

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Ordinary Meeting of Koata Hātepe | Regulatory Processes Committee Rārangi Take | Agenda

12:00pm Rātū Tuesday, 8 Here-turi-kōkā August 2023
Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Pōneke | Wellington



MEMBERSHIP

Mayor Whanau
Councillor Abdurahman
Councillor Calvert
Councillor Free (Chair)
Pouiwi Hohaia
Pouiwi Kelly
Councillor McNulty (Deputy Chair)
Councillor Paul

Have your say!

You can make a short presentation to the Councillors, Committee members, Subcommittee members or Community Board members at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8337, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Koata Hātepe | Regulatory Processes Committee has responsibility for:

- 1) Naming places in accordance with the naming policy, except for regionally significant decisions.
- 2) Development contribution remissions.
- 3) Leases, licences, and easements.
- 4) Objections to classifications under the Dog Control Act 1996.
- 5) Suburb boundaries.
- 6) Traffic resolutions.
- 7) Temporary road closures.
- 8) Road stopping.
- 9) Approving the list of Resource Management Act commissioners and the associated appointment guidelines.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 4 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

1.4 Confirmation of Minutes

The minutes of the meeting held on 22 June 2023 will be put to the Koata Hātepe | Regulatory Processes Committee for confirmation.

1.5 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

Matters Requiring Urgent Attention as Determined by Resolution of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

The item may be allowed onto the agenda by resolution of the Koata Hātepe | Regulatory Processes Committee.

Minor Matters relating to the General Business of the Koata Hātepe | Regulatory Processes Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Koata Hātepe | Regulatory Processes Committee for further discussion.

1.6 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

BROOKLYN HILL PERMANENT IMPROVEMENTS ORAL SUBMISSIONS

Kōrero taunaki | Summary of considerations

Purpose

1. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Brooklyn Hill Permanent Improvements Traffic Resolutions.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

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

Relevant Previous decisions

Through the development of the Long-term Plan 2021-2023, the Council provided \$226 million over 10 years for the delivery of a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1-3.

In the 25 August 2021 meeting of Pūroro Āmua, the Planning and Environment Committee, voted on the Brooklyn Road bike lane trial. The committee voted to consult with the community on more permanent changes, extend the bike route and make the area safer for pedestrians.

In September 2021, the Council approved the release of a draft Bike Network Plan for consultation.

In March 2022, the Council adopted Paneke Pōneke, the Wellington Bike Network Plan, alongside a strategic traffic resolution that confirmed the streets that make up the bike network.

Council approved the Parking Policy in August 2020, which set out principles and priorities used to inform these proposed changes.

Financial considerations

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

Risk

Low Medium High Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Phil Becker, Acting Chief Planning Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Whakarāpopoto | Executive Summary

2. This report to Koata Hātepe | Regulatory Processes Committee asks that committee members recognise the speakers who will be speaking to their submissions regarding the Brooklyn Connection Project.

Takenga mai | Background

3. Wellington City Council consulted the community from 6 June 2023 till 23 July 2023 on the Brooklyn connections project. (<https://www.transportprojects.org.nz/current/brooklyn-connections/>)
4. Of the 768 submitters, 56 confirmed they wanted to speak at the oral hearing.

Kōrerorero | Discussion

5. Attachment 1 comprising of the speakers' submissions.
6. The list of speakers with page numbers is included below.

Ngā mahinga e whai ake nei | Next actions

7. Decisions on the Brooklyn Connections, Brooklyn Hill Permanent improvements are scheduled to be considered at the meeting of Koata Hātepe | Regulatory Processes Committee on 24 August 2023.
8. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. Brooklyn Connection Oral Submissions

Page 14

Submitters to Speak at Oral Hearing – Tuesday				
Speaker #	Name	Suburb	On behalf of	Page
1	Carlene Brown	Brooklyn	An individual	16
2	Khoi Phan	Brooklyn	An individual	18
3	Emma	Vogeltown	An individual	20
4	Paul bruce	Brooklyn	An individual	22
5	Katie Armstrong		An individual	24
6	Peter Steven	Karori	An individual	25
7	Raj parbhu	Kelburn	An individual	26
8	Simon Anderson	Brooklyn	An individual	28
9	Caroline Vincent	Brooklyn	An individual	30
10	Sam Bridgman	Brooklyn	A2B - Active to Brooklyn	33

11	Tim Shannahan	Other	Tennis Central Region Inc.	35
12	Debbie Port	Mount Cook	An individual	36
13	JONATHAN BHANA- THOMSON		NZ Heavy Haulage Association	38
14	Jonathan	Brooklyn	An individual	35
15	Tom Bennion	Other	An individual	41
16	Alex Marinkovich- Josey	Northland	An individual	45
17	Sonya Bissmire	Brooklyn	An individual	46
18	Miriam	Wellington Central	Women in Urbanism	48
19	Sarah Shand		Transpower New Zealand Limited	50
20	Rich H	Brooklyn	An individual	52
21	Jane Cooper	Brooklyn	An individual	55
22	Emma Alcock	Aro Valley	An individual	58
23	Nicky Boughtwood	Brooklyn	An individual	60
24	Dylan Packman	Brooklyn	An individual	63
25	Carl Savage	Brooklyn	An individual	66
26	Nick Mouat	Brooklyn	An individual	69
27	Peter Flowers	Other	Wellington Seido Karate	70
28	Avis Macadam	Other	An individual	74
29	Marissa	Brooklyn	An individual	76
30	Marianne Elliott	Brooklyn	An individual	79
31	Carilyn	Brooklyn	An individual	82
32	Monty Mouat	Brooklyn	An individual	85

**Submitters to Speak at Oral Hearing –
Wednesday**

Speaker #	Name	Suburb	On behalf of	Page
1	Iain Macleod	Seatoun	Penthouse Cinema and cafe	96
2	Matthew	Northland	An individual	89
3	David Hill	Brooklyn	An individual	90
4	Catherine	Brooklyn	An individual	93
5	Alex Gray	Brooklyn	An individual	98

6	Donald Nordeng	Te Aro	An individual	100
7	Jane Armitage		An individual	103
8	Christoph Gerds	Brooklyn	An individual	106
9	Katie	Brooklyn	Brooklyn Residents Association	107
10	Sam Donald	Brooklyn	An individual	115
11	Susie Robertson	Brooklyn	An individual	118
12	Andrew Barrowman	Brooklyn	An individual	120
13	Feodor Tarrant-Hill	Brooklyn	An individual	122
14	Kevin Hackwell	Brooklyn	An individual	125
15	Alex Dyer (and Linda Beatson - co-chairs)	Brooklyn	Cycle Wellington	127
16	Karuna Muthu	Strathmore Park	An individual	131
17	Ian Paterson	Brooklyn	An individual	133
18	June Vallyon	Mount Cook	An individual	96
19	CHRIS DUDFIELD	Vogeltown	South Coast Business & Promotion Assoc.	89
20	Patrick Morgan	Te Aro	Cycling Action Network	90
21	Karen Thomas	Brooklyn	An individual	93
22	Dr Ruth Fischer-Smith	Mornington	An individual	98
23	Darcy Snell	Karori	An individual	100
24	Geordie	Brooklyn	NZ Automobile Association	103



Brooklyn connections

Oral submitters report
Speakers

27 June - 23 July 2023

Feedback

Tuesday

114373257546

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 than 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 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.

Feedback

NAME: Khoi Phan	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 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?

Feedback

NAME: Emma	SUBURB: Vogeltown	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 temporary lane has been great and I'm looking forward to biking the permanent version.

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).

Do you support 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?

Feedback

NAME: Paul bruce	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

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.

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.

Do you support 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 .

Feedback

Tuesday

114356173290

NAME: Katie Armstrong	SUBURB:	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?	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.

Feedback

Tuesday

114355144279

NAME: Peter Steven	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?	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.

Feedback

NAME: Raj parbhu	SUBURB: Kelburn	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

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 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?

Feedback

NAME: Simon Anderson	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

Love it! More please further down to Taft St, including raised crossings and cycle lanes. So much heavy traffic for the tip.

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 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 it's important to prioritise pedestrian and cycling safety over parking. I often walk to town from Brooklyn and crossing Ohiro 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.

Feedback

Tuesday

114365188907

NAME: Caroline Vincent	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

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.

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.

Do you support 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.

Feedback

Tuesday

114373344023

NAME: Sam Bridgman	SUBURB: Brooklyn	ON BEHALF OF: A2B - Active to Brooklyn	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

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.

Do you support 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%202023%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:

[Redacted contact information]

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 Vogelmorn 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-Vogelmorn 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!



Feedback

Tuesday

114359351829

NAME: Tim Shannahan	SUBURB: Other	ON BEHALF OF: Tennis Central Region Inc.	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?	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 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.

Feedback

Tuesday

114363289073

NAME: Debbie Port	SUBURB: Mount Cook	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
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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

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 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.

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?

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

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)

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)

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 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.

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?

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.

Feedback

Tuesday

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
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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

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 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 too 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?

Feedback

Tuesday

114373000000

NAME: Jonathan	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

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.

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 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.

Feedback

Tuesday

114373311603

NAME: Tom Bennion	SUBURB: Other	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 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 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 <Tom@bennion.co.nz>

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

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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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Feedback

Tuesday

114359193968

NAME: Alex Marinkovich-Josey	SUBURB: Northland	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?	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
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.

Feedback

Tuesday

114368307386

NAME: Sonya Bissmire	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 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?

Feedback

Tuesday

114373313838

NAME: Miriam	SUBURB: Wellington Central	ON BEHALF OF: Women in Urbanism	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
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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

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.

Do you support 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?

Feedback

Tuesday

114370310616

NAME: Sarah Shand	SUBURB:	ON BEHALF OF: Transpower New Zealand Limited	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
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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

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 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: (04) 590 7434

Email: sarah.shand@transpower.co.nz

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.
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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)

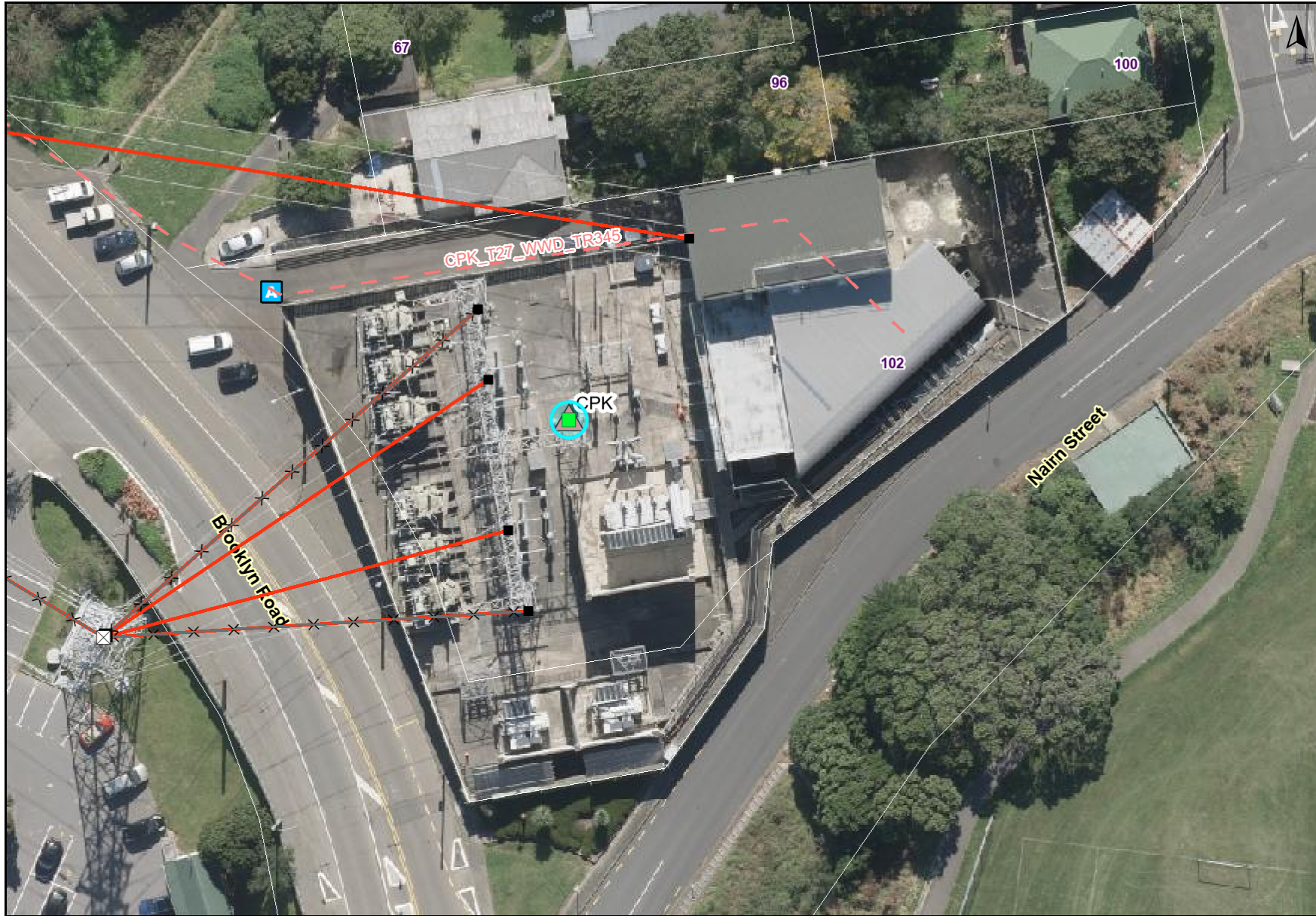
Ph: (04) 590 7434 / Email: sarah.shand@transpower.co.nz

Appendices:

Appendix A: Asset Map of Central Park substation

Appendix A:

Map of Transpower Assets



Legend

Maximo Assets

Site

- AC Substation

Structure

- Double Circuit Steel Tower
- Termination

Earthwire



Span

- 110 kV

Underground Fibre Cable



Transpower Data

Site Access Point

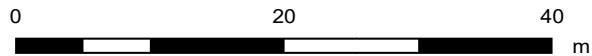


Asbestos at Substation



Imagery base layers

Parcel Boundaries



Feedback

Tuesday

114372803683

NAME: Rich H	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
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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

- Has the emissions increase of having the raised crossings, speed control humps on Brooklyn Rd and Ohiro 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 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

Feedback

Tuesday

114368630807

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 Ohiro Road.

Do you support 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?

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?

Feedback

Tuesday

114354340351

NAME: Emma Alcock	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
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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'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 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.

Feedback

Tuesday

114373355386

NAME: Nicky Boughtwood	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

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 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 and 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.

Feedback

Tuesday

114373326058

NAME: Dylan Packman	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

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.

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 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.

Feedback

NAME: Carl Savage	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

Strongly oppose

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

The nintention of what is proposed is admirable. Its execution is shocking. There has been no genuine local consultation, there has been some wide ranging generic comments about intent but little real detail until this TR has been dumped on 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 scrambled 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 faciliteis 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 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 of the Washington Ave / Cleveland St intersection which 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 courtesy crossing being put across Ohiro 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 Ohiro Road/Brooklyn Rd intersection either. Here there should be a reinforced pedestrian refuge added

Cleveland%20St%20and%20Jefferson%20st%20bus%20stop%20choke%20point.jpg



Feedback

NAME: Nick Mouat	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?

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

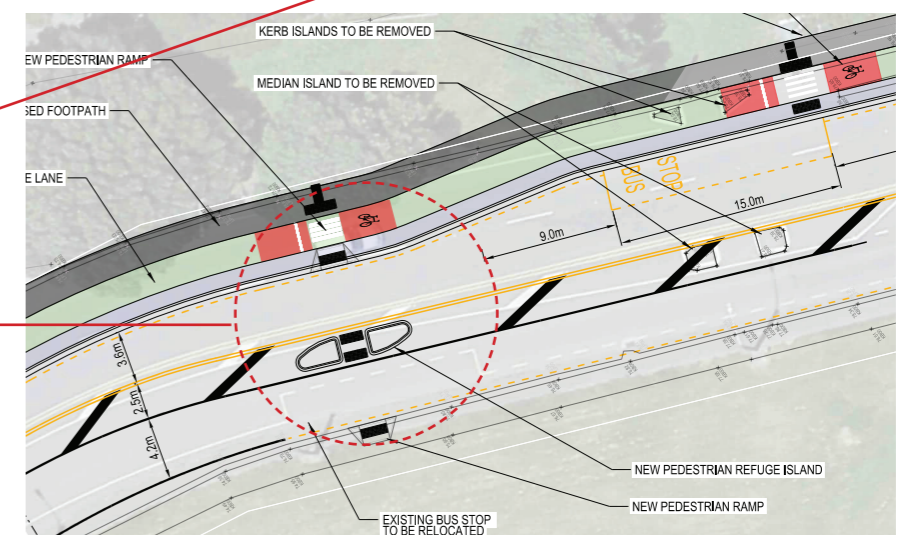
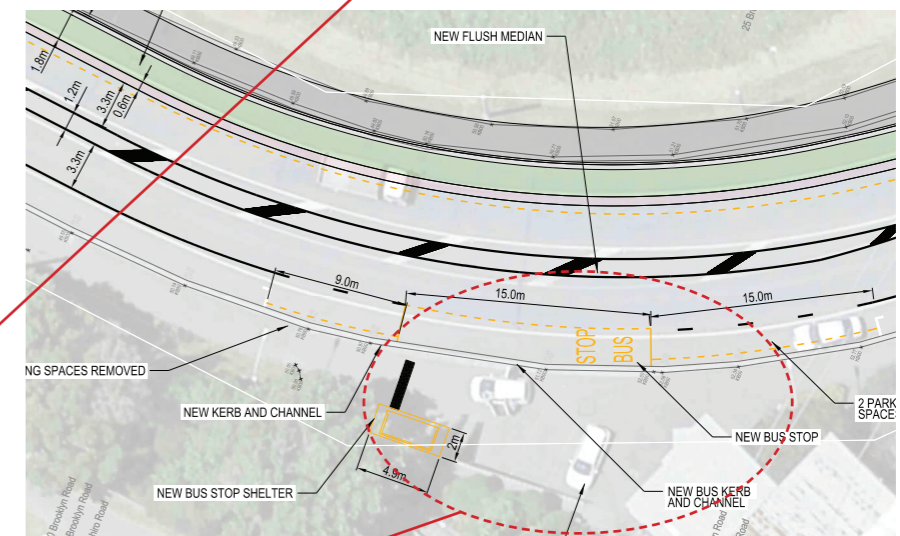
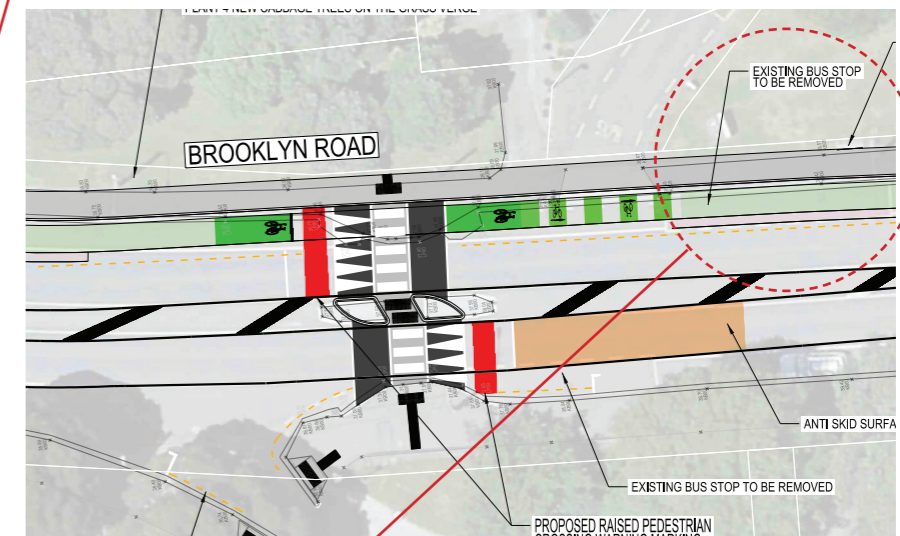
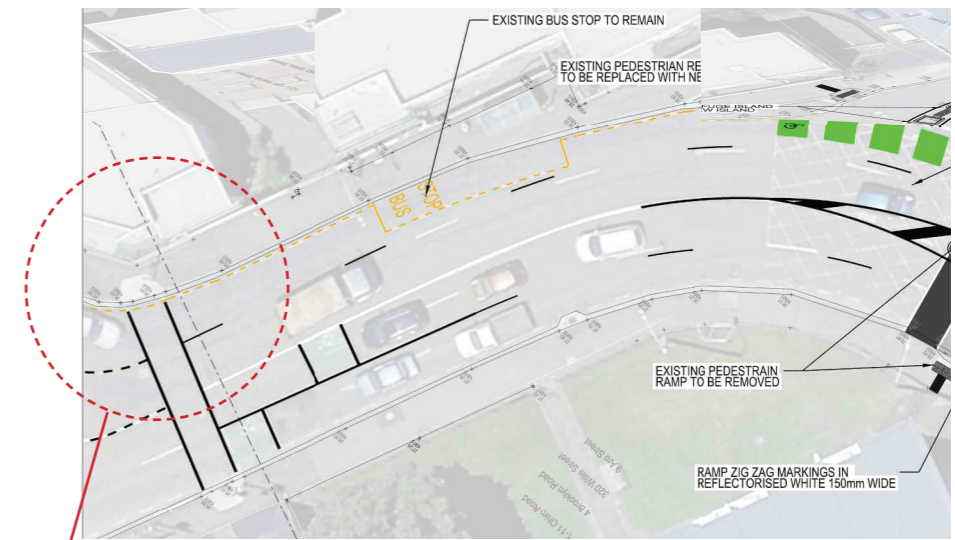
Submission by Nick Mouat

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.

