would need to move east by a metre or so.

3: Ohiro Road/Brooklyn Road to Todman Street/Cleveland Street

3.1 We are not supportive of raised crossing outside 157 Ohiro Road. We would support a zebra crossing and have long felt that a safer way to cross the road is necessary.

3.2 We support the amalgamation of the two south bound bus stops to outside 173 Ohiro Road.

We request that the seat outside 157 Ohiro Road remains in place as it is used by many residents in the area.

3.3 Removal of parking on both sides of Ohiro Road between 157 Ohiro Road and the Todman Street intersection.

We have had a lot of feedback on this section of road and differing opinions on the need to remove all parking on both sides. More than for any other section of the proposal.

We agree that the road width is suboptimal for cyclists especially on the west side and some residents of Brooklyn (not resident on that section of road) have strongly supported a separate painted bike lane on both sides.

However, several residents living on that stretch of road are concerned that the removal of parking on both sides of the road will cause access problems for the many people including vulnerable patients (people who are sick) wishing to visit the 2 doctors on Ohiro Road. The council officer's suggestion of patients parking on Helen Street and then walking to the Drs is ill conceived and impracticable.

There is concern that the loss of parking will make it difficult for carers and visitors to access clients and friends. This has the potential to cause social isolation amongst residents.

Though there seems to be acceptance of parking on the eastern side of the road being removed.

We believe the council needs to investigate options before removing all parking. The following options have been proposed by residents to the association:

a: Create a peak hour clearway northbound Mon to Fri 7-9am north bound with residents parking, P10s and P180s other times and a peak hour clearway 4-6pm southbound.

b: Remove the parking on the eastern side, remove the painted cycle lane on the eastern side and paint sharrows on the road, have the buses pull off the road and move the centre line east to allow for a wide north bound lane and retain the parking.

c: create a clearway heading south 4-6pm

d: Retain the parking as it is and enforce the 30kms speed limit.

e: it was noted that truck drivers prefer to have cars to pass as they look for distance from cars and wing mirrors. They would notice a cyclist less if there was no parking as they wouldn't concentrate as much of the left hand of the lane.

Feedback received was that a painted cycle lane isn't needed on the southbound lane as the cyclists are often going faster than the traffic and can easily merge with the use of sharrows outside 149-157 south bound lanes. Therefore, the parking doesn't need to be removed.

Feedback also said, they would be prepared to compromise and give up parking on the south bound lane if the parking on the north bound lane was retained.

Feedback received included that this section of road southbound for cyclists is

currently the most dangerous of the entire project scope and the biggest potential safety improvement of the entire project would be the removal of all cars on the western side of the road and the creation of the southbound cycle lane.

When the issue of a clearway was raised, it was noted that cycling isn't only a commuter time activity and it would be best if all the parking was removed.

The statistics provided to a local resident stated that there are an average of 110 cyclists per day seven days a week (164 average Mon – Fri). This figure has caused some frustration and consternation amongst the community given the small percentage of cyclists compared to the other users - there are 1,000s traffic movements per day on Brooklyn Road. The expected uptake in cycling hasn't eventuated as expected.

3.4: There is concern about the cyclists passing between the stopped buses and the footpath. The suggestion of a 'hump' as cyclists are about to cycle up the platform has been suggested to remind cyclists to stop if there is a bus and passengers getting off.

There is also concern that the buses stopping lane will mean an increase in noise for residents from idling and stopping/starting trucks.

Concern of tail backs in each direction while waiting for passengers to get on/off with an associated increase in noise.

The council has just spent several years consulting (really well) with the GBRAI around changes to the Todman/Cleveland/Ohiro intersection and the installation of turning arrows. Stopping buses in lane, and holding up the flow of traffic will reverse all the good work and good will with this project. All the gains in traffic flow this project achieved will be totally lost. Not to mention the waste of funds spent on the project.

3.5: The GBRAI has requested on many an occasion, and does so again, that the 30km/h speed restriction be extended north from 161 Ohiro Road approx. to east of the Ohiro Road/Brooklyn Road intersection about where Brooklyn Terrace is located. And that it is monitored. This would be the greatest single action that is cost effective and would increase safety of all users of the space from here to the Todman Street intersection in both directions.