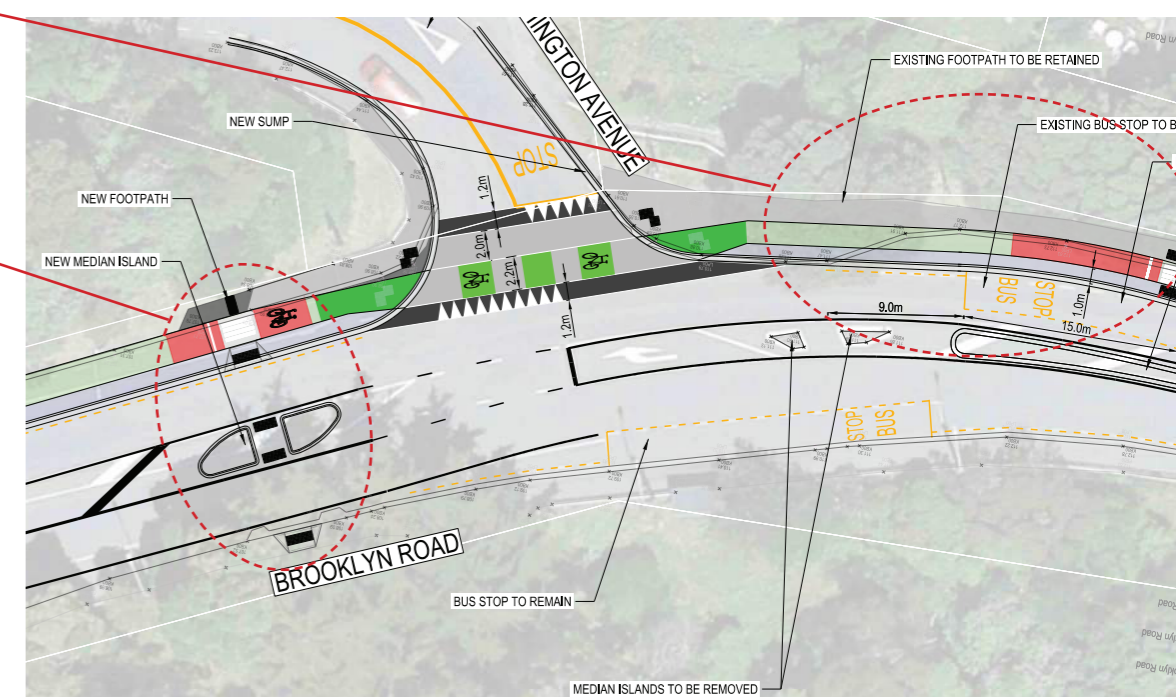
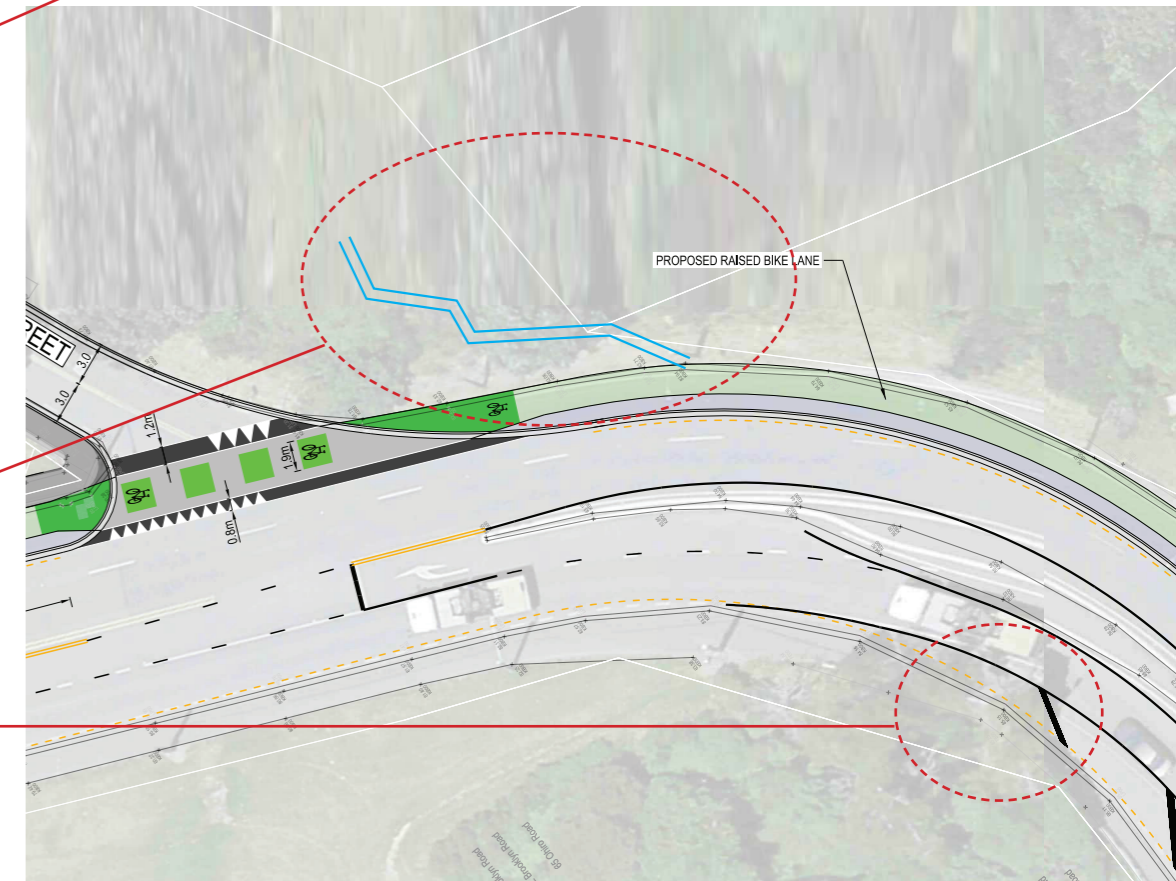
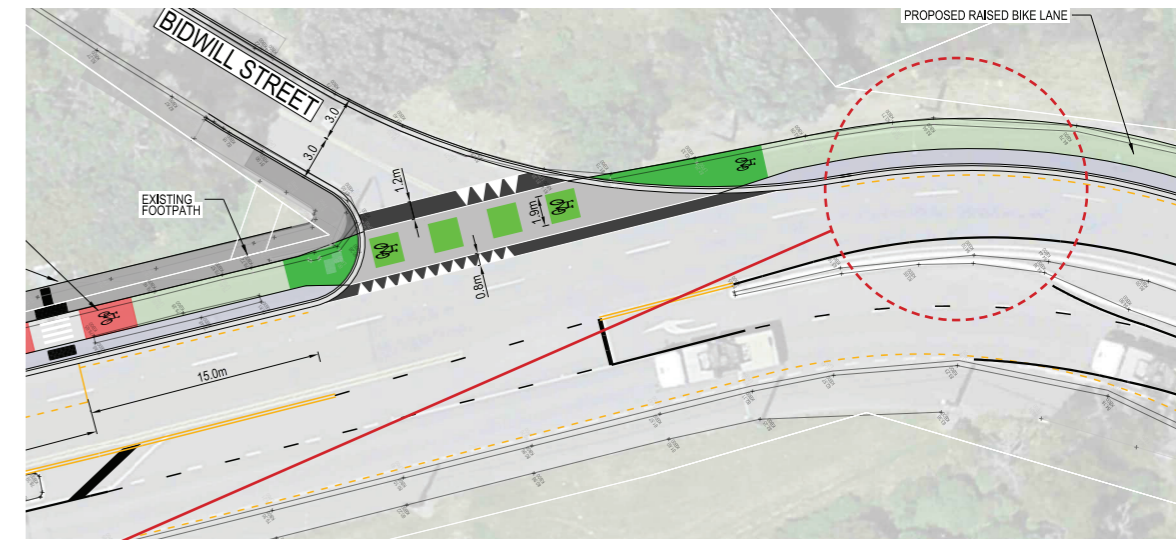


Brooklyn Connections

Submission by Nick Mouat
23 July 2023

Upper Brooklyn Road above Bidwill

- 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.
- 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.
- 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.
- 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.
- 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.



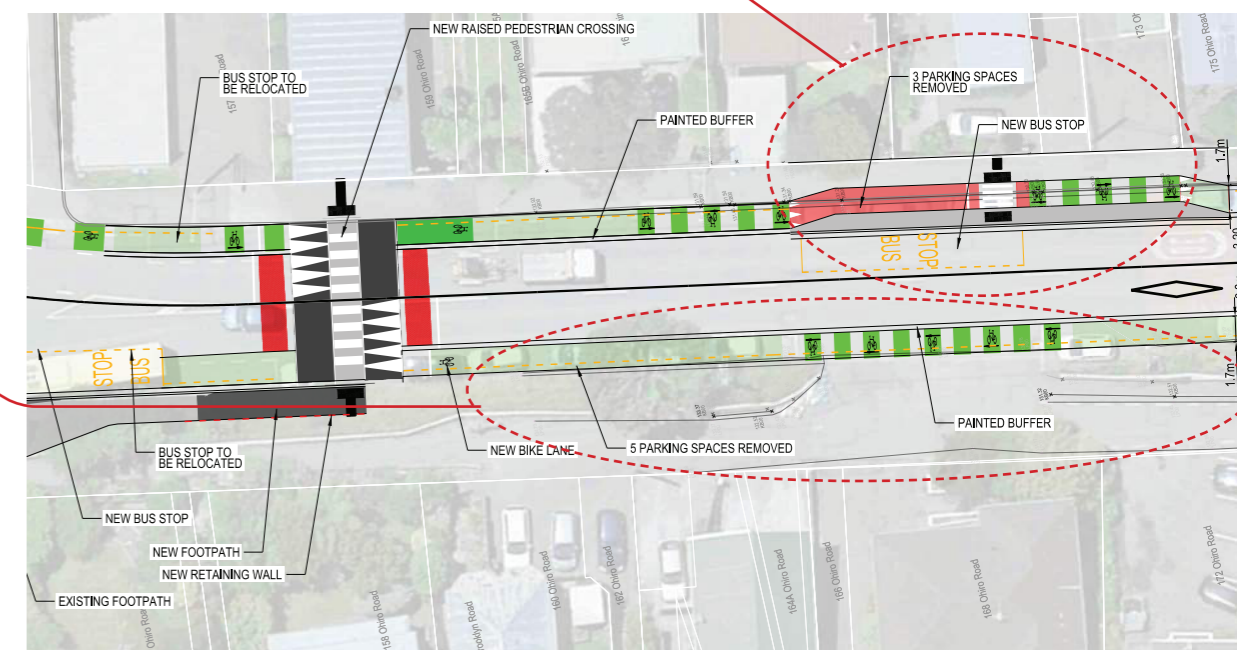
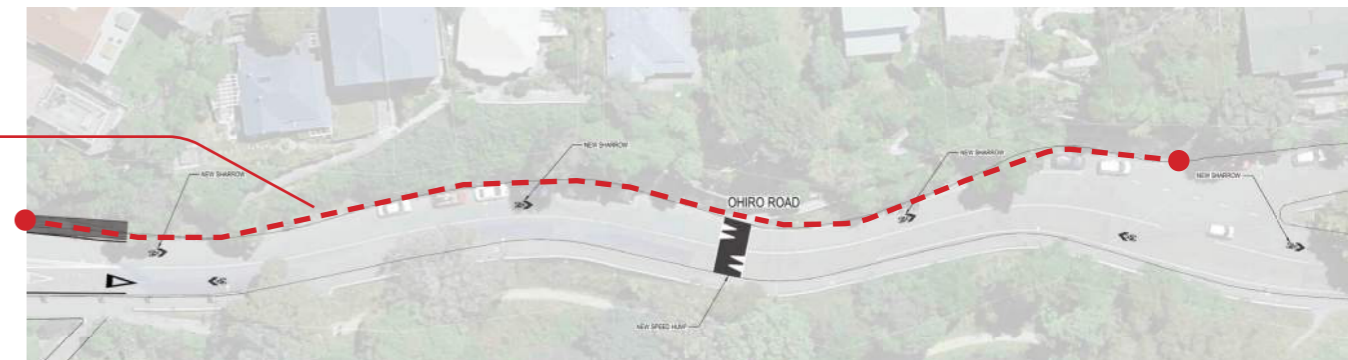
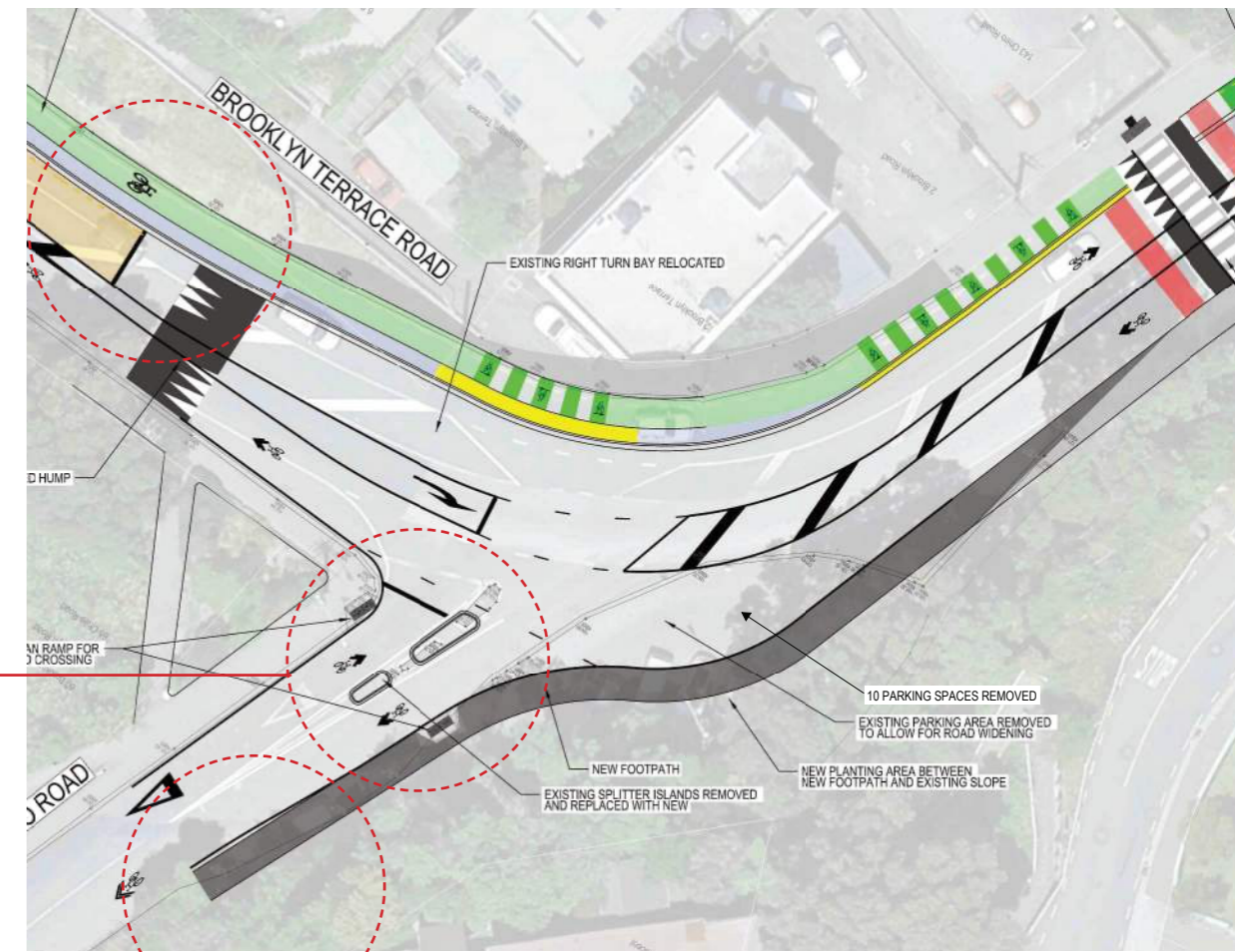
Brooklyn Connections

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.

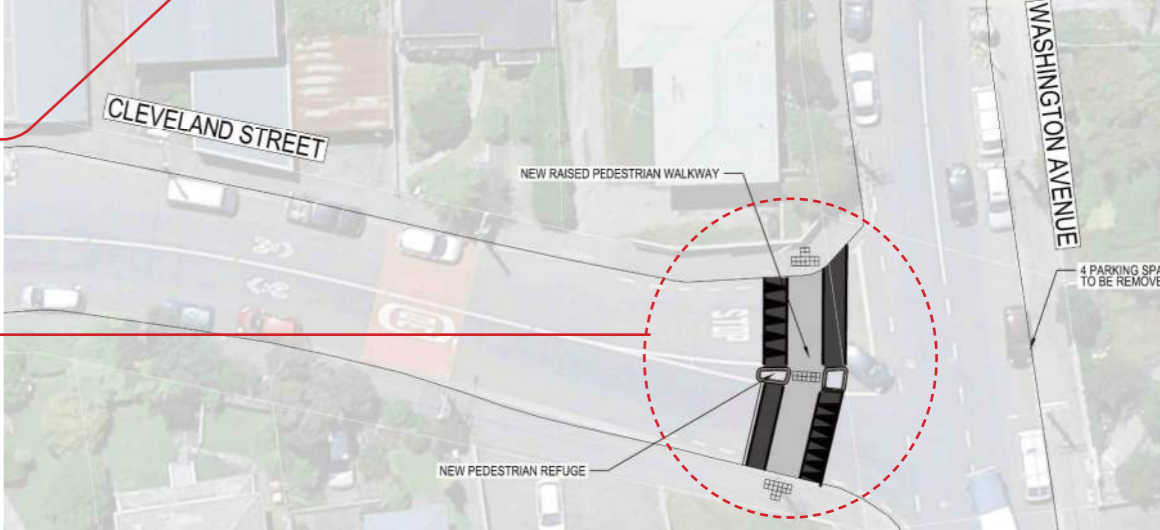


Brooklyn Connections

Submission by Nick Mouat
23 July 2023

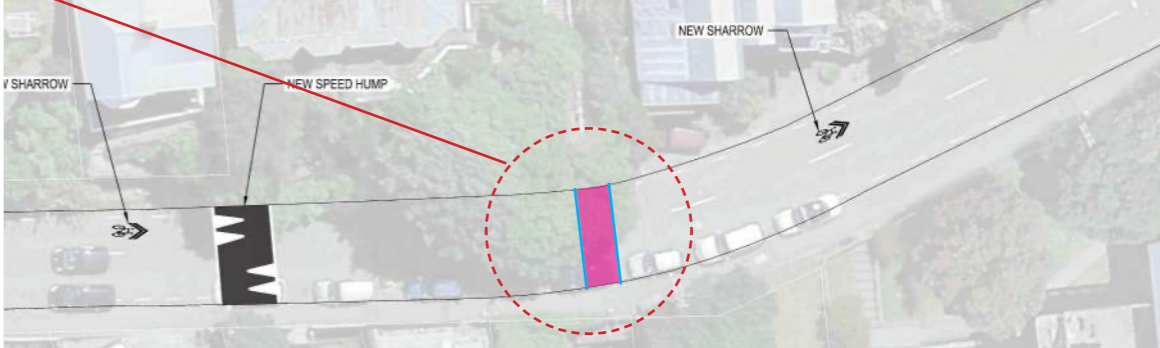
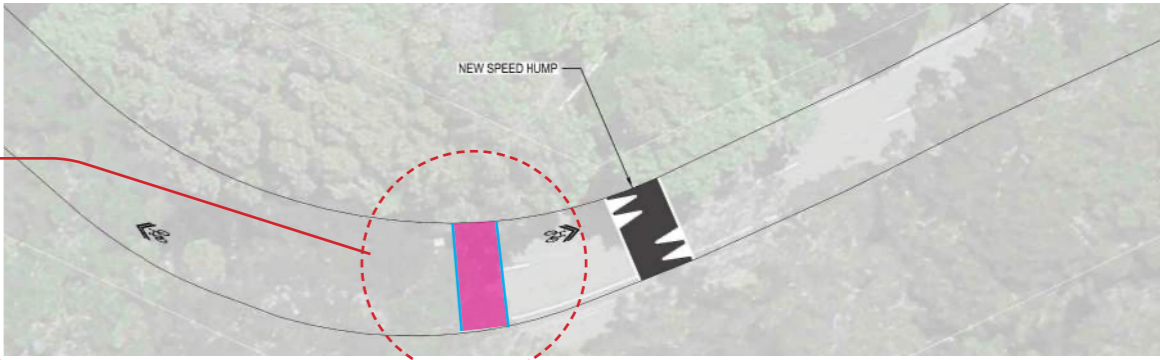
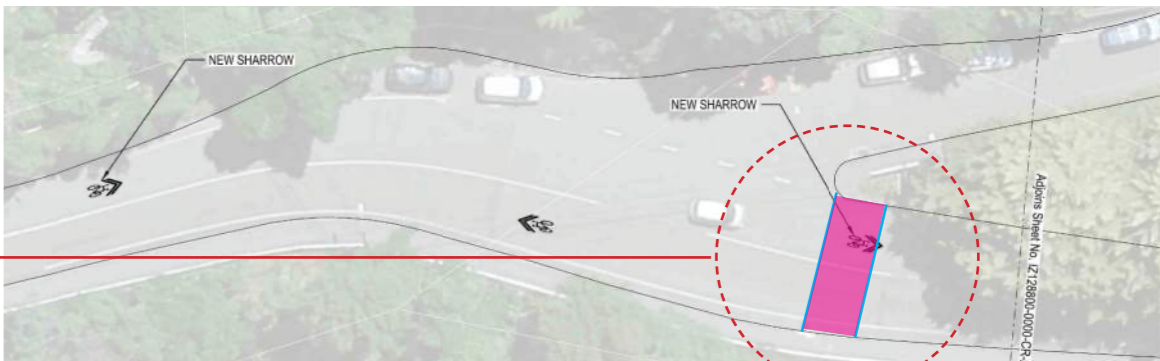
Cleveland Street

- 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.



Ohio Road below Brooklyn Road

- 20. While I have no problem with the addition of speed humps down Ohio 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 cyclist and there is more time and space to anticipate what vehicles are doing vs the narrow tight corners on Ohio Road.
- 21. I suggest the first speed hump is replicated or moved down to provide a safer pedestrian route across Ohio 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 Ohio 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 Ohio Road as there's no footpath there, hence facilitating them crossing more safely would make sense.



Feedback

Tuesday

114370193114

NAME: Peter Flowers	SUBURB: Other	ON BEHALF OF: Wellington Seido Karate	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?

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

Commented on in earlier question

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 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?

Feedback

Tuesday

114370228578

NAME: Avis Macadam	SUBURB: Other	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
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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

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 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?

Feedback

Tuesday

114373321110

NAME: Marissa	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

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 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.

Feedback

NAME: Marianne Elliott	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

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.

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 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 this 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 112 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.

Feedback

Tuesday

114368243581

NAME: Carilyn	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

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 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 all 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 in coming 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.

Feedback

Tuesday

114372862123

NAME: Monty Mouat	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
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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

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.

Do you support 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?

Feedback

Wednesday

114368156667

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
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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

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 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?

totalyat 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

Feedback

NAME: Matthew	SUBURB: Northland	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?

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

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 Ohio 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

Feedback

Wednesday

114373287971

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
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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 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 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

Feedback

Wednesday

11435500000

NAME: Catherine	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
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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 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 likely 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 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 rationale 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 Willis 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 is 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!

Feedback

Wednesday

11437222744

NAME: Alex Gray	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

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 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.

██████████
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

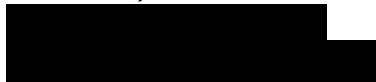
route carrying up to 16,000 vehicles per day. There are no raised crossings on Adelaide Road or Riddiford Street and only through the shops on The Parade Island Bay. Therefore I object strongly to raised crossing on this arterial route.

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



Feedback

Wednesday

114370366627

NAME: Donald Nordeng	SUBURB: Te Aro	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
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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

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 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?

Feedback

Wednesday

114370277165

NAME: Jane Armitage	SUBURB:	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
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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 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 to Brooklyn Road?

Neutral

Do you have any comments to make about this part of the proposed design?

Do you support 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?

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 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?

Feedback

NAME: Christoph Gerds	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?

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 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.

Feedback

Wednesday

114373669808

NAME: Katie	SUBURB: Brooklyn	ON BEHALF OF: Greater Brooklyn Residents Association Incorporated	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?

Don't know

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

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 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.

Do you support 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 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).

Brooklyn Project

Greater Brooklyn Residents Association Inc - GBRAI

Submitting as an Organisation

Contact: Katie Underwood – Chair - GBRAI

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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.

Feedback

Wednesday

11437400000

NAME: Sam Donald	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

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 th 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 the cycle lane where it

crosses side streets (Nairn St, Bidwill St, Washington Ave) and think this need 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 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 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.

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 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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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.

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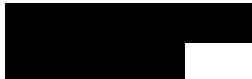
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Ngā mihi,

Sam

Sam Donald



Ngā mihi,

Sam

Sam Donald
Associate / Architect
for and on behalf of

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Te Kāhui
Whaihanga
Practice 2022

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Feedback

Wednesday

114373299756

NAME: Susie Robertson	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?

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 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).

Feedback

Wednesday

114368800337

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
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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

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 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.

Feedback

Wednesday

114373272564

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
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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 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 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 [REDACTED] [REDACTED] 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 off 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?

Feedback

Wednesday

114369516411

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
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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

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 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?

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.

Feedback

Wednesday

114373285794

NAME: Alex Dyer and Linda Beatson	SUBURB: Brooklyn	ON BEHALF OF: Cycle Wellington	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

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 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



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cyclewellington.org.nz

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Facebook: [groups/cyclewellington](https://www.facebook.com/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

Feedback

Wednesday

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
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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

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 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?

Feedback

NAME: Ian Paterson	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

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

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 a 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 the pedestrian flow and safety of travel into Bidwell Street. Secondly, there needs to be an improvement for those coming from Ohiro 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 - that's an awesome solution and scope for great design.

Do you support 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 crossing as many commuters need to cross this area of road and it's tricky as it currently stands but reposition the 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 road is steeper and more people will speed creating an unsafe route for cyclists and when you go past the Maarama Cres intersection the road is really tight and making this a major cycling way will increase the traffic and congestion and frustration and risk.

Feedback

Wednesday

114373334977

NAME: June Vallyon	SUBURB: Mount Cook	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
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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 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.

Do you support the proposed changes to Brooklyn Road?

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 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.

Feedback

Wednesday

114373325850

NAME: CHRIS DUDFIELD	SUBURB: Vogeltown	ON BEHALF OF: South Coast Business & Promotion Assoc.	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
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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 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.

Feedback

114365913830

NAME: Patrick Morgan	SUBURB: Te Aro	ON BEHALF OF: Cycling Action Network	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

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?

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 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.

Feedback

Wednesday

114373315312

NAME: Karen Thomas	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?

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

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 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.

Feedback

NAME: Dr Ruth Fischer-Smith	SUBURB: Mornington	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

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.

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?

Do you support 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 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?

Feedback

Wednesday

114372856109

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 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?

Feedback

Wednesday

114372250882

NAME: Geordie	SUBURB: Brooklyn	ON BEHALF OF: NZ Automobile 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?

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

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

1. LET'S GET WELLINGTON MOVING THORNDON QUAY ORAL SUBMISSIONS

Kōrero taunaki | Summary of considerations

Purpose

This report to Koata Hātepe | Regulatory Processes Committee asks that members recognise the speakers who will be speaking to their submissions regarding the proposed Let's Get Wellington Moving Thorndon Quay Traffic Resolutions.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

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

Relevant Previous decisions

The Thorndon Quay and Hutt Road Project is part of Let's get Wellington Moving's Three-Year Programme. (<https://lgwm.nz/about/our-plan/three-year-programme/>)
In October 2020. The Thorndon Quay Hutt Road Single Stage Business Case (SSBC) (<https://lgwm.nz/all-projects/tqhr/related-documents/>) was completed to address the problems along Thorndon Quay Hutt Road corridor. The SSBC was approved by all Let's Get Wellington Moving partners in 2022. Safety changes have already been made to Thorndon Quay by changing angle parking to parallel parking and improving safety for people traveling through the area. These parking changes were approved by Wellington City Council in traffic resolutions on 24 June 2021.
The traffic resolutions for a roundabout on Aotea Quay was approved by the Wellington City Council Infrastructure Committee on 24 August 2022 following two weeks of engagement with stakeholders. As a result of the feedback received, the pedestrian crossing facilities at the entrance of the container terminal was amended to provide a more direct route for pedestrians and cyclists.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

| Low | Medium | High | Extreme

Author	Marcella Freeman, Democracy Advisor
Authoriser	Siobhan Procter, Chief Infrastructure Officer

Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Koata Hātepe | Regulatory Processes Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for their submissions.

Whakarāpopoto | Executive Summary

This report asks that members of the Koata Hātepe | Regulatory Processes Committee recognise the speakers who will be speaking to their submissions regarding the proposed traffic resolutions.

Takenga mai | Background

1. Let's Get Wellington Moving consulted the community on the Thorndon Quay & Hutt Road traffic resolutions from 26 April to 23 May 2023. (<https://lgwm.nz/all-projects/tqhr/>)
2. Of the submissions received, 17 confirmed they wanted to speak at an oral hearing.

Kōrerorero | Discussion

3. Attachment 1 includes all the submissions of submitters who indicated they would like to speak to their submissions on the Thorndon Quay project.

Ngā mahinga e whai ake nei | Next actions

4. Decisions on the Thorndon Quay project are scheduled to be considered at the 24 August 2023 Koata Hātepe | Regulatory Processes Committee.
5. The full submission document will be published alongside that meeting's agenda.

Attachments

Attachment 1. Thorndon Quay Submissions

Page 200



Thorndon Quay Traffic Resolution

Wellington City Council

8/2/2023

This report to Te Kaunihera o Pōneke | Council asks that members recognise the speakers who will be speaking to their submissions regarding the proposed Let's Get Wellington Moving Thorndon Quay Traffic Resolution.

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1 Business and Organisation submissions

1.1 [REDACTED]

Written submission, 10 Pages

PART I: INTRODUCTION

[REDACTED]

The [REDACTED] represents a diverse collective of individuals, community organisations, businesses, and building owners, who have lived, operated, traded, and worked on Thorndon Quay for many years, often decades.

THORNDON QUAY COMMUNITY

Cumulatively, our member have hundreds of years of understanding in respect of how Haukawaakawa | Thorndon Quay ("TQ") currently operates (from the perspective of all user groups). On this basis, our members have a wealth of knowledge that can be used to better understand the workability and impact of LGWM's proposed changes.

Additionally, to date many of our members have invested a considerable amount of resources, time and effort into enhancing the TQ area for the benefit of all Wellingtonians. For example, the installation of a clearway during AM peak traffic hours to enhance cyclist safety, was an initiative put forward by local businesses.

Our members are immensely proud of what has been achieved to date and are passionate about continuing their work in this respect, both individually and in collaboration with the likes of Let's Get Wellington Moving ("LGWM") and the Wellington City Council ("WCC").

For the above reasons, [REDACTED] is eager to work with LGWM and the WCC on a positive collaborative basis, by sharing our local knowledge in a manner that best enables the implementation of changes and improvements to TQ, which will create effective positive outcomes for all members of the Wellington Community. We believe that this approach is critical to:

1. Best ensuring that LGWM's decision is based on complete information that anticipates unexpected negative outcomes in advance of making any proposed changes (rather than after), thereby helping LGWM to avoid significant 'error costs'.
2. Ensuring that the ultimate design that LGWM implements, fully benefits from detailed local knowledge (beyond the incorporation of public preferences into policy goals), which we believe will be instrumental in ensuring LGWM and the WCC will in fact achieve the climate, safety and social goals that the proposed changes are primarily seeking to achieve.

PART II: CHANGES THAT WE SUPPORT

We are in full agreement with LGWM's position that urgent action is required to address the climate crisis. We also fully support making changes that will be effective at securing a material improvement in safety for cyclists and all other users of TQ.

In this respect, we also appreciate the role that improving cyclist safety and bus reliability will play in achieving a successful mode shift from private vehicles to public transport and cycle alternatives. We are cognisant that such changes will be critical to the Wellington region's efforts to transition to a low carbon and climate resilient future at the scale and pace required to combat climate change. Similarly, we understand that it is critical that the TQ street-scape is appealing and functional for those who get around on foot.

For the above reasons we, as representatives of [REDACTED] are in full support of the following elements of LGWM'S proposed changes to TQ:

1. **Improving the reliability and appeal of public transport:** by introducing a part time bus lane on the southbound direction between 6.30am to 9.30am. For the reasons set out on the next page, we are of the view that a better balance between safety and accessibility interests on the one hand and expedience of bus services on the other, is best achieved if the introduction of a PM bus lane is delayed until a point in time when PM traffic congestion warrants doing so.
2. **Improving cyclist safety and the attractiveness of cycling:** by introducing improved cycleway infrastructure, however, due to the notable safety issues and a number of social and economic impacts (all of which are set out on pages 3 to 6), we do not support the design and placement of the proposed cycleway. We do however support the alternative cycleway solutions that we have put forward on page 7.
3. **Improving pedestrian safety:** by installing 5 new raised pedestrian crossing tables.
4. **Improving the quality of the street environment:** by making a range of proposed improvements to the streetscape. However, for the reasons addressed on page 8 to 9, we propose making a number of adjustments to a number of design elements that relate to achieving this objective.
5. **Changing timing of the on-street parking spaces:** however, for the reasons set out on page 8 to 9 and Appendix 1, we propose some adjustments, which we believe will better align the timing configuration with the needs of those users who have to rely on a vehicle to access certain business and organisations located along TQ.
6. **Improving safety for all users by:**
 - a. installing signals at the intersection of TQ and Tinakori Road; and
 - b. Reducing the speed limit along TQ, however, given that TQ is a main arterial road, we suggest that a 40 km speed limit is more appropriate.

PART III: PROPOSED DESIGN IMPROVEMENTS

In the spirit of seeking to collaborate with LGWM and impart local knowledge that LGWM's team can use to best ensure the final design will achieve its objectives, we have provided a range of suggested changes, which are set out below.

DEDICATED BUS LANES

Our position

We are in full support of dedicated bus lanes. However, for the reasons below, the best overall outcome would be achieved if LGWM introduces the AM dedicated bus lane in the first instance and holds off on introducing a PM bus lane until a point in time when PM traffic congestion warrants doing so. For the reasons also set out on page 9, this approach will not adversely impact efforts transition Wellington's transport system to a low carbon future.

Local observations

While we support introducing bus lanes, they will have adverse social and safety consequences for a number of TQ stakeholders if LGWM's design is not adjusted to mitigate these effects. In particular, we note that:

1. The proposed dedicated bus lanes will further reduce the available parking capacity substantially during their operating hours. This temporary reduction is in addition to the circa 47% reduction in parking capacity brought about by converting all angled parks on TQ to parallel parks in late 2021 ('**2021 Parking Capacity Reduction**').
2. TQ is home to a number of organisations, which provide valuable community services to a large number of Wellingtonians, most of whom are only able to access these services by vehicle for a number of unavoidable practical reasons. Such community organisations include: [REDACTED] which provides daycare to hundreds of children; [REDACTED] one of Wellington's largest dance schools, which has hundreds of children enrolled; and two ophthalmologist clinics which service thousands of patients, many of whom are elderly.
3. The above daycare and dance school organisations are already experiencing a drop in their roles as a direct result of the 2021 Parking Capacity Reduction. Parents cite a persistent inability to find a park within a reasonable proximity as the reason for un-enrolling their children. More importantly however, almost all parents have noted that the resulting lack of parking in reasonable proximity to the above locations has meant they often have to park illegally in spaces that make disembarking and navigating their children to and from their destination unsafe.
4. Because the proposed dedicated bus lane operating times coincide with peak pick up and drop off times at the [REDACTED] and the [REDACTED] the introduction of dedicated PM bus lane will increase the above accessibility and safety issues significantly. Both of these organisation indicate that they will likely need to close or relocate as a result. The closure of these organisations, both of which provide community services that are in short supply, will have a significant adverse effect on hundreds of families and children.

Suggested solution:

To mitigate the above adverse social and safety impacts, LGWM can take a dynamic adaptive pathway approach to introducing the proposed dedicated bus lanes. To this end we note that at present, average PM traffic congestion levels on TQ are yet to reach a threshold where bus travel times are materially impacted.

On this basis, we suggest that LGWM only introduces a dedicated AM bus lane in the first instance. In the event that traffic congestion does increase at some point in the future to a level where bus times are materially impacted, LGWM can then introduce a PM dedicated bus lane. This dynamic approach has merit, as it:

1. Mitigates the above accessibility, safety and social adverse impacts, without compromising bus travel times.
2. Provides a future proofed solution, as the road markings and signage required to implement a PM bus lane can easily be installed if or when future levels of traffic congestion warrant doing so.
3. Allows LGWM to manage the uncertainty associated with anticipating future transport infrastructure requirements.
4. Does not impact efforts to decarbonise the transport system

IMPROVING CYCLIST SAFETY

Our position

We fully support building a quality cycleway that eliminates, or minimises, as far as reasonably practicable, risks to the health and safety of cyclists and other users of TQ.

Local observations

For the reasons discussed below, we believe that the the proposed cycleway design is unsafe, and if implemented, will likely lead to an increase in the frequency and severity of accidents involving cyclists and pedestrians. Additionally, it will also compromise accessibility for a number of user groups, including the elderly and families with young children, who are dependent on a number of specialist services located along TQ.

We acknowledge that the existing provision for cyclists on TQ is not ideal. However, for the reasons below, it is a safer interim measure that LGWM should keep in place until a long term solution that eliminates or minimises health and safety risks to the extent required by the Health and Safety at Work Act ("HSWA") can be implemented. To assist LGWM with identifying a safe long term solution that is also future proofed against the future increase in cyclist volumes, we have provided two reasonably practicable alternative options on page 7, which:

1. eliminate the most significant safety issues set out below and minimise all others;
2. reflect international best practice, and
3. provide a more future proofed enduring solution.
4. Ensure that the LGWM's partner organisations meet their PCBU obligations under section 39 of the HSWA.

TQHRC's safety observations include the following:

31% of all cyclist accidents on TQ entail a collision with vehicles turning into or out from private driveways and side streets ("Private Drive Collisions"). The proposed cycleway design will lead to a significant increase in such Private Drive Collisions for the following reasons:

1. The eastern side of TQ has circa 45 private driveways and lanes that intersect with the bi-directional cycleway. A high volume of vehicles enter and exit these driveways and lanes each day, thereby creating a dangerous conflict with cyclists heading in each direction on the proposed bi-directional cycleway.
2. Waka Kotahi's Crash Analysis System ("CAS") shows drivers already often fail to identify cyclists moving in one direction before executing a right hand or left hand turn into or out from the above private driveways and lanes.
3. The proposed bi-directional cycleway introduces an additional hazard, as cars entering and exiting private driveways and lanes will be required to identify and anticipate cyclists moving at speed in two directions instead of just one (i.e. the bi-directional cycleway introduces an additional dynamic variable that motorists must account for).
4. The proposed AM dedicated bus lane also introduces an additional hazard that will further increase the risk of Private Drive Collisions. In particular, drivers turning into or out from a private driveway or lane will also need to identify and anticipate buses heading southbound (during AM bus lane hours) in addition to cyclists moving in two directions at speed (i.e. it introduces a further dynamic variable that compounds the risk of Private Drive Collisions).
5. The additional hazards noted at 3 and 4 above will compound the risk of Private Drive Collisions substantially in terms of both frequency and severity, particularly during AM peak hours. This is because:
 - a. The dedicated AM bus lane operating hours coincide with the peak cyclist movements along TQ.
 - b. Waka Kotahi's CAS data demonstrates that AM peak traffic screens southbound cyclists from view of northbound cars turning right into private drives and lanes located on the eastern side of TQ.
 - c. The new hazards above introduce a number of challenging dynamic variables, that will either distract cyclists and motorists and/or be missed by these users altogether, thereby compromising their ability to identify an imminent Private Drive Collision and take the necessary evasive action to prevent one occurring.

- d. A high volume of trade and work vehicles enter and exit private driveways and lanes during AM peak hours (i.e. when the highest number of cyclists are traveling along TQ and when the proposed AM bus lane is operating). A substantial number of vehicles also enter and exit private drives and lanes on the eastern side of TQ throughout the day.