4 Brooklyn Road from Nairn Street to Ohiro Road/Brooklyn Road intersection

4.1 Our first safety concern is the raised courtesy crossing just past the Nairn Street intersection. As you are aware there is no legal requirement for drivers to stop at this crossing and the risk of a pedestrian being hit by a motorist is identified in the safety audit. Raised courtesy crossings are more suitable for low speed environments such as Kilbirnie shopping centre. We acknowledge that a pedestrian crossing is not possible in this location without narrowing the road which would increase congestion.

However, our observations are that most pedestrians cross at the existing refuge in the morning to either catch the bus or walk to town. At this time the traffic going into town is often stationary and there is little traffic going south into Brooklyn.

In the evening, there are far fewer pedestrians as many of those that live in the Nairn Street area alight from buses on this side of the road.

Finally, if any less confident pedestrians do not wish to cross using the current pedestrian refuge there is a traffic light controlled intersection less than 50m away.

Therefore, we request that the removal of this courtesy crossing as it is a potential safety hazard to pedestrians.

We request that if you do decide install a raised courtesy crossing here that it is also raised on the at grade cycle lane to slow cyclists down for pedestrians crossing.

We request that the current pedestrian refuge remain in place.

4.2: We support a new pedestrian crossing opposite the main entrance to Central Park but not a raised one.

Please note that the proposed location requires the removal of a bus stop on the southbound lane. This bus stop is used by council tenants to access their homes. It is used by elderly, those with mobility issues, heavy shopping and those with children as it is an easier access than the Willis Street stop and a walk up a much steeper street to get home. We understand that residents are happy to cross and walk down to a stop to catch a bus into town.

Therefore we request that the southbound bus stop opposite the entrance to Central Park is retained and the crossing relocated elsewhere.

4.3: We support the reinstatement of the painted hatched median strip on lower Brooklyn Road as currently there is no contingency to avoid head on crashes.

We are disappointed that so much parking is going to be removed on the eastern side for the reinstatement of the median strip and believe that the loss of parking will make it inconvenient and unsafe for council tenants returning home after working late night jobs, difficult for participants to participate in the local tennis club, the karate club and access the park. It would seem contrary to the councils recreational strategy.

4.4 We are concerned regarding the proposed new bus stop just downhill of the Renouf Tennis Centre as this proposal will remove 4 parking spaces built for parents to safely unload small children to access the Central Park play area. The council spent a lot of money to create this ramp/stair access and to lose parking here makes no sense.

We note that the current northbound bus stop (#7714) is little used and therefore cannot see the need to spend thousands of dollars moving it north when to do so compromises the safety of small children

Therefore, we request the new bus stop and associated shelter be deleted, the current bus stop remain where it is, the 4 angle parks retained and the 1 parallel park become a mobility park.

4.5 Bidwill Street raised crossing for cyclists. We have concerns regarding whether a raised crossing is safe at this point as vehicles heading north and turning right into Bidwill Street will have to travel very slowly across the intersection to safely cross the raised platform and may then be a hazard to southbound uphill traffic. We can see no benefit for this raised crossing.

We would support a change from a give way sign at Bidwill Street to a Stop sign here.

4.6 We congratulate the Council for including a footpath on the eastern side of Brooklyn Road, from Bidwill Street north to the entrance of Nairn Street Park. However, with the raised cycle lane we request that this footpath be extended to the intersection of upper Nairn Street and Brooklyn Road. Already pedestrians are using the temporary cycle lane as a safe way to get from the Jefferson Street steps to Bidwill Street and Nairn Street. To extend the footpath would acknowledge the importance of pedestrians at the top of the transport hierarchy.