To date, the most serious cycle related accidents on TQ involve collisions between cyclists and pedestrians ("Cyclist v Pedestrian Collisions") - see CAS records 201212631, 2021207122, and 201112963 for examples. The proposed bi-directional cycleway will lead to a significant increase in Cyclist v Pedestrian Collisions. This is because:

1. It will significantly increase the number of instances where pedestrians must traverse a cycleway, thereby increasing the cyclist and pedestrian conflict hazard. This is because:
 - a. Under the current TQ configuration, pedestrians only need to traverse the existing cycleway when crossing from one side of TQ to the other (i.e. persons disembarking from cars, taxis, Ubers, and buses do not have to traverse a cycleway when their destination is on the same side that they disembark from).
 - b. Under the proposed configuration a significantly higher number of pedestrians will need to cross the proposed bi-directional cycleway, because, due to its positioning, all pedestrians in the following situations will also have to traverse the proposed bi-directional cycleway:
 - i. Pedestrians crossing from the western side of TQ to the eastern side (or vice versa); and
 - ii. Pedestrians disembarking a bus, taxi or Uber on either side of TQ whom are making their way to a location on the eastern side of TQ; and
 - iii. Pedestrians disembarking from a private vehicle on either side of TQ whom are making their way to a location on the eastern side of TQ.

To this end we note that eastern side of TQ is home to those businesses and organisations that attract the highest volume of pedestrians on TQ (e.g. child care centers, dance school, church, bakeries and cafes, opticians, gyms, accountants, high rise office buildings, retail outlets amongst other businesses). Conversely, the western side is home to predominantly trade related businesses that attract less pedestrians.

2. The proposed cycleway will also introduce a new cyclist and pedestrian conflict hazard that will significantly increase the risk of Cyclist v Pedestrian Collisions, as well as reducing accessibility for elderly persons and parents with young children seeking to access locations on the eastern side of TQ. This is because:
 - a. Pedestrians will be required to identify and anticipate cyclists moving at speed in two directions instead of just one (i.e. it introduces an additional dynamic variable that pedestrians must account for). This new hazard will create a heightened risk of Cyclist v Pedestrian Collision in terms of both the frequency of such incidents and the severity of the injuries caused, particularly as a large number of affected pedestrians are:
 - i. Elderly persons, as they comprise a large proportion of the daily visitors to Bordeaux, the Woolstore Design Centre cafe, two ophthalmologist centers, and various retail stores on the eastern side of TQ.
 - ii. Parents with young children, as collectively there are many hundreds of young children enrolled at the day [two] daycare centers and a dance school, which are also all located on the eastern side of TQ. Critically, we note that even under the current TQ configuration, this user group already encounters frequent instances of near collision with cyclists moving at speed in one direction.
 - b. There will inevitably be occasions where cyclists voluntarily or involuntarily veer off the cycle way into the pedestrian area at speed (e.g. to avert a crash with an oncoming cyclist, a cyclist heading in the same direction when overtaking, or because a cyclist has lost control at speed for some other reason).
3. LGWM has projected that the number of cyclists on TQ will increase substantially over time. The uptake of electric assisted cycles which can travel at much higher speeds is also increasing significantly. When this is considered alongside LGWM's projected increase in pedestrians, it becomes clear that:
 - a. The proposed bi-directional cycleway will further lead to the number of Cyclist v Pedestrian Collisions and the severity of the harm that they cause increasing over time.

- b. As the proposed bi-directional cycle lane will become increasingly unsafe over time, it is not a fit-for-purpose nor a future proofed solution.
- c. Like the original Island Bay cycleway, which was also poorly designed, the proposed bi-directional cycleway will likely need to be removed and replaced with a safer alternative at a significant cost to ratepayers.

Under the present TQ configuration, there is no risk of a cyclist vs cyclist head on collision, and there is a low risk of accidents associated with one cyclist overtaking another ("Cyclist v Cyclist Collisions"). Introducing the proposed bi-directional cycleway will lead to a significant increase in Cyclist v Cyclist Collisions as the proposed design:

1. Provides no physical separation between cyclists passing each other in opposite directions at speeds that will often likely exceed 30-40 kmph, particularly in the case of electric assisted cycles and persons riding performance road bikes (which frequently ride in excess of 50 kph along TQ); and
2. Confines cyclists heading in each direction to a narrow envelope (circa 1.5 meters wide in each direction), thereby leaving inadequate space for one cyclist to safely overtake another. As a result, many cyclists and e-bike users:
 - a. Will inevitably use the oncoming cycle lane when overtaking a slower cyclist, further increasing the risk of a head on Cyclist v Cyclist Collision and/or one or more cyclist veering off the cycleway into the pedestrian area at speed (i.e. to avoid such a collision or as a result of one).
 - b. Will likely elect to ride on the road during AM and PM peak hours (e.g. to avoid being caught behind slower cyclists and/or the need to overtake a slower cyclist within the confined space provided by the proposed bi-directional cycleway), an outcome that would in turn lead to:
 - i. The risk of Private Drive Collisions being compounded further, as motorists entering and exiting a private driver or lane on the left hand side of TQ will need to contend with:
 - Cyclists moving at speed in two directions on the proposed bi-directional cycleway;
 - Buses heading southbound (during the AM bus lane hours) in addition to cyclists moving in two directions at speed;
 - Cyclists also heading southbound in the bus or vehicle lane, particularly during AM peak hours when faster cyclists will be incentivised to avoid being caught behind slower commuter cyclists on the proposed bi-directional cycleway.
 - The screening effect of southbound AM peak traffic, which obscures a motorists ability to see cyclists moving along the proposed bi-directional cycleway and on the proposed dedicated bus lane or vehicle lane.
 - ii. Cyclists who elect to use the bus and/or vehicle lanes (to avoid bunching behind slow cyclists on the proposed bi-directional cycleway) being exposed to a higher risk of collision with:
 - Southbound vehicles and buses, as there will be significantly less physical separation between the cyclists and southbound motorists (i.e. compared to under the current TQ configuration);
 - Vehicles performing u-turns into the southbound vehicle lane, which based on Waka Kotahi's CAS data, account for circa 15% of all cyclist related accidents on TQ and are more likely to cause serious injuries if they collide with a cyclist (see CAS record 8912351, 201113167, 2022221673, 2852218, 9712283, 2413462, 2413078, 8714018, 2911148, 201713272, 2021182530).

Our proposed solution

A key arterial cycle route like TQ should comply with international best practice in terms of safety and encouraging more people to adopt cycling as a preferred mode of transport. Furthermore, it presents a valuable opportunity to provide a vibrant and iconic cyclist friendly gateway to the capital city, which is also sufficiently future-proofed in terms of its ability to cater to a significant increase in cyclist volumes over time. With these imperatives in mind we put forward two reasonably practicable alternative options that are:

1. Demonstrably safer, and as such, are more likely to encourage a mode shift to cycling and ensure that the LGWM partners comply with their PCBU obligations under section 39 of the HSWA; and
2. More aligned with the New Zealand Government's objective of facilitating an equitable transition (i.e. a "transition [that] is just, fair and inclusive for all New Zealanders"), as each option below will allow LGWM to better balance:
 - a. Providing critical cycling infrastructure that is essential to de-carbonising Wellington's transport system; and
 - b. Preserving the accessibility interests of the elderly, young families, and other users (e.g. local businesses, trades, and like users), who are simply unable to access certain services and goods provided on TQ without a vehicle, due to a number of unavoidable mobility and practical constraints, as well as the social and economic interests of a large number of TQ stakeholders.
3. Reasonably practicable, as the new KiwiRail leadership team has made it clear that they now prioritise working with local stakeholders to achieve beneficial social and environmental outcomes, and as such, are likely to be amenable to exploring the viability of the options below, if LGWM undertook a genuine effort to do so.

OPTION ONE: Installing a 5-6 meter wide bi-directional cycleway on Kiwirail land that runs behind buildings located on the eastern side of TQ. This option has a number of significant benefits. In particular, this option:

1. **Fully eliminates:** the risk of collision between cyclists and vehicles by creating full physical separation. Of particular note, routing the cycleway behind the TQ buildings avoids cyclists having to traverse across circa 45+ private drives and lanes, thereby making it significantly safer than the proposed bi-directional cycleway on this basis alone.
2. **Fully eliminates:** the risk of collision between cyclists and pedestrians by creating full physical separation between these two user groups;
3. **Preserves and even enhances accessibility:** for the user groups identified on page 5 above, as it removes the conflict between cyclists and pedestrians.
4. **Provides a unique opportunity:** to design a Wellington equivalent to [Auckland's Te Ara | Whiti - The Lightpath](#), as the physical separation from the road enables the installation of an equivalent solution comprised of vibrant lighting and colored pathway that:
 - a. Enhances the visual amenity of the area where we propose locating the option one alternative cycleway; and
 - b. Preserves more room on TQ for enhancements that also improve the visual and functional amenity for pedestrians (i.e. as it frees up more space for this purpose).
3. **Allows LGWM to construct a sufficiently wide bi-directional cycleway:** that is:
 - a. Safer for cyclists, as our proposed bi-directional lane provides adequate space for overtaking, thereby reducing the risk of Cyclist v Cyclist Collisions significantly (i.e. compared to LGWM's proposed solution); and
 - b. Future-proofed in terms of its ability to cater to a significant increase in cyclist volumes over time.

OPTION TWO: Installing an elevated platform 5-6 meter wide bi-directional cycleway over KiwiRail land, which runs from Kaiwharawhara Station and connects to the existing stadium concourse, which at present is a significantly underutilised piece of infrastructure.

This option also provides the above significant benefits. In addition, it aligns with Waka Kotahi's approach to developing comparable cycleway infrastructure in Auckland. To this end we note that the success of Auckland's Te Ara | Whiti - The Lightpath, has led to [Waka Kotahi seeking to construct a further cycleway extension](#).

PART IV: EFFECTIVE TRANSITION

We fully appreciate that bold action is needed if we are to successfully transition to a low-carbon and climate-resilient future in a manner that is just, fair and inclusive for all New Zealanders.

The burden of transitioning

The [REDACTED] members and TQ stakeholders are cognisant of the fact that transitioning to a low-carbon future will inevitably entail some changes that adversely impact existing economic and social interests. In this respect, we are eager to play our part and share the burden where a proposed transition initiative will be effective at achieving its objective of reducing carbon. We do note however, that it is important to distinguish between:

1. **Valid transition related burdens:** in other words, adverse social and economic impacts that are an unavoidable byproduct of changes that will lead to effective reductions in carbon; and
2. **Avoidable and unnecessary transition related burdens:** in other words, adverse social and economic impacts that:
 - a. Can be readily avoided by making sensible changes to the design and implementation of a given transition initiative that eliminate or minimise adverse social and economic impacts without compromising its ability to reduce GHG emissions in a material way; and
 - b. Arise when a transition initiative leads to maladaptation outcomes - i.e. unforeseen perverse impacts and knock-on consequences caused by a transition initiative.

From a public interest perspective, it is critical that LGWM and the respective partners that it is comprised of, do not undermine their credibility in this respect, by implementing transition measures that result in avoidable adverse impacts and/or maladaptation outcomes. On this basis, we make a number of observations below.

Changes to LGWM's proposal that will eliminate avoidable transition related burdens

Adjusting the design to preserve the existing car-parking capacity:

In September 2021, the WCC reduced car-parking capacity by up to 47% along TQ. The proposed design changes set out in the current LGWM proposal indicate further reductions in car park capacity well over and above what was originally indicated in the [consultation document issued in May 2021](#).

As detailed on page 3, there are a number of stakeholders/user groups, who are simply unable to access various services and outlets on TQ without a private vehicle (e.g. the elderly, parents with young children and various trade and related user groups) whom for a range of valid and unavoidable practical reasons cannot mode shift from private vehicles to cycling or public transport.

Accordingly, if these user groups cannot access the necessary services and outlets located on TQ due to insufficient parking capacity, they will instead elect to drive to alternative providers located elsewhere. We know that this is already occurring at an increasing rate, as a number of businesses have already exited TQ. In addition, as noted on page 3 above, many parents have already removed their children from the likes of [REDACTED] and the [REDACTED] for this reason.

As a result, excessive removal of car parking capacity on TQ (i.e. car park removal that does not / cannot achieve a transport mode-shift and in turn a reduction in transport-related emissions), has caused and will continue to cause avoidable adverse social and economic consequences.

Since the removal of almost half of TQ's car park capacity in September 2021, demand has outstripped supply consistently during week days. While we do not have statistical evidence, the vast majority of people that are relying on the remaining carparks predominantly fall into one of the user groups noted above, who cannot access various TQ businesses and other locations without a vehicle.

In light of the above, we strongly recommend that LGWM adjusts its proposed design so that it preserves the existing car park capacity. In the event that LGWM adopts one of the two recommended alternative cycle-way options, this is readily achievable.

Achievable mode shift: PHEV and electric vehicles

While many user groups cannot avoid relying on a private vehicle, they can mode shift from an ICE vehicle to a PHEV or electric vehicle. On this basis, a meaningful reduction in transport related emissions can be achieved by retaining the existing parking capacity and designating a reasonable proportion of the spaces for use by PHEV and electric vehicles only. While we appreciate that electric vehicles are not a perfect and long term solution, this will achieve a reduction in transport emissions in the interim.

Delaying implementation of a dedicated PM bus lane

As noted on page 3, PM peak traffic levels have not yet reached a level where the reliability of bus services operating during this time is adversely affected.

As is also explained on page 3, parents of young children will be adversely impacted by introducing the PM dedicated bus lane prematurely.

Because the majority of the individuals who make up this user group are unable to mode shift to public transport or cycling (due to obvious practical limitations that prevent them from doing so), delaying the introduction of the PM bus lane will avoid the adverse safety and social impacts outlined on Page 3, without adversely affecting LGWM's transition efforts.

Miscellaneous adjustments to the proposed allocation of parking

While we have not had sufficient time to assess the suitability of LGWM's proposed allocation of parking across the entirety of TQ (i.e. the suitability of the proposed time limits, as well as the placement and number of accessible parks, loading zones and motorbike parks at points along TQ), the current allocation does not appear to take into account the needs of various user groups.

An example of the unsuitability of the proposed allocation is set out in Appendix 1, which details a number of instances where LGWM's design proposes installing mobility parking and loading zones in locations render them redundant (e.g. because they are located a considerable distance from any nearby business).

On the above basis, we strongly suggest that LGWM:

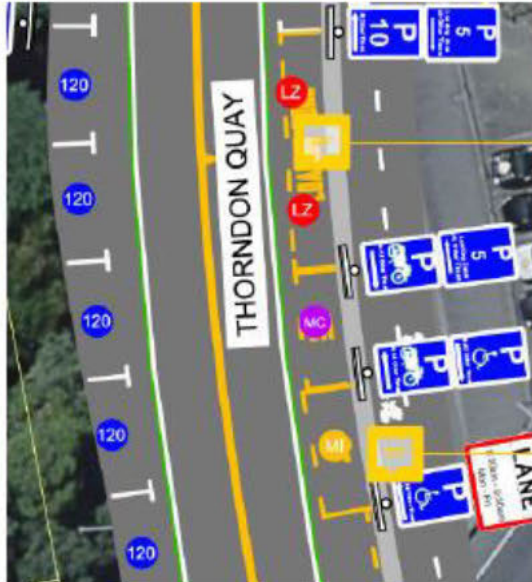
1. Breaks TQ into segments in a logical fashion (e.g. on the basis of what constitutes a reasonable proximity between a cluster of businesses and the nearby proposed parking);
2. Engages in detail with the businesses within each segment to ascertain the specific parking user requirements particular to each segment;
3. Updates its proposed allocation of car parking in a manner that accommodates the user requirements identified above.

248 Thorndon Quay

In addition to the above, we note that in 2020 the Greater Wellington Regional Council acquired rights to occupy 248 Thorndon Quay under Public Works Act so that it could install a temporary Bus Layover & Driver Facility. Prior to doing so this parcel of land was in the possession of the [REDACTED] which had leased the site for off street carparking purposes.

Now that car parking demand exceeds capacity during peak trade hours (i.e. weekdays between 10am and 5pm), LGWM could alleviate the impacts caused by insufficient car parking capacity by allowing the [REDACTED] to re-acquire lease rights to this site.

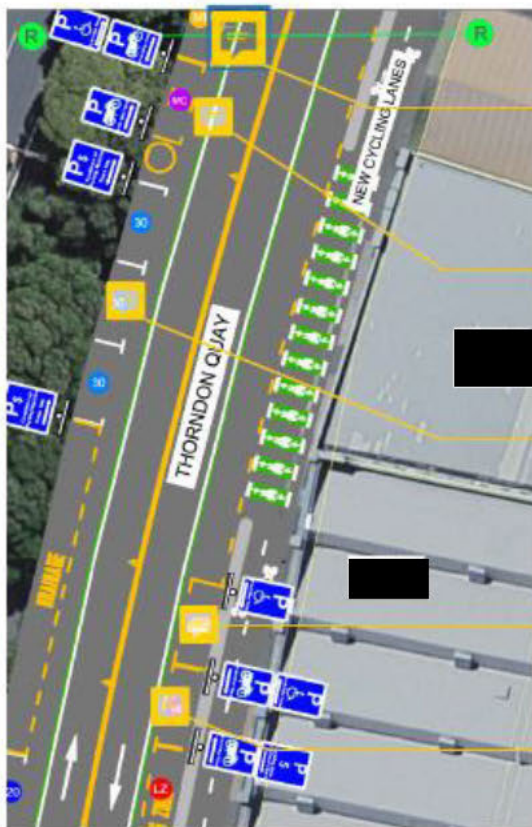
APPENDIX 1



Parking adjacent to the State Highway 1 overpass

The proposed loading zone is in a location where there are no businesses that require goods delivery. As this loading zone is unlikely to be used for its intended purpose we propose converting this to car parking.

Locating a mobility park so far away from nearby businesses renders it redundant. Only an ambulant person will be able to make meaningful use of this carpark. On this basis we also suggest that it is converted to a conventional car park.



Parking adjacent to the [REDACTED]

Proposed mobility park is on the side of TQ where there are no businesses and a busy street that a user will need to cross. Only an ambulant person will be able to make meaningful use of this carpark. On this basis we also suggest that it is converted to a conventional car park.

There is adequate parking for motorcycles on the south end of the [REDACTED]. On this basis we suggest that this motorcycle parking area is converted to a conventional car park.

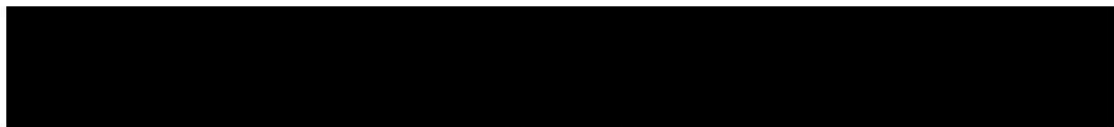
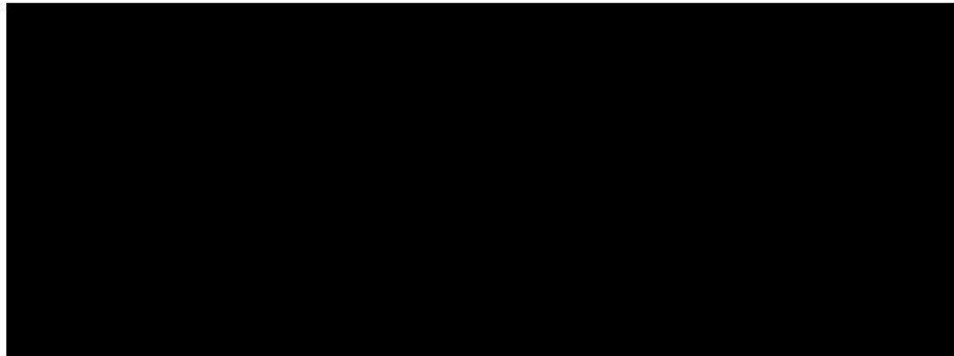
Most users of these carparks are customers of [REDACTED] and the various [REDACTED]. Accordingly they are redundant if they are not changed to 120 minute parking.

[REDACTED] south end carpark provides ample mobility parking more proximate to the buildings accessible route. On this basis we suggest that it is converted to a conventional car park.

As above re: existing motor cycle parking. This space is put to better use if changed to a car park.

1.2

Written submission, 5 pages



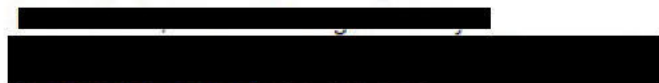
submission to

**Let's Get Wellington Moving
on
Thorndon Quay**

Email: tqhr@lgwm.nz

November 2022

Contact:



- 3.2 We do not support some of the practical realities and negative impacts on the existing businesses in the area, particularly those relating to restricting customer access to business and reduced parking.
- 3.3 We support having a separated bi-directional cycleway. Ideally we would have preferred greater separation between pedestrians, cyclists and vehicles as we believe that the close physical adjacencies may well increase exposure to risk of collision however, we acknowledge there are considerable constraints to providing more ideal alternatives. One of the frustrations our members suffer is that despite the provision of cycle lanes some cyclists still insist on using the road. Previously we have suggested that Waka Kotahi NZ Transport Agency (Waka Kotahi) change the Land Transport (Road User) Rule 2004 to obligate cyclists to use cycle lanes when available. We urge LGWM to lobby Waka Kotahi similarly.
- 3.4 The consultation document refers to the speed limit being reduced from 50 km/h to 30 km/h between Tinakori Road and Mulgrave Street (refer Figure 1 below). This is being proposed on the basis that *"This reflects the new street environment, increased number of cyclists, and suitability for the large number of children using the street."*
- Given the nature of the businesses along this route we are somewhat surprised by LGWM's view that it needs to be suitable for the *"large number of children using the street."* Can LGWM provide its rationale and modelling that shows the number of children predicted to use the route?
 - Traditionally this route has been used by commuters driving into and out of the city with according to Wellington City Council information an average monthly traffic count of 295,000. Presumably these changes will change the behaviours of those commuters in cars, for example they may change modes or use another route. Can LGWM share the impact analysis in this regard?

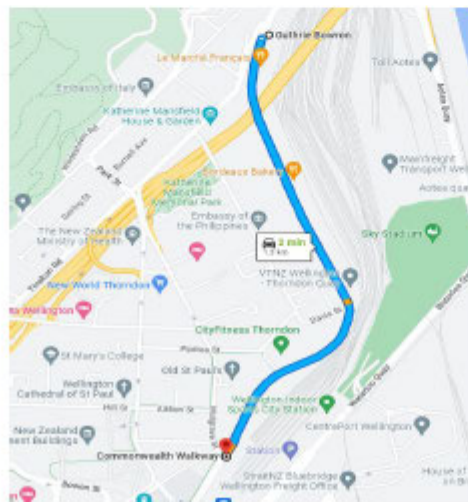


Figure 1: Thorndon Quay, between Tinakori Road and Mulgrave Street

- 3.5 The proposal includes the installation of four new raised pedestrian crossings on Thorndon Quay between Tinakori Road and Mulgrave Street.
- We have concern that, according to Waka Kotahi, there is no agreed best practice design standard for raised platforms and we have seen a proliferation of these with a variety of ramp designs and table length. Inappropriate designs have perverse outcomes on environment, climate and traffic flow. Slowing vehicles and then having them speed up results in increased fuel use, harmful emissions and noise. Until LGWM can give us an assurance it will have an appropriate design for the raised crossings we oppose these raised crossings.
 - Related to our concern immediately above, our understanding is that raised pedestrian crossings are a relatively new traffic calming device and the predominant rationale for introducing them has been to slow vehicles that are not travelling at an appropriate speed. Therefore, we query whether there has been sufficient consideration to creating an appropriate street environment that will lead to drivers naturally travelling at the intended speed of 30km/h, as arguably if the street environment is appropriate then these platforms would not be required.
- 3.6 The proposal includes installing a raised safety buffer between the cycleway and traffic lanes. Understandably, given the stage of this consultation there is insufficient detail provided regarding the design of the raised safety buffer. Notwithstanding, we request LGWM consider the following:
- Trucks will deliver large loads and the safest place for unloading these trucks is to continue to allow direct access to these buildings. Trucks will also need to access properties for regular service and maintenance.

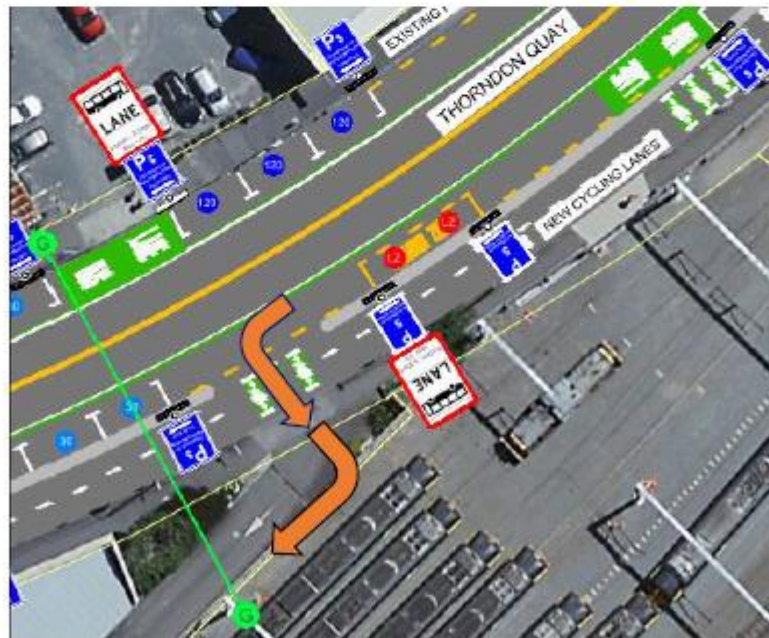


Figure 2: Excerpt from Plan 7, Designing for safe truck access

- Figure 2 above is an excerpt from Plan 7 of the Supporting Drawings provided by LGWM. We have inserted two orange arrows to indicate the potential hypothetical path a truck would take to access the side road. In our view the position of the raised safety buffer and the location of the Loading Zone are sub-optimally designed for this manoeuvre to be safely completed.
 - On-road tracking curves and turning templates commensurate with large vehicles meeting the Land Transport Vehicle Dimensions and Mass Rule should be used when determining the placement of the raised safety buffer and carparks. Furthermore, trucks should not have to encroach into the opposing lane to complete such manoeuvres.
 - Trucks that require direct access to properties and buildings should also be able to undertake these manoeuvres with clear sight lines, particularly of approaching pedestrians and cyclists. We are concerned that when road controlling authorities are undertaking street scaping beautification they are not giving adequate consideration to the impact of hazards like roadside furniture, signs, trees and lighting posts and these hazards are increasing the risk to vulnerable road users.
- 3.7 Regarding the proposal to install traffic signals at the intersection of Thorndon Quay and Tinakori Road, presumably, particularly during peak travel times this will increase the risk of queuing and congestion, which will in turn create adverse environmental effects. Has LGWM considered these risks and if so, can it share the impact analysis?

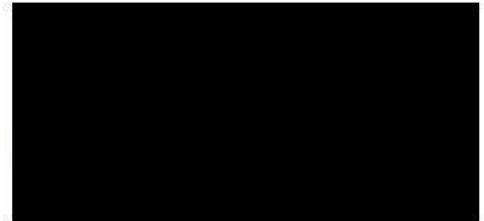
4. Concluding comments

- 4.1 In principle [REDACTED] supports the high-level intent of the changes, in particular: to improve public transport, promote modal shift and improve safety for all road users. However, as with many of those proposals, the devil is in the detail. We hope our suggestions and requests will lead to better and safer outcomes with this project.

END

1.3 Cycle Wellington

Written submission, 6 pages



Thorndon Quay & Hutt Road

 submission

Key points

- We strongly support the overall plan
- We have suggestions for improvements:
 - Extend the bus lane times to improve equity
 - Ensure traffic light phasing is safe and efficient for cyclists at Bunny St
 - Improve connection from Mulgrave St
 - Improve protection against illegal stopping at automotive businesses including 
 - Improve protection and address parking hazard outside 
 - Opportunity to improve setbacks at Waitomo fuel station
 - Please add more secure bike parking
 - Please plant more street trees
 - Please designate space for commercial rubbish and recycling collection

We strongly support the overall plan

We strongly support TR 26-23 at Thorndon Quay, Pipitea, including:

- A two-way cycleway on the eastern side of the corridor
- Rationalised bus stops
- A raised safety buffer between the cycleway and traffic lanes
- New raised pedestrian crossing tables
- Street parallel parking
- 30 km/h speed limit, aligning with the Wellington City Council approach on speed setting adopted in response to the Land Transport Rule Setting of Speeds 2022.

Design improves safety at Tinakori Rd intersection

We are very pleased to see traffic signals for the end of Tinakori Rd. This will make leaving and passing Tinakori Rd safer and more comfortable for all traffic. Currently drivers must wait a long time for a gap in traffic and often make risky manoeuvres.

We have suggestions for improvements

We believe the following changes would make Thorndon Quay safer and have a positive overall impact.

Extend the bus lane times to improve equity

We prefer full-time bus lanes in both the northbound and southbound directions. These provide a better level of service for bus passengers, and aligns well with LGWM mode-shift, safety, and carbon reduction goals.

Peak-hour-only bus lanes do not cater well for busy weekend or school-end traffic. People travelling at these times deserve reliable bus services too, not just those commuting AM and PM – this is an equity issue. If not providing full-time bus lanes, please extend the bus lane times to also cover weekend days and mid-afternoon buses used by parents and schoolchildren.

In our experience, the enforcement of parking infringements across the city remains a strained system. The performance of the peak-time bus lanes will depend heavily on parking being vacated. The combination of unreliable enforcement and inconsequential penalties for offences makes this design prone to cause congestion for bus services.

How will this project, or other supporting projects, ensure the smooth operation of the buses along this corridor with such a layout?

Ensure traffic light phasing is safe and efficient for cyclists at Bunny St (plan 1)

People on bikes headed southbound here need a head start (if merging) and a generous length of straight-ahead cycle signal phase to protect from left-turning traffic. The design also needs to cater well for northbound cyclists from Stout St and from Bunny St (both sides). We'd like to see the traffic light phasing plan for this intersection.

<https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Projects/Thorndon-Quay-and-Hutt-Road/TQ-TRs/521469-TQHR-DRG-TR-0001-Plan-1.pdf>

Improve connection from Mulgrave St (plan 3)

We support separating Thorndon Quay bike traffic from the general traffic signals.

Please ensure a safe and efficient connection from any Mulgrave Street bike lanes to the Thorndon Quay cycleway, especially anywhere cyclists have to cross moving traffic.

Please widen access to the cycleway from Mulgrave St. Cyclists from Mulgrave St need

to slow for people already on the cycleway, but they also need plenty of space to get safely out of the path of general traffic heading south from Mulgrave St. Widening access would allow riders from Mulgrave St more space to pause before entering the cycleway.

Improve protection against illegal stopping at automotive businesses including [REDACTED]

Clearance for sightlines at [REDACTED] is the perfect size to squeeze another car parked on the end, blocking visibility. This is one of a few examples in the plan, but vehicle-related businesses such as [REDACTED] and [REDACTED] are possibly the most likely to suffer illegal stopping 'just for a few minutes'. This needs preventative measures that do not rely on enforcement.

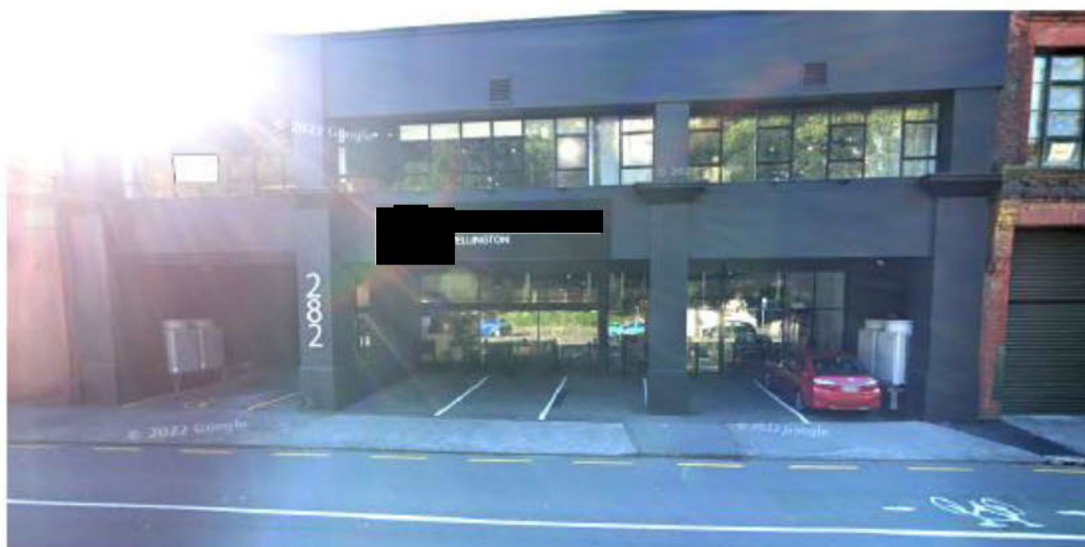
<https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Projects/Thorndon-Quay-and-Hutt-Road/TQ-TRs/521469-TQHR-DRG-TR-0001-Plan-11.pdf>



Improve protection and address parking hazard outside [REDACTED] (282 Thorndon Quay)

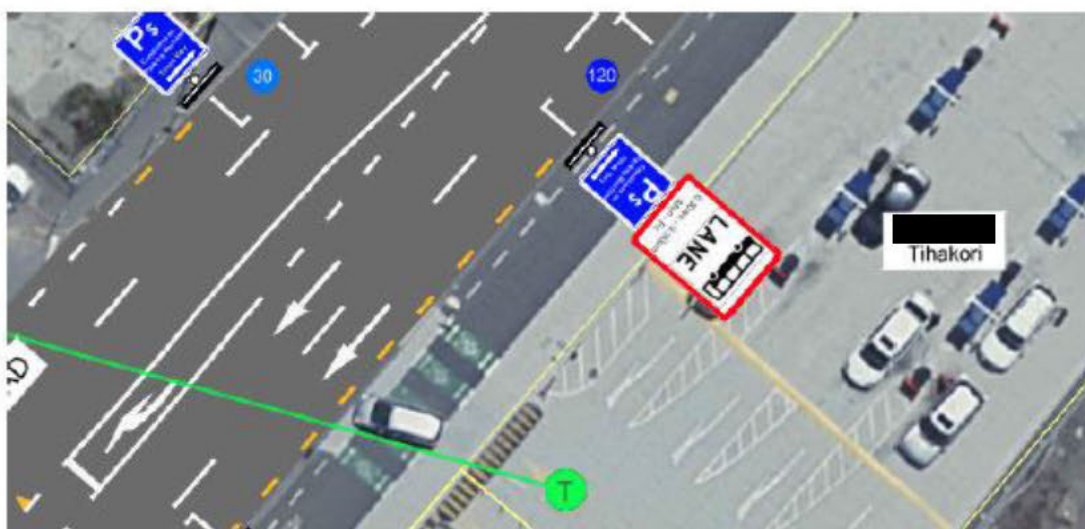
The design has wide access for motor vehicles, to allow onsite parking perpendicular to the traffic flow. The width of the opening in the cycleway protection means northbound cyclists are directly adjacent to southbound buses and parking traffic with no separation for over 20m. Please add mountable separators across this entrance to reinforce the edge of the cycleway.

The perpendicular parking at this site will create a hazard for cyclists as drivers will be unable to check the cycleway is clear before reversing into it.



Opportunity to improve setbacks at [redacted] fuel station

Vehicles queuing to leave the [redacted] fuel station (plan 21) routinely block the cycleway (see extract from plan 21 below). Please take the opportunity to increase the parking setback, improving sightlines for drivers and reducing the likelihood of these drivers blocking the cycleway.



Please add more secure bike parking

The design relies heavily on providing bike parking as a component of 'street furniture', with an example of a 'slim bike stand' included. We would expect this project to include a generous amount of practical bike parking and to work to place bike parks off the footpath where possible.

There are two parking bays in the design that are separate to the bus lanes. Each of these bays should include some extra bike parking and micromobility drop zones. Bike parking space should comfortably accommodate larger bikes such as cargobikes.

Two parking spaces in each of these bays could fit a bike parking corral — adding as many as 20 parking spaces to the area (for bikes)!



Please plant more street trees

The streetscape information for the project mentions trees and plants, but the location and extent of these is not clear in the plans. Established trees can provide shade and improve the sense of place, something Thorndon Quay needs for encouraging people to spend time there and not just pass through.

Please designate space for commercial rubbish and

recycling collection

We're pleased to see plentiful loading zones in the designs. These help give delivery drivers better alternatives to blocking bike lanes.

To ensure the footpath and bike lane are kept clear, businesses also need good alternative places to put their rubbish and recycling for collection.

Please ensure appropriate space is available, and work with businesses to help them understand good practice.

About [REDACTED]

[REDACTED] 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, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 5,000 members and supporters.

Nā mātou noa, nā [REDACTED]

9 December 2022

Submission on the Thorndon Quay and Associated Plans December 2022

We wish to comment orally on our submission – the 7th we have made on Thorndon Quay since 2014.

Executive Summary

A high-quality cycle corridor from the Hutt Valley and northern suburbs of Wellington into the Wellington CBD is a vision shared by all agencies. Its huge benefits include reduced parking demand in Wellington, reduced congestion, halving the cancer risk of people who take up cycling, and reducing CO2 emissions, all at a low cost compared to other transport options.

A cycling link between Hutt Valley and Wellington will finally give real choice for active transport; better connecting the regions two largest cities.

Thorndon Quay is a pivotal “missing link” in this corridor. It is a hostile environment for cycling, being:

- Dangerous, with cyclists being involved in 23% of reported crashes, with the clear majority of cyclists involved being injured; and
- Perceived as dangerous, hindering increased use which would be beneficial for both motorists and those who cycle.

Despite already being the busiest cycle route in Wellington, there is huge latent demand. We estimated 0.9% of people commuting through the Hutt Valley to Wellington corridor currently bike (excluding bus patrons) – compared to 7% mode share in Christchurch. Just a modest increase in mode share could free up 1,000 extra car parks each day in Wellington.

There is much at stake here – the health of your people, the congestion on your roads, and the health of our environment.

We need to keep this “why” central to our planning. Design changes to mitigate issues in specific locations must keep in mind the importance of a high-quality cycle path throughout the whole corridor. Reduced parking will have an impact on local businesses. We urge council to consider a business development package to support businesses in the transition to seeing cyclists as good for business and supporting mode shift amongst people who currently work and shop on Thorndon Quay. The whole city needs to learn how to “do transport differently” – Thorndon Quay could reap the benefits of being a leader in this change.

About

The [redacted] is a collective of over 200 people wanting to improve cycle infrastructure in and to the Hutt Valley. We consider the option to be able to safely cycle around our city and our region is important for our health, our environment, and our economy.

We are submitting on the Thorndon Quay Cycle Path Consultation because many Hutt residents work in – and cycle to – Wellington on a daily basis.

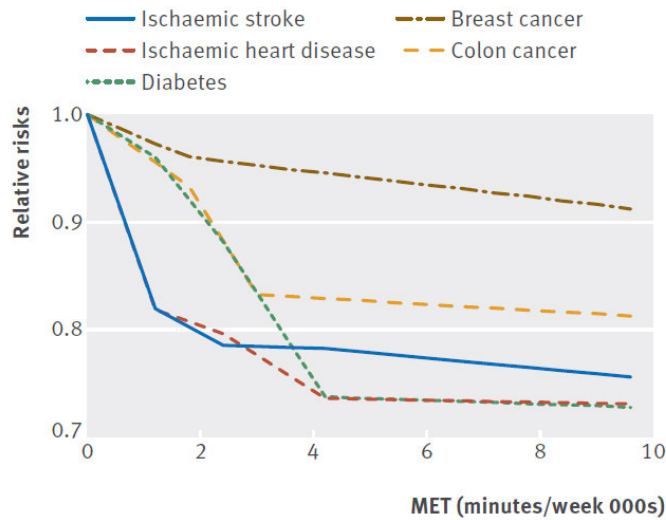
Health Benefits of Active Transport

A recent 5-year prospective study of over 250,000 people (median age 52)¹, published in the British Medical Journal, found cycling reduced:

- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%
- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, “If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”²

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better³:



Business Benefits of Cycling

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year.⁴

The Heart Foundation of Australia commissioned a report on the economic benefits of active transport⁵. It found that:

- A high proportion of all retail expenditure comes from local residents and workers.
- Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.
- Many car-borne shoppers are “drive-through” shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area.
- It is difficult to estimate the value of non-drive-in spend for main streets. However, it is always bigger than we think.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment.

¹ Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

² <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

³ Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857

⁴ Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. *Prev Med* 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

⁵ “Good for Buisne\$\$, the benefits of making streets more cycling and walking friendly”, National Heart Foundation of Australia, ABN 98 008 419 761

The Vision for the Melly to Welly Corridor

The section of cycle path is one link on a critical cycle corridor that runs from Wellington to Melling.