We also request that the cycle lane also incorporate a walking route on the southbound (uphill) side between Bidwill Street and Washington Ave. This is a great opportunity to provide a safe walking route for students to and from Wellington High, Wellington College, Wellington East Girls College, Massey University, the Hospital etc. Currently pedestrians (mostly students) make regular and dangerous dashes across the traffic and don't use the existing pedestrian refuge north of Bidwill Street as it is too much of a detour. The refuge will be less used once it is moved north further away from the intersection of Bidwill Street and Brooklyn Road. Currently many pedestrians use the temporary cycle lane and will continue to do so once it is permanent. In the scheme of the costs of this entire project, this major safety improvement (a footpath up the entire southbound side of the road) should be seriously considered, even if other aspects of the overall project need to be reconsidered to pay for it i.e. the speed bumps on Ohiro Road, or the unnecessary moving of bus stops on Brooklyn Road.

4.7 Washington Avenue intersection with Brooklyn Road. As discussed with council, the proposed new pedestrian refuge on the east (downhill) side of this intersection is of little safety benefit to pedestrians or vehicles. This is because about 80% of traffic turns right to head north down Brooklyn Road into the city. Putting a pedestrian refuge downhill puts pedestrians at risk crossing in front of right turning traffic. We are concerned the safety audit didn't recognise this risk. The current pedestrian refuge west of this intersection is located opposite the bus stop and the entrance to Central Park. This refuge is heavily used by pedestrians and we request that it remains in place.

If the existing pedestrian refuge is retained, we see no need for this raised crossing.

We note with alarm, that NIS buses, including double decker buses, turn left into Washington Avenue here. They pose a danger to any pedestrians on the eastern side of Washington Road. The buses can't turn without blocking all traffic exiting Washington Ave and take on a most precarious lean. To install a raised crossing will only increase the lean. The local residents have requested that the association note their preference for a weight limit on this lower section of Washington Ave up to the intersection with Cleveland Street to limit the buses using this road.

4.8 Brooklyn Road west of Washington Ave. We are concerned that the proposed southbound (uphill) road layout (solid concrete median strip and in lane bus stop) will block traffic every time a bus stops west of this intersection. This will increase congestion, noise and emissions and is a safety issue so close to the Washington Avenue intersection. The

road width on the northbound lane (downhill) is only 2.8m. That is inadequate for the size of commercial vehicles and trailers that use this route.

Therefore we request that the new median island proposed be deleted so that south bound traffic can pass a stationary bus and that at least a 3m road width is provided for northbound/downhill traffic.

There is concern amongst the residents about the need to fill in the layby which is currently used by buses to pull off the road to drop off/pick up passengers to create a cycle lane. It seems a huge imbalance between 16-17,000 traffic movements for 164 cyclists.

4.9: Proposed Speed Hump opposite Brooklyn Terrace on Brooklyn Road

We have received multiple objections to this proposed speed hump which will cause noise for adjacent residents. We really cannot see the need for this. The northbound traffic will already have been slowed by two raised pedestrian crossings(which we don't support), the southbound traffic is already slowing for the corner and for the right hand turn into Ohiro Road.

Therefore, we request that the Watts Profile Speed hump be deleted.

4.10: We have had conflicting comments regarding the raised crossings/speed bumps on Brooklyn Road from a cycling perspective. They are not pleasant to ride over and the aim here is to get people on bikes. Someone has suggested there be a way through the bumps for cyclists. However, any solution has to take in the camber of the road, narrow road tyres, the speed of the cyclist (even at the legal limit), wet weather, white painted lines. In view of these parameters we ask that there be no raised crossings on Brooklyn Road. As mentioned by others, beware the law of unintended consequences.

5 We are concerned about the impact on emergency vehicles – by navigating raised courtesy/zebra crossings, buses stopping in lane as for Washington Ave just west of the intersection with Brooklyn Road, buses stopping in lane in Ohiro Road at the top of the hill. With the volume of traffic, it won't always be possible to use the opposite lane.

6: There are some acceptable safety improvements in this project, but there are also several issues which in our view reduce safety for vulnerable road users as mentioned in our submission above.

7: As the 30km/h speed proposal is delayed until at least August 2023 we believe that many of the changes proposed in this project should be put on hold until the outcome of the speed project is known. Some of the costly items may not be required if slower speeds are introduced.

We wish to be heard please and are submitting as an organisation.

Brooklyn Connections Proposal
Feedback

717
114373664898

| | | | |
|---------------------|----------------------------|---------------------------------------|--------------------------------|
| NAME: Sam | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: Yes |
|---------------------|----------------------------|---------------------------------------|--------------------------------|

General feedback

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

| | |
|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly support |
| If you have any comments about the overall proposed plan, please share them here |
| As a daily user (sometimes twice a day) of the temporary uphill cycle lane I'm very pleased to see the proposal to make it permanent and to extend the safety improvements further. |

| |
|---|
| Do you support the proposed changes to Brooklyn Road? |
| Strongly support |
| Do you have any comments to make about this part of the proposed design? |
| 1. Brooklyn Road: 1.1 Although outside the scope of this project, I would note that a bus lane connecting Victoria St with Brooklyn Rd, via Webb St., would be great for cyclist safety. Ideally this would be combined with some sort of safety improvement that stopped eastbound traffic turning off Victoria St into Webb St from cutting across south-west bound cyclists. 1.2 The temporary cycleway has made my daily commute (and other fairly frequent non-commuter uses) far less stressful and I have especially enjoyed travelling up here with my two sons on my electric cargo bike, away from the path of heavy vehicles. I used to cycled up Brooklyn Road before the temporary cycle lane was installed and it is a vast improvement. I fully support the proposed permanent installation of the protected cycleway on Brooklyn Road. I see the intent of removing the car parks on the east side of lower Brooklyn Rd, but I'm not sure it is worth it. The cars provide a nice buffer (distance and physically) from traffic when using the cycle lane and as removal of carparks is always antagonistic I'm really not sure it is worth it. The addition of a wide median |

between the two vehicle lanes will just lead to high traffic speeds and opportunistic overtaking (by cars uphill and bikes downhill) creating safety issues. The lack of parking on the east will lead to dangerous U-turns by those seeking to find a park. 1.2 I'm concerned at the lack of clarity between the treatments of the cycle lane where it crosses side streets (Nairn St, Bidwill St, Washington Ave) and think this needs further work prior to being implemented, including consideration of right-of-way (particularly at Bidwill St. ensuring that cyclists will not be at risk of being cut off or struck by vehicles turning into and out of Bidwill St.). 1.3 I'm unsure of the reason for raising the cycle lane between Nairn St and Bidwill St. and would rather see the raised section be a footpath here and then have the cycle lane stay separated at-grade, like the lower section of Brooklyn Rd. Pedestrians already walk in the temporary cycle lane (mostly downhill, sometimes also skateboarders or e-scooter riders use it downhill too) and will likely continue to do so. A footpath here would acknowledge pedestrians as the highest priority in the transport hierarchy. 1.4 I would also suggest that the cycle lane also incorporate a walking route on the southbound (uphill) side between Bidwill Street and Washington Ave. This is a great opportunity to provide a safe walking route for (in particular) students to and from Wellington High, Wellington College, Wellington East Girls College, Massey University, the Hospital etc. Currently pedestrians (mostly students) make regular and dangerous dashes across the traffic (often their second crossing is the started in south or west Brooklyn) and don't use the existing pedestrian refuge north of Bidwill Street, as it is too much of a detour. The refuge will be even less used once it is moved north further away from the intersection of Bidwill Street and Brooklyn Road. Currently many pedestrians use the temporary cycle lane and will continue to do so once it is permanent. It could perhaps be that the additional of a footpath here is raised, but the cycle lane is at-grade (to contain costs and retain clarity between cyclists and pedestrians). A footpath connecting Washington Ave and Bidwill St would have an enormous impact on the number of times that Brooklyn Rd needs to be crossed by pedestrians. Overall it would quite possibly be the greatest change that could be made, compared to the present situation, for pedestrian safety in the area. In the grand scheme of the costs of this entire project, this major safety improvement (a footpath up the entire southbound side of the road) should be seriously considered, even if other aspects of the overall project need to be reconsidered to pay for it i.e. the speed bumps on Ohiro Road. 1.5 I think that a 30km speed limit on Brooklyn Rd, combined with proper pedestrian crossings wherever possible, is a better solution than using raised courtesy crossings (which are somewhat ambiguous in terms of priority and which tend to be quite uncomfortable for bus patrons - from my experience in Auckland recently) and speed bumps as a way to slow down traffic.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly support

Do you have any comments to make about this part of the proposed design?