This path has significant potential to increase the numbers of people cycling into the CBD from the north. Approximate numbers currently on the Petone to Ngauranga corridor are:

- 33,350 motor vehicles per day each way⁶
- 9,000 people on trains per day each way⁷
- 400 cyclists per day (extrapolated from peak hour surveys)

These numbers exclude bus patrons. Assuming 1.2 people per car, and 85% of motorists continue into Wellington (rather than up Ngauranga Gorge), this gives 43,400 people travelling each way from the Hutt to Wellington per day. Cyclists therefore make up 0.9% mode share.

Christchurch has 7% cycling mode share. If this was achieved on the Wellington to Petone corridor, that would see 3,000 cyclists per day, each direction, on this route. Even a cycle mode share of 5% would see 2,170 cyclists per day – an increase of over 1,770 per day.

Assuming this cycle growth to a mode share of 5% came pro-rata from motorists and rail commuters, this would see **1,160 less cars needing to be parked in Wellington each day**.⁸

Therefore, there is huge potential for an increase in cycle mode share, given the current trivial cycle mode share. This would make a significant reduction in the number of cars travelling into and parking in Wellington each day.

The Chase for Change

This development is in keeping with Wellington City Council's own survey evidence (Wellington City Council, Cycling Demand Analysis, 2014) that many more people would prefer to take up cycling:

⁶ 66,700 vehicles per day in 2007 in both directions, Page 14, SH2 Hutt Corridor Strategic Study, Transit NZ, 2010

⁷ Ministry of Transport, The transport impacts of the 20 June 2013 storm, November 2013

⁸ 34,000 people travelling by car and 9,000 by train implies 79% travelling by car. 1,770 extra cyclists would therefore be 1,400 less people (1,770 * 0.79), which at an assumed 1.2 people per car is 1,170 fewer cars.

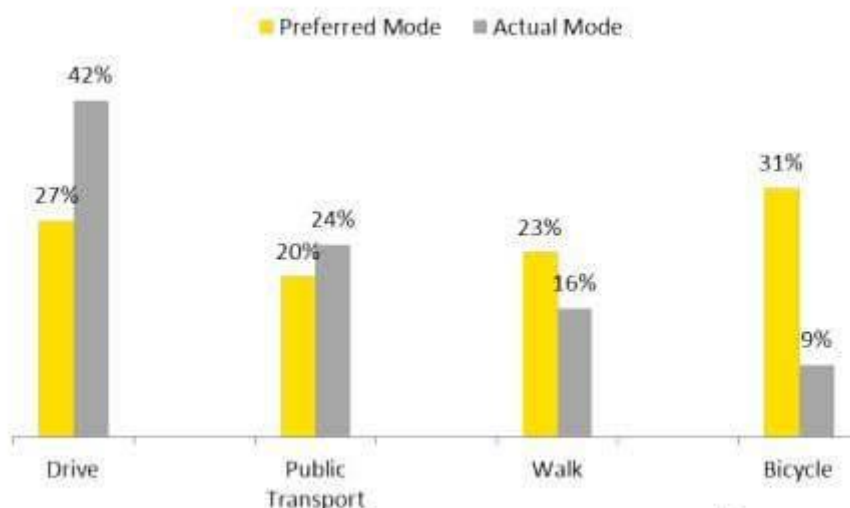


Figure 13 – Preferred and actual travel mode used in Wellington¹⁴

The development of a cycle route from the Hutt Valley to Wellington plan has been a very long time coming. It was first agreed in 1903:

After the Hutt Railway and Road Improvement Act, 1903, was passed, and the road had been assured, a conference of delegates from the local authorities was held, and among other things they suggested to the Government,—

- (a.) That the road should be formed 100 ft. wide, and that it should contain a roadway 50 ft., cycle-track 15 ft., heavy-traffic track 25 ft., and footpath 10 ft. wide, the cycle-track to be in the middle of the road :
- (b.) That the water-tables, footpath, cycle-track, roadways, and land be raised to such a level above high-water mark that proper drainage shall be assured :
- (c.) That the gradients of the road be in no case flatter than 1 in 200, so as to give efficient drainage along the water-tables.

The planning context

Both local and central government have dramatic requirements for mode shift away from cars to active and public transport. The Government requires a reduction in vehicle kilometres travelled by car of 20% to meet its climate change obligations. GWRC and WCC have similar targets.

The Environment Court, in its recent decision on Riverlink stated, as the conclusion of its review of national and regional plans that:

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**⁹

Keeping the Whole Corridor at the front and centre of planning

It is easy for “fixing a specific problem” to unintentionally damage the whole.

This corridor is much more than the sum of its parts. A weak link anywhere will compromise the attractiveness and effectiveness of the whole route.

A recent example is the trialling of options to mitigate conflict between cyclists and those arriving by car outside the childcare centres in Kaiwharawhara.

The objectives for this sub-project were:

“to explore the different materials and options for the trails that could help achieve the following:

⁹ Decision No [2022] NZEnvC 161, para 248

- Create an environment that contributes to lower cyclist speeds and encourages considerate behaviour; and
- Enables parents and children to pass over the cycle path swiftly and safely”

Ironically, these objectives fail to recognise the cycle path as the only cycle route between the regions two largest cities, in which agencies are investing over \$400m.

Interagency Coordination over the Whole Wellington to Melling (“Welly to Melly”) Corridor

This Melly to Welly cycle corridor crosses a number of inter-agency boundaries. Current governance, design, timing, implementation and promotion is fragmented amongst these agencies. This is illustrated in the attached appendix.

Successful implementation of this path requires all 5 government agencies (as well as LGWM and Riverlink) involved to keep the big picture clearly in mind. Unfortunately, this project has been characterised by poor coordination, repeated consultation, agencies acting independently, focal controversy which ignores overall benefits, and “re-prioritisation” leading to significant delay.

We urge the development of an interagency cooperation over the objectives, design standards, and intentions for ongoing development and promotion of this route.

This cycle corridor has the potential to be a world-leading, iconic and scenic cycle corridor that sees a dramatic increase in cycle numbers and consequent decrease in traffic congestion and parking. Without better coordination we will build the equivalent of a bridge with a missing span.

Recommendation

██████████ urges the Wellington City Council to:

1. Give priority in design to maintaining a high-quality cycle path throughout Thorndon Quay
2. Quickly move to improve overall governance, implementation and promotion of the Wellington to Melling Cycle Corridor (“Welly to Melly”), in conjunction with GWRC, NZTA, Kiwirail and HCC.

The Welly to Melly Cycle Corridor

- Connecting two cities

Paths beside the River, through the Riverlink precinct, are key cycle routes. However, they are through dog parks (which the Environment Court specifically said was unsafe), and Riverlink will not put in lighting – despite this being the recommended previously to GWRC.

The proposed cycle route past the new Melling station creates conflict with heavy vehicles

Options for connections around Kennedy Good bridge have not been transparently tested, are remote, unlit and pass through a dog park. They have poor connections to surrounding suburbs.

Cyclists have just been informed that the cycle path between Petone and Melling, currently under construction, is 0.5 m narrower than the absolute minimum recommended by Ausroads, despite costing now \$64m. Available options for widening it were not transparently explored.

Initial Te Ara Tupua plans proposed shared paths through the Horowhenua reserve. The Environment Court in the Riverlink hearing concluded such paths were unsafe.

There is no planned connection from Riverlink through the Hutt CBD to the east. Despite Riverlink reconfiguring many of the CBD streets, cycle links will be considered in a later project

There is no safe connection from the Melling to Petone path at Doveyse interchange – despite the connection this would create to a further 15,000 people to access this path. Waka Korahi, HCC and Kivirail are each saying it is the others responsibility.

The underpass south of Petone Station creates conflict on blind corners between fast cyclists and pedestrians. Waka Korahi has decline to consider available alternatives without good reason.

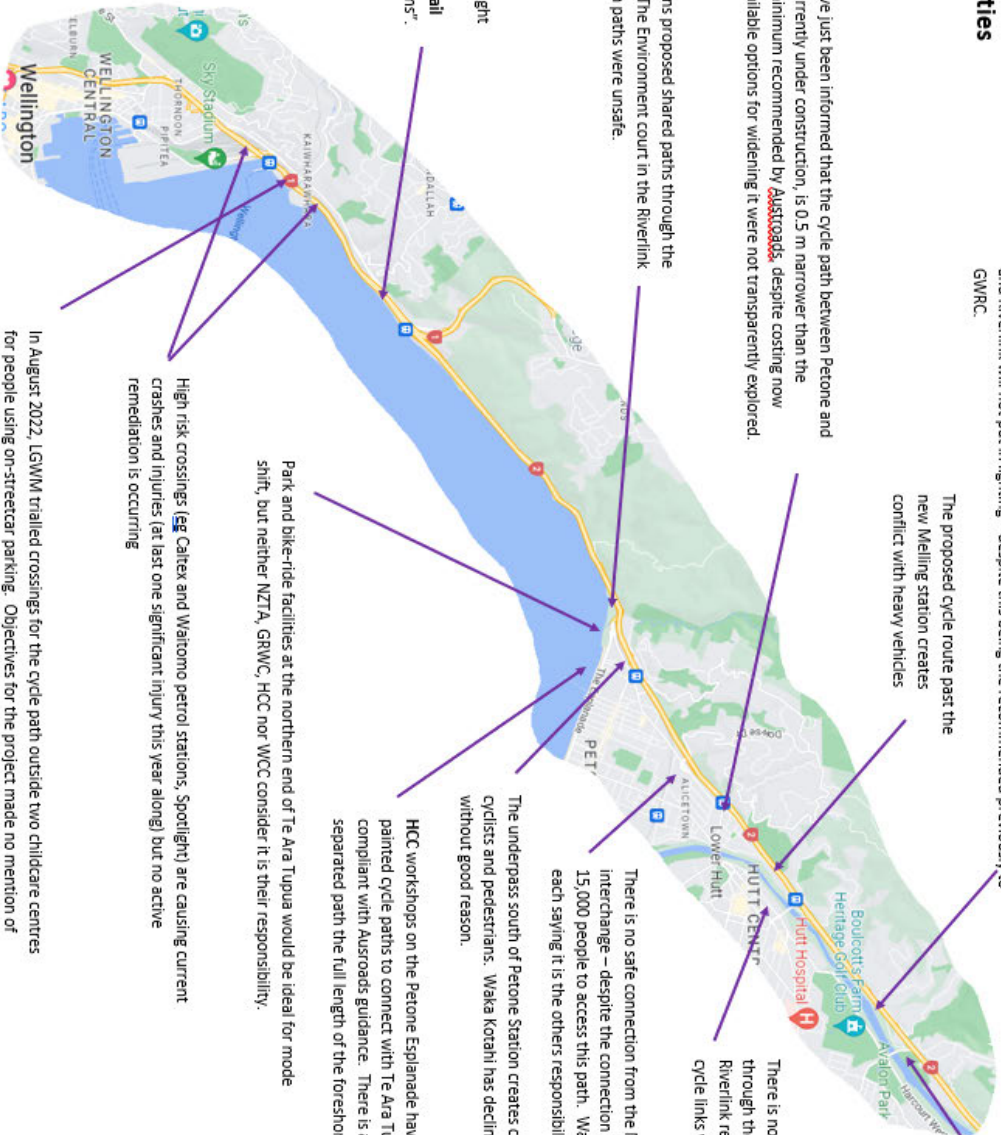
HCC workshops on the Petone Esplanade have proposed on-road painted cycle paths to connect with Te Ara Tupua. These are not compliant with Ausroads guidance. There is ample space for a separated path the full length of the foreshore

Park and bike-ride facilities at the northern end of Te Ara Tupua would be ideal for mode shift, but neither NZTA, GRWC, HCC nor WCC consider it is their responsibility.

High risk crossings (eg Catex and Waitomo petrol stations, Spotlight) are causing current crashes and injuries (at last one significant injury this year along) but no active remediation is occurring

In August 2022, LGWM trialed crossings for the cycle path outside two childcare centres for people using on-street parking. Objectives for the project made no mention of mode shift, nor the relevance of the cycle path to the Wellington to Hutt Cycle Corridor and associated \$400m investment.

A rail side path avoiding the very tight underpass under the Ngauranga interchange was declined by Kivirail for unspecified “operational reasons”. There is ample space.



HAVE YOUR SAY

TRANSFORMING THORNDON QUAY

by 9 December 2022



Your details

Enter your name and contact details

First name	Last name

Why do we collect information about you?

We may use your personal information for decision-making and design of the programme. For example, we may use your feedback and responses to surveys to help us to identify a preferred solution for the programme. You can request access to, or correction of, your information. To read the full privacy policy, visit lgwm.nz/privacy

Read more about the proposed changes to Thorndon Quay at: lgwm.nz/tqhr

Thorndon Quay

We're transforming Thorndon Quay to provide safe and reliable travel choices for everyone – whether walking, cycling, by bus or car – and create a more attractive street environment. We want your feedback on the emerging detailed design of Haukawakawa | Thorndon Quay and the associated speed change and traffic resolution. Feedback closes on Friday 9 December 2022.

Street environment

We are working with Mana Whenua on the streetscape design. These areas are tied together as panels that comprise a whariki (cloak), with the road corridor as the hika thread, which reinforces the design. We have three key themes: tangata (people), awa (water) and whenua (land).

Haukawakawa | Thorndon Quay is currently dominated by cars. The streetscape designs will express specific cultural and historical narratives. These will contribute to a more appealing and attractive urban environment, encouraging people to spend time rather than hurrying through.

We are adding more seating and leaners. This will contribute to a more appealing and attractive urban environment, encouraging people to spend time in the area.

We're replacing small sections of pavement and we're still looking at what surface material we'll use at specific locations. We want to highlight where streams run under the road.

We have identified some spaces along Haukawakawa | Thorndon Quay for trees and plants which complement the culture and history of the area.

Thinking of all the proposed changes to the streetscape, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

Personal safety

We know there are areas on Haukawakawa | Thorndon Quay that make people feel unsafe and need improving. We have made the pedestrian crossings safer and added a new one. We are also reviewing the street lighting.

Thinking of the proposed changes to improve personal safety, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

Do you have any other ideas for the street environment or to improve personal safety?

As per our provided submission document, we support the design but have some recommended improvements that will help to make Thorndon Quay a highlight of [redacted] route, e.g.

- More trees, green spaces to make it more people and environment friendly
- Wayfinding signage to show routes to other key destinations within or outside Wellington
- Including signage to show that Thorndon Quay is part of [redacted]
- Historical information and places of interest
- Better protection for pedestrians and walkers at driveways / car parking
- Ensuring bike parking, outdoor seating, and water fountains are regular intervals; this without impact on people using the footpath.
- Designing Thorndon Quay to make it safe and more enjoyable for people of all ages and abilities

Read more about the proposed changes to Thorndon Quay at: lgwm.nz/tqhr

2

For people walking

On Haukawakawa | Thorndon Quay the footpath will be separated from the cycle path to provide dedicated space for people on foot and on bike. The street environment will be improved with planting, seats, lights, and different surfaces. Pedestrian crossings will be the same level as the footpath and be controlled by traffic lights, making it safer and easier to cross the street.

There will be five pedestrian crossings, including new crossings at Aotea Quay overbridge and at Thorndon Quay overbridge, and crossing facilities at both the Tinakori Road and Mulgrave Street intersections. The pedestrian crossing at Davis Street will be moved to make it more visible and therefore safer.

Thinking of the proposed changes for people walking in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people walking?

We feel that the proposed design changes will have substantial benefits for people who walk. Our separate submission document highlights other changes that can further improve the safety and comfort for people who walk.

Do you have any other ideas to improve the street environment for people walking?

As per our separate submission document we see opportunities to further improve the street environment, e.g.

- a line of trees along both sides of the street to provide shade and to significantly beautify Thorndon Quay
- plenty of green spaces and seating for people to relax, as well as water fountains
- historical information and sights including advertising this route as part of Te Aranui o Poneke (Great Harbour Way)

For people on bikes

We are installing a two-way cycle path on one side of Haukawakawa | Thorndon Quay to extend the existing two-way cycle path on Hutt Road through to the central city. This will allow passing space for people riding at different speeds, avoid the intersections on the other side of the street and the bus interchange at Mulgrave Street. The 3.5m wide cycle path will be separated from the footpath, to provide dedicated space for people cycling and walking.

The design of the cycle path will make vehicle crossing points as safe as possible. Cycle crossings will be included at pedestrian crossings.

Bike parking will be provided for all types of bikes including cargo bikes. The street environment will be improved to make cycling journeys more pleasant.

Thinking of the proposed changes for people on bikes in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people on bikes?

The proposed design changes will be a very significant improvement for people who bike; commuters, parents with children, older people; anyone regardless of age any ability to bike. It will result in a big uptake in people biking to Thorndon Quay as a destination, local workers and residents cycling, and people using Thorndon Quay to get to other destinations including as part of the Te Aranui o Poneke / Great Harbour Way. Note that the same applies to people on scooters.

Do you have any other ideas to improve the street environment for people on bikes?

As per our submission document, we recommend the following additional improvements for people on bikes (and scooters)

- Ensure that the design of the bidirectional path encourages people to go no faster than 30km/hr.
- Provide regular bike / scooter parking that does not impact on people walking on the footpath.
- Wayfinding information that highlights that Thorndon Quay is part of the Te Aranui o Poneke (Great Harbour Way)
- Water fountains at regular intervals, and a bike repair station along the route.

3

For people on buses

We are installing peak hour bus lanes in both directions to improve bus travel times and reliability, which will encourage more people to take the bus. During the morning peak traffic hours, there will be a dedicated bus lane into the city. This means buses will be able to bypass any traffic congestion. In the afternoon peak traffic hours, there will be a dedicated bus lane out of the city.

At all other times of the day and at weekends, buses will be in the same lane as general traffic. Priority will be given to buses at Mulgrave Street to improve journey times. Some bus stop locations will be adjusted to better balance local walking access and travel time for people on the bus.

The street environment will be improved to make it more pleasant when you are waiting for a bus. Pedestrian crossings will be improved to make it safer to get to and from bus stops.

Thinking of the proposed changes for people on buses in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people on buses?

No feedback

Bus lanes will operate:

- On weekday mornings, we are recommending a bus lane into the city between 6.30am and 9.30am.
- On weekday afternoons, we are recommending a bus lane out of the city, between 4pm and 6.30pm.
- These are the peak hours for buses, so there will be a dedicated bus lane in and out of the city at these times.

In general, do you have any feedback on the operational hours of the bus lanes?

No feedback

For people driving

One lane of general traffic in both directions will be maintained at all times. We are installing traffic lights at the intersection of Thorndon Quay, Hutt Road and Tinakori Road.

The proposed design includes 260 parking spaces off peak (there are currently 321) and 130-138 parking spaces during the peak. These numbers include mobility spaces and loading zones.

We are:

- Increasing the mobility parking from one space to 14 spaces
- Increasing loading zone parking from 11 spaces to 38 spaces
- Increasing motorcycle parking from five bays to 14 bays

4

We are proposing parking time restrictions generally in line with previous feedback we received from you in our last engagement in 2021:

- 22% (41) of the parking will be P10 minute parks
- 35% (64) of the parking will be P30 minute parks
- 43% (78) of the parking will be P120 minute parks
- P120 parks have been located in less active sections of the corridor

Thinking of the proposed changes for people driving in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people driving?

No feedback

Do you have any specific comments on the duration of parking or the location of mobility and motorcycle parking or loading zones?

No feedback

Construction

Construction on Haukawakawa | Thorndon Quay is planned to start in autumn 2023. We are carefully planning how we'll maintain traffic flow on Haukawakawa | Thorndon Quay while we build the new road layout safely.

In a perfect world, the work planned on Thorndon Quay will be completed in 24 months. Weather, unexpected site conditions and other planning requirements may change our plans. We'd like to stay in touch with people who use this road and/or who work or live in the area.

When trying to minimise impacts in busy areas we'd like to hear what you prefer.

Option 1: Constructing one bite-size section before the next, over a longer time with minimal impact or

Option 2: Constructing larger sections or more than one section over a shorter time with greater impact to people and traffic?

Option 1 Option 2

How would you prefer to be informed of construction progress, night work, road layout changes and traffic management on Thorndon Quay?

Text Email Facebook Letter Bus stop poster
 A sign beside the road All of the above

Please add your details below:

[Redacted]

5

Speed

Privacy statement: All submissions (including names and contact details) are provided in full to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

I am making a submission As an individual On behalf of an organisation

Name of organisation



With more people cycling and walking in the new street environment we are proposing a speed limit change on Haukawa Thorndon Quay. We are proposing to reduce the speed between Tinakori Road and Mulgrave Street from 50km/h to 30km/h, linking into the existing CBD 30km/h zone at Mulgrave Street. This aligns with the Wellington City Council approach on speed setting adopted in response to the Land Transport Rule: Setting of Speed Limits 2022. This reflects the new street environment, increased number of cyclists, and is suitable for the large number of children using the street.