2) Brooklyn to Todman: 2.1 I strongly support the removal of the car parks between Brooklyn Road and Todman Street and the suggested cycling and pedestrian improvements in this area. This is a narrow, busy arterial route and it clearly doesn't suit the storage of private vehicles. One of the doctors clinics has its own off-street parking and the other one may need to a) Relocate to a site that isn't on a major arterial route; b) Purchase adjacent or nearby land to provide off-street parking or; c) Accept that some of its current clientele will have to walk further or d) encourage visitors to use buses, taxis, bikes, scooters or their feet to avoid the need to park. Helen St could accommodate more cars if its width was used better. 2.2 There has been some discussion in the community about a clearway and/or time restricted parking along this stretch, rather than removing all car parks. I do not support this suggestion, as cycling isn't only a 'peak hour' activity. I

regularly cycle along here between 10am and 4pm and mine and others safety shouldn't be severely compromised for the sake of one doctors surgery (which it could be said is poorly located for the communities access needs). 2.3 I support the raised crossings on this stretch to really slow traffic (especially trucks) which regularly exceeds 30 km/hr through the village centre. There has been some discussion about increased noise, but I don't see this as a major issue at all. Lower vehicle speeds will result in quieter trucks, with less engine braking anyway.

Do you support the proposed changes on or adjacent to Cleveland Street?

Support

Do you have any comments to make about this part of the proposed design?

4) Cleveland Street: 4.1 I support the changes here especially the removal of the four angled parks, which are a significant safety issue for cyclists travelling at 30 km/hr, or slower, due to the poor visibility for drivers reversing out of a park. If for some reason it is deemed that the four angled parks need to be retained, they should be re-orientated so that drivers reverse into them from the west, and leave them in a forward direction. But preferably, they would be removed as is presently proposed. 4.2 I think Council should seriously investigate putting a 'Stop' sign on southbound Washington Ave traffic, a 'Give Way' sign on northbound Washington Ave traffic, thereby making the flow of traffic continuous between Cleveland Street and Washington Ave and including the raised courtesy crossing as it is currently proposed. This would remove the issues with hill starts (particularly for buses), remove the safety issues with the visibility for southbound turning traffic and significantly help to slow traffic on Washington Ave as it approaches the school. Along with the protected cycle lanes on Ohiro Rd between Todman and Brooklyn Rd and adding a pedestrian footpath between Washington Ave and Bidwill St, this change would be the next major safety improvement in the area for all modes of transport and also activities around the school.

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Oppose

Do you have any comments to make about this part of the proposed design?

3) Ohiro Road: 3.1 I'm unsure of the real need for the speed bumps on Ohiro Rd and would rather see this budget used elsewhere (for greater pedestrian safety on Brooklyn Rd, for instance). I don't think vehicle speeds are particularly affecting the use of Ohiro Rd by cyclists at present.

Brooklyn%20Feedback%20SDonald.pdf

Brooklyn Connections Proposal Feedback

As a daily user (sometimes twice a day) of the temporary uphill cycle lane I'm very pleased to see the proposal to make it permanent and to extend the safety improvements further.

Overall I strongly support the project. My detailed comments on the proposal are as follows.

1. Brooklyn Road:

1.1 Although outside the scope of this project, I would note that a bus lane connecting Victoria St with Brooklyn Rd, via Webb St., would be great for cyclist safety. Ideally this would be combined with some sort of safety improvement that stopped eastbound traffic turning off Victoria St into Webb St from cutting across south-west bound cyclists.

1.2 The temporary cycleway has made my daily commute (and other fairly frequent non-commuter uses) far less stressful and I have especially enjoyed travelling up here with my two sons on my electric cargo bike, away from the path of heavy vehicles. I used to cycle up Brooklyn Road before the temporary cycle lane was installed and it is a vast improvement. I fully support the proposed permanent installation of the protected cycleway on Brooklyn Road. I see the intent of removing the car parks on the east side of lower Brooklyn Rd, but I'm not sure it is worth it. The cars provide a nice buffer (distance and physically) from traffic when using the cycle lane and as removal of carparks is always antagonistic I'm really not sure it is worth it. The addition of a wide median between the two vehicle lanes will just lead to high traffic speeds and opportunistic overtaking (by cars uphill and bikes downhill) creating safety issues. The lack of parking on the east will lead to dangerous U-turns by those seeking to find a park.

1.2 I'm concerned at the lack of clarity between the treatments of the cycle lane where it crosses side streets (Nairn St, Bidwill St, Washington Ave) and think this needs further work prior to being implemented, including consideration of right-of-way (particularly at Bidwill St. ensuring that cyclists will not be at risk of being cut off or struck by vehicles turning into and out of Bidwill St.).

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the present situation, for pedestrian safety in the area. In the grand scheme of the costs of this entire project, this major safety improvement (a footpath up the entire southbound side of the road) should be seriously considered, even if other aspects of the overall project need to be reconsidered to pay for it i.e. the speed bumps on Ohiro Road.

1.5 I think that a 30km speed limit on Brooklyn Rd, combined with proper pedestrian crossings wherever possible, is a better solution than using raised courtesy crossings (which are somewhat ambiguous in terms of priority and which tend to be quite uncomfortable for bus patrons - from my experience in Auckland recently) and speed bumps as a way to slow down traffic.

2) Brooklyn to Todman:

2.1 I strongly support the removal of the car parks between Brooklyn Road and Todman Street and the suggested cycling and pedestrian improvements in this area. This is a narrow, busy arterial route and it clearly doesn't suit the storage of private vehicles. One of the doctors clinics has it's own off-street parking and the other one may need to a) Relocate to a site that isn't on a major arterial route; b) Purchase adjacent or nearby land to provide off-street parking or; c) Accept that some of it's current clientele will have to walk further or d) encourage visitors to use buses, taxis, bikes, scooters or their feet to avoid the need to park. Helen St could accommodate more cars if its width was used better.

2.2 There has been some discussion in the community about a clearway and/or time restricted parking along this stretch, rather than removing all car parks. I do not support this suggestion, as cycling isn't only a 'peak hour' activity. I regularly cycle along here between 10am and 4pm and mine and others safety shouldn't be severely compromised for the sake of one doctors surgery (which it could be said is poorly located for the communities access needs).

2.3 I support the raised crossings on this stretch to really slow traffic (especially trucks) which regularly exceeds 30 km/hr through the village centre. There has been some discussion about increased noise, but I don't see this as a major issue at all. Lower vehicle speeds will result in quieter trucks, with less engine braking anyway.

3) Ohiro Road:

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4.2 I think Council should seriously investigate putting a 'Stop' sign on southbound Washington Ave traffic, a 'Give Way' sign on northbound Washington Ave traffic, thereby making the flow of traffic continuous between Cleveland Street and Washington Ave and including the raised courtesy crossing as it is currently proposed. This would remove the issues with hill starts (particularly for buses), remove the safety issues with the visibility for southbound turning traffic and significantly

help to slow traffic on Washington Ave as it approaches the school. Along with the protected cycle lanes on Ohiro Rd between Todman and Brooklyn Rd and adding a pedestrian footpath between Washington Ave and Bidwill St, this change would be the next major safety improvement in the area for all modes of transport and also activities around the school.

Ngā mihi,

Sam

Sam Donald



Brooklyn, 6021

Ngā mihi,

Sam

Sam Donald

Associate / Architect

for and on behalf of

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architects ltd.