Do you agree with the proposed new speed limit of 30km/h?

Strongly agree Agree Neutral Disagree Strongly disagree Don't know

In general, do you have any feedback on the proposed speed limit change?

The improvements to Thorndon Quay will likely encourage it as a destination, and a place to live and to play. A key aspect is reducing the speed to make the road and bike path feel safer.

The speed change and your feedback will be considered by Wellington City Councillors at the first appropriate committee meeting in 2023. You can present your feedback directly to the committee either in-person or online. Do you want to present to Wellington City Council?

Yes No

If yes, please provide your full name, address, email address and a contact number:

[Redacted contact information]

Traffic resolution

Privacy statement: All submissions (including names and contact details) are provided in full to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

I am making a submission As an individual On behalf of an organisation

Name of organisation



Wellington City Council officers are recommending traffic regulation changes on Thorndon Quay. Residents, businesses, and members of the public have until 9 December to give us feedback.

The proposed changes will be considered by the relevant WCC Committee at its first meeting in 2023.

Reference	Location and proposed changes
TR 26-23	TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities.

The changes are being made in accordance with the Traffic and Parking Bylaw 2021.

The design for Thorndon Quay includes:

- A two-way cycleway on the eastern side of the corridor
- Part time bus lanes (peak hour) in both the northbound and southbound directions
- Rationalised bus stops
- A raised safety buffer between the cycleway and traffic lanes
- New raised pedestrian crossing tables
- Street parallel parking

In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?

Strongly agree Agree Neutral Disagree Strongly disagree Don't know

In general, do you have any feedback on the proposed changes/traffic resolution.

No feedback

Submissions on the proposed changes must be made by filling out this form. All submissions must be received by 11:59 pm on 9 December 2022.

The traffic resolution and your feedback will be considered by Wellington City Councillors at the first appropriate committee meeting in February 2023. You can present your feedback directly to the committee either in-person or online. Do you want to present to Wellington City Council?

Yes No

If yes, please provide your full name, address, email address and a contact number:

Refer to details provided on page 6

Next steps

Thanks for sharing your thoughts. The feedback will be presented to Wellington City Council first quarter 2023.

Where we can, we'll use your feedback to inform and develop our designs further.

We're continuing to work closely with Mana Whenua, key stakeholders, businesses, residents and building owners on Thorndon Quay and the wider area to gather insights and input on elements like parking and street layout.

If you've selected to speak to your submission on the speed changes or the traffic resolution, Wellington City Council will be in touch to arrange for you to speak on this at the hearing.

For further information, email trfeedback@wcc.govt.nz or phone (04) 499 4444.

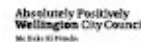
Need more information?

Please check our website www.lgwm.nz/tqhr. Or contact us at 0800 110 130 or email: tqhr@lgwm.nz
I am happy to receive regular updates from Let's Get Wellington Moving.

Yes No

What is Let's Get Wellington Moving?

We're a partnership between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi.

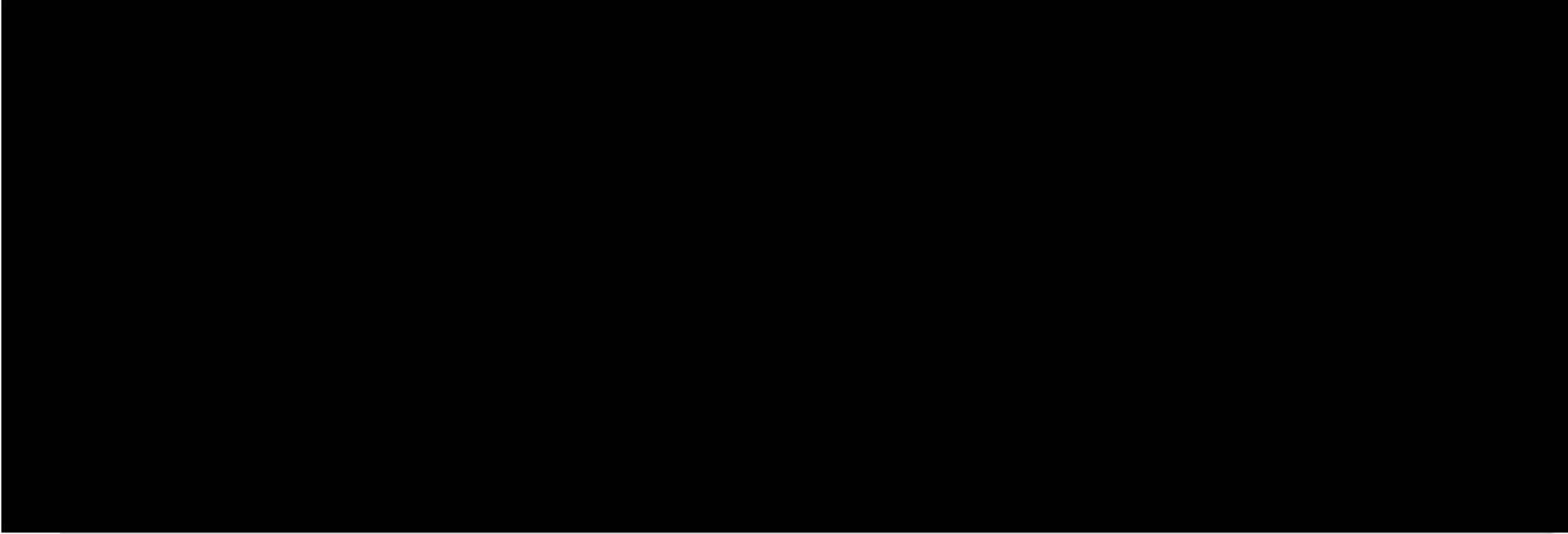


Fold and tape

Free Post Authority Number 225938



FREEPOST 225938
Thorndon Quay Engagement
Let's Get Wellington Moving
PO Box 5084
Wellington 6140



Submission on the
Transforming Thorndon Quay - Nov 22

Context

- **Reminder of the benefits of [REDACTED]**
 - Few places in the world have this opportunity to create a continuous route that connects the ocean, harbour, our cities and our history.
 - Significant tourism drawcard, health and active transport benefits.
 - Provides opportunities to protect our shoreline against sea rise.
- **Achievements to date**
 - [REDACTED] is now a well known concept.
 - New pathways along Cobham Drive and parts of Oriental Bays have transformed this part of the Great Harbour Way.
 - Work on the way for Te Ara Tapua (Ngauranga-Petone) and Tupua Horo Nuku (Eastern Bays) shared paths.
- **Our Submission key points**
 - Thorndon Quay is a critical travel link that should be advertised as part of the [REDACTED]
 - It is also an important commuter route, but more importantly it should also be a destination.
 - It should be transformed into a boulevard with trees and other greenery that attracts people to shop, play, work and live along Thorndon Quay.



What a Transformed Thorndon Quay can achieve

- A safe and enjoyable route that encourages people of all ages to walk and bike this as part of [REDACTED]
- A route that encourages drivers to go slow and give priority to public transport, pedestrians, cyclist and people scooters.
- A destination for people to stop, park up their bike, visit shops, sit outside at a cafe or take a rest under a tree, and take in various historical information and artwork.
- A convenient place where people can stay in overnight accommodation as part of their trip along [REDACTED] and further afield.
- Lots of trees, other planting and grass areas along the route and alongside buildings to make it an inviting, healthy place.
- An urban highlight as part of [REDACTED]



Our submission on what is required



What	Why
Wayfinding information	Thorndon Quay is an important part of [redacted] and a key connection between the CBD and other destinations plus points of interests. Wayfinding signs must be provided this information at intersection.
Greenery	This is critical to transforming Thorndon Quay from an industrial looking thoroughfare to an attractive looking boulevard. It needs more than roadside planting. It needs to be a tree lined route with green spaces including between buildings to avoid it continuing to be a concrete jungle.
Historical information	Ensure Māori cultural and historic information at places of interest that reflects the hītoriā of this part of Wellington. This will help to attract local and overseas visitors to Thorndon Quay.
Artwork	Likewise, use artwork installations and mural artwork to make Thorndon Quay an interesting destination.
Rest places	Ensure that there are regular places where people can sit comfortable,shaded by trees. This includes outdoor cafe seating areas. The design must provide sufficient footpath width to avoid impact on foot traffic.
Bike facilities	Install regular bike parking including Sheffield and Locky Docks. These should not block pedestrians on the footpath or at bus stops.
Safety for vulnerable road users	The design of Thorndon Quay must be safe enough for people of all ages and abilities, particularly walkers and cyclists. This is critical to ensure that people are not discouraged to use Thorndon Quay to walk or bike to other parts of [redacted]

1.6 Hutt Road Businesses

Hutt Road businesses have elected to present to the oral hearing as a collective. Below are submission received from the individuals who identify as members of this group. This includes survey submissions, email correspondence, and written submissions.

1.6.1 [REDACTED]

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Morning [REDACTED]

I just wanted to thank you all again for yesterday. I hadn't realised that that so many would come. Only 6 ([REDACTED]) had confirmed and I was expecting some of them to drop out. So I was very surprised to find that many unexpectedly turned up. I thought that you all handled it very well. Especially since you were put on the spot. Please thank everyone for me.

We are grateful that you have listened to our concerns and that you will do your best to accommodate them in the short term. It does concern me though that we will eventually have to vacate the premises and have a building which will essentially become a devalued asset. If there is any way that we can help you to push for increased funding, please do let us know.

From my notes on the meeting, the most pressing concerns are:

1. Keeping the one side of the road as it is (side with all of the businesses on)
2. Central reservation remaining as it is for safety reasons.

Alternative solutions that we would like considered and extra funding towards:

1. Reduce footpath width to accommodate bus lane
2. Possibility of an overpass. I know that in the UK we have many overpasses which are ramps and used especially for those with access requirements.

We would also be interested to see the data which has been collected from the device by H2O.

Can you please advice on expected dates for the revised presentation please? There is a feeling held by a few occupants that this will be left till the last minute to deliberate hinder them raising objections. I would like to be able to prove to them that this is not the case.

Thanking you again for your time.

Kind Regards
[REDACTED]

Survey data row	310
Map Layer	
View on map	
Submission date	2022-12-08 06:32:08 +1100
Pinpoint type	
First Name	[REDACTED]
Last Name	[REDACTED]
Email	[REDACTED]
City	[REDACTED]
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	<ol style="list-style-type: none"> 1. Leave the parking as is, retain on the northbound direction against the buildings. 2. No afternoon bus lane. Not needed as traffic flows freely. 3. Flush medium in the middle to be retained, not double yellow lines. (Noting that this flush medium will be reduced in size a little) 4. No need for a multitude of mobility or motorcycle parks. Would rather have normal regular parking P60 at least. 5. No loading zones required on the buildings side at the expense of car parking. No loading zones required at all on the opposite side of buildings 6. New bus stop outside The Joinery King/Omega car rentals– look to move north, closer to Gun city or retained in current location with a footpath added for access. 7. Sar Street parking – turn into P60 to keep the parking flowing. 8. Pedestrian crossing to be moved closer to rail bridge, outside gun City. (Dependent on new bus stop location) note, Gun City has no street access, entry is off street as is their car parking
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email

When trying to minimise impacts in busy areas we'd like to hear what you prefer.

Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

1.6.2

Survey data row	Row 366
Map Layer	
View on map	
Submission date	2022-12-09 05:30:59 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	<p>Leave the parking as is, retain on the northbound direction against the buildings.</p> <p>No afternoon bus lane. Not needed as traffic flows freely.</p> <p>Flush medium in the middle to be retained, not double yellow lines. (noting that this flush medium would be reduced in size a little)</p> <p>No need for a multitude of mobility or motorcycle parks.</p> <p>Would rather have normal regular parking P60 at least.</p> <p>No loading zones required on the buildings side at the expense of car parking. No loading zones required at all on the opposite side of buildings</p> <p>New bus stop outside The Joinery King/Omega car rentals– look to move north, closer to Gun city or retained in current location with a footpath added for access.</p> <p>Sar Street parking – turn into P60 to keep the parking flowing.</p> <p>Pedestrian crossing to be moved closer to rail bridge, outside gun City. (dependent on new bus stop location) note, Gun City has no street access, entry is off street as is their car parking.</p>
I am writing this submission on traffic resolution:	
Organisation name	

If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

Survey data row	Line 369
Map Layer	
View on map	
Submission date	2022-12-09 05:57:14 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	the area along Hutt Rd is mainly used by manufacturing businesses who cope well with a 50km speed limit. Reducing it to 30km is not needed and will only slow traffic down causing more congestion
I am writing this submission:	On behalf of an organisation
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	No
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	The proposed changes to the Hutt Rd section of the design will strongly affect the businesses exist there. by removing the current parking, you've taken away the only places that staff can park vehicles during the day. the area is seldom used by pedestrians and the busses that do go past are mostly empty so proposing a bus lane, again just uses up parking spaces. the current cycle lanes are more than adequate for the amount of cyclists that use it so any upgrade will just be a waste of money. the proposed loading zones are not required and any situated across the road from the businesses are and silly idea. asking carriers to carry goods across the roads is a dangerous proposition. i understand that a full bus lane for morning traffic will help them keep timetables but one going north is unwarranted as there really is no peak hour traffic heading in that direction. motorcycle parking is not required as there are plenty of areas for bikes to park.

	<p>One disability park will be enough. The proposed bus stop outside 73-75 Hutt Rd is poorly placed and is simply taking up car parking. there is currently a bus stop 100 metres North which only needs a footpath to enable users. this stretch of rd works well as it is and all of these proposed changes will only drive businesses out and will create empty buildings and the area will become desolate.</p>
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

1.6.3

Survey data row	Line 328
Map Layer	
View on map	
Submission date	2022-12-08 09:34:59 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	No
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	Yes

How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

1.6.4

Survey data row	77
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/357582
Submission date	2022-11-17 14:14:26 +1100
Pinpoint type	For people walking
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Agree
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

Submission on TQHR



We support the overall objectives of TQHR. We do not support the removal of workable parking along the western side of Hutt Road. We do not support the creation of a bus lane from Sar Street to the railway overbridge. There does not appear to be any rational justification for these changes. The implications are devastating for businesses and the creation of multiple and significant hazards for all road users. The current parking and road layout works very well for all road users and business we submit that the status quo be maintained.

By way of background:

- a. Stakeholders: ~ 25 businesses, ~150 people working there plus building owners, 1,000s of suppliers, service providers and customers
- b. Note there are no businesses on the eastern side of road (except Waitomo) which is primarily used by cyclists and very few pedestrians
- c. Daily activities: most staff arrive in the morning from around 7:00 many park and then leave for the day returning from around 3:00 pm onwards. During the day suppliers, service providers, couriers and customers come and go, many are delivering and collecting items which are often large and heavy they do not stay for long
- d. Current traffic conditions; sees a peak from 8:00- 9:00 mostly cars a few buses and cyclists, the clearway gets some use but is not full at any time. Late afternoon traffic patterns are completely different the return trips are spread out and there is no congestion at all with traffic flowing freely

Looking at the proposal most of the parking is being removed from the Western side of Hutt Road which does not align with the fact all the businesses are on this side.

Implications of having to park the on Eastern side include:

- e. A negative impact for all businesses and will threaten survival of some
- f. In the morning before 9:30 there will effectively be no parking available noting this is the peak time for businesses parking requirements
- g. There is no alternate parking available in the area (noting Thorndon Quay parking has been reduced)
- h. Will reduce the value of buildings in the area
- i. Will create multiple risks:
 - i. Park on eastern side next to cycle way
 - ii. Remove items from vehicle next to cycle way and fast-moving cyclists with only 0.5 metres of separation

- iii. Carry items across up to 3 lanes of traffic to businesses on western side
- iv. Re-cross the road
- v. Will also be opposite flow

Multiple hazards are being created by taking parking away from the Western side, there will be conflict between fast moving cyclists, vehicles their occupants and their goods. How are these going new risks going to be mitigated?

We do not support the removal of parking from the Western side of Hutt Road.

Creation of a bus lane on the Western side in the afternoon

We observe that there is no congestion in the afternoon, unlike the morning, with north bound traffic being much more spread out over time. As noted above the creation of a bus lane would force traffic to park on the Eastern side of the Hutt Road creating all of the hazards described above. In addition, the fact the bus lane would have to terminate at the railway overbridge will create a new hazard as buses and cars merge at a hard bottleneck

Given all these factors we do not think a bus lane is required on the Western side.

Other matters

1. Extension of hours of operation of south bound bus lane, as noted above the peak period is over by 9:00am so there is no need to extend the hours to 9:30. If combined with reduced parking on the Western side it would be an added impost on users. We do not support the extension of time.
2. Carparks being set-back from entrances, the current lay-out works very well and traffic is managed safely. Given many of the parking bays are 2 or 3 parks only this would result in a substantial reduction in the number of parks. We do not support the set-back of car parks from entrances.
3. Removal of flush medium, this is very help as it stands, vehicles can wait here before entering premises on the Western side or can exit premises when turning right (south) and wait to merge with traffic. In addition, it is a safe place for pedestrians crossing to and from parking on the Eastern side.
4. Additional mobility parking, this does not make sense, unlike a supermarket where everyone is going to the same place it is not clear which premise a user of a mobility park would be going to so they would of course park in the nearest not necessarily the mobility park. Given parks are generally available it would be best to keep as many general parks for mobility park users too. We do not support additional mobility parks.
5. Additional loading zones, as described above for mobility parks it is more effective to keep as many general parks as possible. We do not support the additional loading zones.
6. Additional motor bike parking, most premises could accommodate motor bikes so the preference would be to keep car parks.
7. Bus lane terminating at railway overbridge creates a hard bottleneck and new hazard which will need to be mitigated.
8. Raised pedestrian crossing; this seems unnecessary and an added expense

9. We note that the reduction in parking on Thorndon Quay has already pushed cars down to Hutt Road putting more pressure on the existing parking and any further reduction would make matters worse

10. There is some un-controlled parking on the first (flat) part of Sar Street which often used as all day parking if this became controlled (say 60 minute) parks this would help relieve pressure on existing parking.

11. Final we note that TQHR's stated objectives include:

Our Role

- Ensuring commercial stakeholders are well represented in the consultation
- Identifying ways in which improvements can drive economic performance
 - Considering consumer attraction, experience & trends
 - Bringing an additional economic lens to the discussion

Context

- Important employment centre & economic role
- Established niche, destination value & goodwill
- New roles and relevance are developing for the area
 - Catering for a broad and diverse audience
 - Passionate and invested businesses

12. We do not believe the proposed changes as discussed above are consistent with the stated objectives of the TQHR project and that our requests for changes are supported and endorsed by these objectives

1.6.5 [REDACTED]

Survey data row	Line 303
Map Layer	
View on map	
Submission date	2022-12-08 06:18:43 +1100
Pinpoint type	
First Name	
Last Name	[REDACTED]
Email	[REDACTED]
City	[REDACTED]
Do you agree with the proposed new speed limit of 30km/h?	
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	
Organisation name	

Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	Yes
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

Submission on TQHR



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By way of background:

- a. Stakeholders: ~ 25 businesses, ~150 people working there plus building owners, 1,000s of suppliers, service providers and customers
- b. Note there are no businesses on the eastern side of road (except Waitomo) which is primarily used by cyclists and very few pedestrians
- c. Daily activities: most staff arrive in the morning from around 7:00 many park and then leave for the day returning from around 3:00 pm onwards. During the day suppliers, service providers, couriers and customers come and go, many are delivering and collecting items which are often large and heavy they do not stay for long
- d. Current traffic conditions; sees a peak from 8:00- 9:00 mostly cars a few buses and cyclists, the clearway gets some use but is not full at any time. Late afternoon traffic patterns are completely different the return trips are spread out and there is no congestion at all with traffic flowing freely

Looking at the proposal most of the parking is being removed from the Western side of Hutt Road which does not align with the fact all the businesses are on this side.

Implications of having to park the on Eastern side include:

- e. A negative impact for all businesses and will threaten survival of some
- f. In the morning before 9:30 there will effectively be no parking available noting this is the peak time for businesses parking requirements
- g. There is no alternate parking available in the area (noting Thorndon Quay parking has been reduced)
- h. Will reduce the value of buildings in the area
- i. Will create multiple risks:
 - i. Park on eastern side next to cycle way
 - ii. Remove items from vehicle next to cycle way and fast-moving cyclists with only 0.5 metres of separation
 - iii. Carry items across up to 3 lanes of traffic to businesses on western side
 - iv. Re-cross the road
 - v. Will also be opposite flow

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Creation of a bus lane on the Western side in the afternoon

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Given all these factors we do not think a bus lane is required on the Western side.