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Te Kāhui
Whaihanga
Practice 2022

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Brooklyn Connections Proposal
Feedback

718

| | | | |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|
| NAME: Helen Young | SUBURB: Mornington | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|-----------------------------|------------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| |

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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes on or adjacent to Cleveland Street? |
|---|

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

719

| | | | |
|---|---------------------------|---------------------------------------|-------------------------------|
| NAME: Brooklyn Community Centre - Friday circle/ Caroline Carson | SUBURB: Kelburn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|---|---------------------------|---------------------------------------|-------------------------------|

General feedback

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

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| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

| |
|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
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| Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| |

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

**Brooklyn Connections Proposal
Feedback**

720
114354418374

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|----------------------|----------------------------|---------------------------------------|-------------------------------|
| NAME: Adam | SUBURB: Brooklyn | ON BEHALF OF: An individual | ORAL SUBMISSION: No |
|----------------------|----------------------------|---------------------------------------|-------------------------------|

General feedback

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| How important is it to make changes to existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport? |
| Not important |

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|---|-----------------|
| Would you like to provide a quick or detailed submission? | Detailed |
|---|-----------------|

Brooklyn Connections area

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|---|
| Do you support the proposed plan to move from the temporary implementation to a permanent solution? This includes traffic resolution TR105-23 |
| Strongly oppose |
| If you have any comments about the overall proposed plan, please share them here |
| Totally against all the changers.The proposal has been badly thought out. It seams as usual everything is been rushed through with no consideration to the many people in our community such as the Elderly, Disabled, small businesses and commuters who will be negatively effected by these changes, . So many people are going to suffer. Making it harder for people to access medical services doesn't make sense. I do not live in Ohiro Rd. I feel for these residents who will lose their parks. What realistic alternatives have been offered to them. I don't park at the Brooklyn shops all day. I do stop off for 5 mins to pick up a takeaway, a coffee, a prescription, a beer and now drop off goods to the op shop. If this option is no more, local businesses will lose my custom. Convenience is important and don't say it's not. Why do most people shop on line now. Another point with the raised crossing. emissions will increase with big trucks and vehicles slowing and then accelerating again causing a inefficient use of energy as they go over them. It is sicking to see this wasteful spending while so many people are struggling with the cost of living. |

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| Do you support the proposed changes to Brooklyn Road? |
| Strongly oppose |
| Do you have any comments to make about this part of the proposed design? |
| Strongly disagree with all the changers.The proposal has been badly thought out. It seams as usual everything is been rushed through with no consideration to the many people in our community |

such as the Elderly, Disabled, small businesses and commuters who will be negatively effected by these changes, . So many people are going to suffer. Making it harder for people to access medical services doesn't make sense. I do not live in Ohiro Rd. I feel for these residents who will lose their parks. What realistic alternatives have been offered to them. I don't park at the Brooklyn shops all day. I do stop off for 5 mins to pick up a takeaway, a coffee, a prescription, a beer and now drop off goods to the op shop. If this option is no more, local businesses will lose my custom. Convenience is important and don't say it's not. Why do most people shop on line now. Another point with the raised crossing. emissions will increase with big trucks and vehicles slowing and then accelerating again causing a inefficient use of energy as they go over them. It is sicking to see this wasteful spending while so many people are struggling with the cost of living. Whats a bet everything has been pre-ordered for this project, or it will be shortly after tomorrow.

Do you support the proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

Strongly disagree with all the changers.The proposal has been badly thought out. It seams as usual everything is been rushed through with no consideration to the many people in our community such as the Elderly, Disabled, small businesses and commuters who will be negatively effected by these changes, . So many people are going to suffer. Making it harder for people to access medical services doesn't make sense. I do not live in Ohiro Rd. I feel for these residents who will lose their parks. What realistic alternatives have been offered to them. I don't park at the Brooklyn shops all day. I do stop off for 5 mins to pick up a takeaway, a coffee, a prescription, a beer and now drop off goods to the op shop. If this option is no more, local businesses will lose my custom. Convenience is important and don't say it's not. Why do most people shop on line now. Another point with the raised crossing. emissions will increase with big trucks and vehicles slowing and then accelerating again causing a inefficient use of energy as they go over them. It is sicking to see this wasteful spending while so many people are struggling with the cost of living. Whats a bet everything has been pre-ordered for this project, or it will be shortly after tomorrow.

Do you support the proposed changes on or adjacent to Cleveland Street?

Strongly oppose

Do you have any comments to make about this part of the proposed design?

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Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

Neutral

Do you have any comments to make about this part of the proposed design?