Other matters

1. Extension of hours of operation of south bound bus lane, as noted above the peak period is over by 9:00am so there is no need to extend the hours to 9:30. If combined with reduced parking on the Western side it would be an added impost on users. We do not support the extension of time.
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3. Removal of flush medium, this is very help as it stands, vehicles can wait here before entering premises on the Western side or can exit premises when turning right (south) and wait to merge with traffic. In addition, it is a safe place for pedestrians crossing to and from parking on the Eastern side.
4. Additional mobility parking, this does not make sense, unlike a supermarket where everyone is going to the same place it is not clear which premise a user of a mobility park would be going to so they would of course park in the nearest not necessarily the mobility park. Given parks are generally available it would be best to keep as many general parks for mobility park users too. We do not support additional mobility parks.
5. Additional loading zones, as described above for mobility parks it is more effective to keep as many general parks as possible. We do not support the additional loading zones.
6. Additional motor bike parking, most premises could accommodate motor bikes so the preference would be to keep car parks.
7. Bus lane terminating at railway overbridge creates a hard bottleneck and new hazard which will need to be mitigated.
8. Raised pedestrian crossing; this seems unnecessary and an added expense
9. We note that the reduction in parking on Thorndon Quay has already pushed cars down to Hutt Road putting more pressure on the existing parking and any further reduction would make matters worse
10. There is some un-controlled parking on the first (flat) part of Sar Street which often used as all day parking if this became controlled (say 60 minute) parks this would help relieve pressure on existing parking.
11. Final we note that TQHR's stated objectives include:

Our Role

- Ensuring commercial stakeholders are well represented in the consultation
- Identifying ways in which improvements can drive economic performance
 - Considering consumer attraction, experience & trends
 - Bringing an additional economic lens to the discussion

Context

- Important employment centre & economic role
 - Established niche, destination value & goodwill
- New roles and relevance are developing for the area
 - Catering for a broad and diverse audience
 - Passionate and invested businesses

12. We do not believe the proposed changes as discussed above are consistent with the stated objectives of the TQHR project and that our requests for changes are supported and endorsed by these objectives

1.7

Survey and written submission, 1 page.

Survey data row	399
Map Layer	
View on map	
Submission date	2022-12-09 12:49:23 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

[REDACTED]

[REDACTED]

Firstly, there hasn't been enough consultation around the cycle lanes and parking from the beginning.

It now looks like we are losing more parking for our customers.

I would suggest removing loading bays outside and around the Woolstore, and make them all normal parks for customers etc.

Parking should be made 60 min parks, 30 mins is not enough time to visit the [REDACTED] 180 min parks are often taken near our store from trades people / workers in the area.

I feel that a bi-directional cycle path was a dangerous option with so many cafes and shops on the street.

What about people crossing the road who are carrying furniture, or with children?

Who has priority? Pedestrians / shoppers / cyclists? It is apparent to me that the cyclists are the priority.

Incoming goods are delivered to the [REDACTED] dock way, so we do not need a loading zone, but the cycle path is now in front of our dock way and apposes high health and safety risks.

The Cycle way should have been proposed from the Hutt Road to Aotea Quay, rather than Thorndon quay. The roads and footpaths on Aotea Quay are wide, the footpaths are never used, and the access is much better into the city with less disruptions for business, residents, and commuters. This was laughed in my face by members of the council when I proposed this to council 2 years ago. Andy Foster did question why this wasn't properly investigated during my consultation.

I feel like the cyclists have been given the priority when they are the minority, and the local business are not taken seriously enough.

Businesses like [REDACTED] and more, have created an designated area for Wellingtonians (and out of towners) to shop and be inspired. We simply will not have enough parking to cater for a growing city. We also service much of the lower North Island who visit the stores frequently.

1.8

Survey submission

Survey data row	72
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/356947
Submission date	2022-11-16 11:48:30 +1100
Pinpoint type	Streetscape
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	Lowering speeds will make the route safer for all the road users and help to make the environment more pleasant. As part of the Great Harbour Way, Lambton Quay should become a people friendly route / boulevard and destination where vehicles (other than buses) are not a priority.
I am writing this submission:	
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	This has been a long time coming. It will finally provide the means to turn Thorndon Quay from an ugly commuter route and thoroughfare to a people friendly, pleasant 'boulevard' that is not just a route but also a destination. This will encourage more apartment living and a wider variety of shops, cafes etc along this route.
I am writing this submission on traffic resolution:	On behalf on an organisation
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Text, Email, Bus stop poster, A sign behind the road
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

1.9

Survey submission

Survey data row	222
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/362437
Submission date	2022-12-07 14:54:54 +1100
Pinpoint type	For people driving
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	There doesn't need to be a bus lane in the afternoon, most people now vary when they leave to go home so not as important as the morning. Retaining some drop off points outside businesses such as ours should remain for patients being dropped off by family/friends. However, the bus lane operating at one of our peak times as our clinics run from 8.00am Mon - Fri will be hindered by the proposed traffic resolution.
I am writing this submission on traffic resolution:	
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email, Facebook
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2 Individual survey submissions

2.1

HAVE YOUR SAY

TRANSFORMING THORNDON QUAY

by 9 December 2022



Your details

Enter your name and contact details

[Redacted]

A bit about you – demographic information

[Redacted]

Why do we collect information about you?

We may use your personal information for decision-making and design of the programme. For example, we may use your feedback and responses to surveys to help us to identify a preferred solution for the programme. You can request access to, or correction of, your information. To read the full privacy policy, visit lgwm.nz/privacy

Read more about the proposed changes to Thorndon Quay at: lgwm.nz/tqhr

1

Thorndon Quay

We're transforming Thorndon Quay to provide safe and reliable travel choices for everyone – whether walking, cycling, by bus or car – and create a more attractive street environment. We want your feedback on the emerging detailed design of Haukawakawa | Thorndon Quay and the associated speed change and traffic resolution. Feedback closes on Friday 9 December 2022.

Street environment

We are working with Mana Whenua on the streetscape design. These areas are tied together as panels that comprise a whariki (cloak), with the road corridor as the hika thread, which reinforces the design. We have three key themes: tangata (people), awa (water) and whenua (land).

Haukawakawa | Thorndon Quay is currently dominated by cars. The streetscape designs will express specific cultural and historical narratives. These will contribute to a more appealing and attractive urban environment, encouraging people to spend time rather than hurrying through.

We are adding more seating and leaners. This will contribute to a more appealing and attractive urban environment, encouraging people to spend time in the area.

We're replacing small sections of pavement and we're still looking at what surface material we'll use at specific locations. We want to highlight where streams run under the road.

We have identified some spaces along Haukawakawa | Thorndon Quay for trees and plants which complement the culture and history of the area.

Thinking of all the proposed changes to the streetscape, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

Personal safety

We know there are areas on Haukawakawa | Thorndon Quay that make people feel unsafe and need improving. We have made the pedestrian crossings safer and added a new one. We are also reviewing the street lighting.

Thinking of the proposed changes to improve personal safety, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

Do you have any other ideas for the street environment or to improve personal safety?

Read more about the proposed changes to Thorndon Quay at: lgwm.nz/tqhr

2

For people walking

On Haukawa kawa | Thorndon Quay the footpath will be separated from the cycle path to provide dedicated space for people on foot and on bike. The street environment will be improved with planting, seats, lights, and different surfaces. Pedestrian crossings will be the same level as the footpath and be controlled by traffic lights, making it safer and easier to cross the street.

There will be five pedestrian crossings, including new crossings at Aotea Quay overbridge and at Thorndon Quay overbridge, and crossing facilities at both the Tinakori Road and Mulgrave Street intersections. The pedestrian crossing at Davis Street will be moved to make it more visible and therefore safer.

Thinking of the proposed changes for people walking in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people walking?

Do you have any other ideas to improve the street environment for people walking?

For people on bikes

We are installing a two-way cycle path on one side of Haukawa kawa | Thorndon Quay to extend the existing two-way cycle path on Hutt Road through to the central city. This will allow passing space for people riding at different speeds, avoid the intersections on the other side of the street and the bus interchange at Mulgrave Street. The 3.5m wide cycle path will be separated from the footpath, to provide dedicated space for people cycling and walking.

The design of the cycle path will make vehicle crossing points as safe as possible. Cycle crossings will be included at pedestrian crossings.

Bike parking will be provided for all types of bikes including cargo bikes. The street environment will be improved to make cycling journeys more pleasant.

Thinking of the proposed changes for people on bikes in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people on bikes?

A separated cycleway along the entire route is imperative - I strongly support this change.

Do you have any other ideas to improve the street environment for people on bikes?

Ensure there is adequate signage at higher traffic vehicle crossing points - to warn of cyclists.

3

For people on buses

We are installing peak hour bus lanes in both directions to improve bus travel times and reliability, which will encourage more people to take the bus. During the morning peak traffic hours, there will be a dedicated bus lane into the city. This means buses will be able to bypass any traffic congestion. In the afternoon peak traffic hours, there will be a dedicated bus lane out of the city.

At all other times of the day and at weekends, buses will be in the same lane as general traffic. Priority will be given to buses at Mulgrave Street to improve journey times. Some bus stop locations will be adjusted to better balance local walking access and travel time for people on the bus.

The street environment will be improved to make it more pleasant when you are waiting for a bus. Pedestrian crossings will be improved to make it safer to get to and from bus stops.

Thinking of the proposed changes for people on buses in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people on buses?

Strongly in support of this change.

Bus lanes will operate:

- On weekday mornings, we are recommending a bus lane into the city between 6.30am and 9.30am.
- On weekday afternoons, we are recommending a bus lane out of the city, between 4pm and 6.30pm.
- These are the peak hours for buses, so there will be a dedicated bus lane in and out of the city at these times.

In general, do you have any feedback on the operational hours of the bus lanes?

Strongly in support of this change.

For people driving

One lane of general traffic in both directions will be maintained at all times. We are installing traffic lights at the intersection of Thorndon Quay, Hutt Road and Tinakori Road.

The proposed design includes 260 parking spaces off peak (there are currently 321) and 130-138 parking spaces during the peak. These numbers include mobility spaces and loading zones.

We are:

- Increasing the mobility parking from one space to 14 spaces
- Increasing loading zone parking from 11 spaces to 38 spaces
- Increasing motorcycle parking from five bays to 14 bays



We are proposing parking time restrictions generally in line with previous feedback we received from you in our last engagement in 2021:

- 22% (41) of the parking will be P10 minute parks
- 35% (64) of the parking will be P30 minute parks
- 43% (76) of the parking will be P120 minute parks
- P120 parks have been located in less active sections of the corridor

Thinking of the proposed changes for people driving in the area, these changes are:

Very positive Positive Neutral Negative Very Negative Don't know

In general, do you have any feedback on the changes for people driving?

Strongly support the introduction of more P10 carparks.

Do you have any specific comments on the duration of parking or the location of mobility and motorcycle parking or loading zones?

Construction

Construction on Haukawaakawa | Thorndon Quay is planned to start in autumn 2023. We are carefully planning how we'll maintain traffic flow on Haukawaakawa | Thorndon Quay while we build the new road layout safely.

In a perfect world, the work planned on Thorndon Quay will be completed in 24 months. Weather, unexpected site conditions and other planning requirements may change our plans. We'd like to stay in touch with people who use this road and/or who work or live in the area.

When trying to minimise impacts in busy areas we'd like to hear what you prefer.

Option 1: Constructing one bite-size section before the next, over a longer time with minimal impact or

Option 2: Constructing larger sections or more than one section over a shorter time with greater impact to people and traffic?

Option 1 Option 2

How would you prefer to be informed of construction progress, night work, road layout changes and traffic management on Thorndon Quay?

Text Email Facebook Letter Bus stop poster

A sign beside the road All of the above

Please add your details below:

Speed

Privacy statement: All submissions (including names and contact details) are provided in full to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

I am making a submission As an individual On behalf of an organisation

Name of organisation



With more people cycling and walking in the new street environment we are proposing a speed limit change on Haukawa Thorndon Quay. We are proposing to reduce the speed between Tinakori Road and Mulgrave Street from 50km/h to 30km/h, linking into the existing CBD 30km/h zone at Mulgrave Street. This aligns with the Wellington City Council approach on speed setting adopted in response to the Land Transport Rule: Setting of Speed Limits 2022. This reflects the new street environment, increased number of cyclists, and is suitable for the large number of children using the street.

Do you agree with the proposed new speed limit of 30km/h?

Strongly agree Agree Neutral Disagree Strongly disagree Don't know

In general, do you have any feedback on the proposed speed limit change?

A proposed speed limit of 30km/h would make a big difference in my perception of the safety of cycling along this route and will encourage me to start cycling this route again.

The speed change and your feedback will be considered by Wellington City Councillors at the first appropriate committee meeting in 2023. You can present your feedback directly to the committee either in-person or online. Do you want to present to Wellington City Council?

Yes No

If yes, please provide your full name, address, email address and a contact number:

[Redacted contact information]

6

Traffic resolution

Privacy statement: All submissions (including names and contact details) are provided in full to elected members. Submissions (including names but not contact details) will be made available to the public at our office and on our website. Your personal information will also be used for the administration of the consultation process, including informing you of the outcome of the consultation. All information collected will be held by Wellington City Council, 113 The Terrace, Wellington, with submitters having the right to access and correct personal information.

I am making a submission As an individual On behalf of an organisation

Name of organisation



Wellington City Council officers are recommending traffic regulation changes on Thorndon Quay. Residents, businesses, and members of the public have until 9 December to give us feedback.

The proposed changes will be considered by the relevant WCC Committee at its first meeting in 2023.

Reference	Location and proposed changes
TR 26-23	TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities.

The changes are being made in accordance with the Traffic and Parking Bylaw 2021.

The design for Thorndon Quay includes:

- A two-way cycleway on the eastern side of the corridor
- Part time bus lanes (peak hour) in both the northbound and southbound directions
- Rationalised bus stops
- A raised safety buffer between the cycleway and traffic lanes
- New raised pedestrian crossing tables
- Street parallel parking

In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?

Strongly agree Agree Neutral Disagree Strongly disagree Don't know

In general, do you have any feedback on the proposed changes/traffic resolution.

Strongly support these changes - they will make this route a safer route and more sustainable route for all users.

Submissions on the proposed changes must be made by filling out this form. All submissions must be received by 11:59 pm on 9 December 2022.

The traffic resolution and your feedback will be considered by Wellington City Councillors at the first appropriate committee meeting in February 2023. You can present your feedback directly to the committee either in-person or online. Do you want to present to Wellington City Council?

Yes No

If yes, please provide your full name, address, email address and a contact number:

Next steps

Thanks for sharing your thoughts. The feedback will be presented to Wellington City Council first quarter 2023.

Where we can, we'll use your feedback to inform and develop our designs further.

We're continuing to work closely with Mana Whenua, key stakeholders, businesses, residents and building owners on Thorndon Quay and the wider area to gather insights and input on elements like parking and street layout.

If you've selected to speak to your submission on the speed changes or the traffic resolution, Wellington City Council will be in touch to arrange for you to speak on this at the hearing.

For further information, email trfeedback@wcc.govt.nz or phone (04) 499 4444.

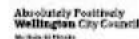
Need more Information?

Please check our website www.lgwm.nz/tqhr. Or contact us at 0800 110 130 or email: tqhr@lgwm.nz
I am happy to receive regular updates from Let's Get Wellington Moving.

Yes No

What is Let's Get Wellington Moving?

We're a partnership between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi.



Fold and tape

Free Post Authority Number 225938



Reply



FREEPOST 225938
Thorndon Quay Engagement
Let's Get Wellington Moving
PO Box 5084
Wellington 6140

2.2

Survey data row	31
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/354187
Submission date	2022-11-09 07:40:38 +1100
Pinpoint type	For people on bikes
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Text, Email, Facebook, Letter, Bus stop poster, A sign behind the road
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.3

Survey data row	34
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/354267 https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/362967
Submission date	2022-11-09 15:01:09 +1100
Pinpoint type	Traffic resolution
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	Reduces the speed of outbound traffic. Whilst I agree to generally dissuading motorists to enter the city, I think punitive measures are unjustifiable and will increase traffic congestion especially if cycle traffic is to be segregated and pedestrian traffic light controlled.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	
In general, do you have any feedback on the proposed traffic resolution?	
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email, Bus stop poster, A sign behind the road
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact.

2.4

Survey data row	51
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/355796
Submission date	2022-11-13 09:34:53 +1100
Pinpoint type	Ideas and Suggestions
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	if the cyclists and pedestrians are separated, there is possibly less need for a speed limit change. evokes for example will routinely travel at 50kmhr through there. will you enforce a slow down for the bikes? that would seem counterintuitive.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	I agree with the overall approach, and my main suggestions are fine tuning.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

Survey data row	53
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/355809
Submission date	2022-11-13 10:01:09 +1100
Pinpoint type	For people walking
First Name	
Last Name	

Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	the design appears to provide much improved safety for all modes, through the corridor through separation. I am not clear why you would then slow everyone down. this will make PT, cycling less competitive than driving, as drivers will use motorway, which isn't being slowed down, while PT and cycling is being slowed. with ebikes now, the trip can be done at 50kmhr, and often regular cyclists go that fast too. unclear on your objectives, if it is to make PT less time competitive with car?
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	matters of detail. some bus stops poorly located, especially in middle of Thorndon Quay.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.5

Survey data row	65
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/356115
Submission date	2022-11-14 20:00:50 +1100
Pinpoint type	Something I Like
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	I am a resident on Thorndon Quay. Given the ample hazards along the road (cyclists, pedestrians, businesses) 30kph is a sensible speed
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	Removal of commuter parking is fabulous. There are several businesses along the corridor that have peak pick up/drop off times. Co Kids parents have adapted to the changes and are making the new lay out work for them. Parents of the Wellington Dance Academy are not as accommodating and there are instances almost daily of illegal parking in the cycle lane and dangerous u turns across double yellow lines. It would be useful to have better deterrents (cameras, more regular enforcement from parking wardens and police) if a parking warren were to station themselves outside the dance academy just before or just after class, they would have numerous offences. It is particularly dangerous for cyclists
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Text, Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2.6

Survey data row	104
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/358361
Submission date	2022-11-19 09:24:37 +1100
Pinpoint type	For people on bikes
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	Lower speed limits would provide a more pedestrian friendly city and would encourage active transport.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	Focus needs to shift from private vehicles to active and public transport. Thorndon Quay is the main cycling and bus corridor and needs priority access for both. Currently unprotected cycle lanes and time limited clearways are routinely ignored by private vehicles. Uptake of active transport options will not occur until it is a safe option - painted cycle lanes do not offer any protection, especially if they are directly adjacent to parked car doors.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.7

Survey data row	105
Map Layer	
View on map	
Submission date	2022-11-20 20:20:01 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	Enforcement will be needed for some time as people get used to the new normal.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	Enforcement of parking time will need to be examined carefully to encourage turnover. Monitoring systems such as CCTV or ANPR in a patrol sort of car may be useful to assist with this.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.8

Survey data row	125
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/359687
Submission date	2022-11-24 13:22:13 +1100
Pinpoint type	For people on bikes
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Disagree
In general, do you have any feedback on the proposed speed limit change?	Bike lane or 30kms. It is unrealistic to have both. This is a sure way to bring vehicle use to a halt. It is a major transport route, and you are turning it into a suburban road.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Neutral
In general, do you have any feedback on the proposed traffic resolution?	I support faster buses but what's the point when all traffic is 30kms. I would support more but the proposed designs are not what I support.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2.9

Survey data row	137
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/360428
Submission date	2022-11-30 20:35:53 +1100
Pinpoint type	For people driving
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	A speed limit of 30km/h on Hobson St also makes sense.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Agree
In general, do you have any feedback on the proposed traffic resolution?	Some of the P10 and P30 needs to be P120. I often visit businesses within 100m of 191 Thordon Quay. My stay is often between 90 and 120 minutes. An alternative provision would be for WCC to purchase, lease and/or contract medium stay off street parking that can then be paid for through the PayMyPark app.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2.10

Survey data row	212
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/362431
Submission date	2022-12-07 14:36:06 +1100
Pinpoint type	Ideas and Suggestions
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Neutral
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	I only disagree as this will negatively affect the parking in the area as I want to be able to go to the gym at peak times which coincides with the peak traffic times. They need parking solutions not just getting rid of it or expecting people to use a bus or bike as some jobs require a car like my own.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Text, Phone call
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.11

Survey data row	252
Map Layer	
View on map	
Submission date	2022-12-07 16:11:30 +1100
Pinpoint type	

First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Agree
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	<p>The removal of this amount of parking will do irreversible damage to Wellington.</p> <p>The loss of parking from angle parking changes has seen a significant decrease in pedestrians in the area. They can no longer access this area easily and now drive out to Petone and Porirua. Some retail businesses have shown significant decreases in turnover since the change.</p> <p>The afternoon bus lane is unnecessary at this stage, with light bus use and lower vehicle movements. This should be delayed until buses reach capacity. Removing the afternoon car parking will cause irreversible damage and force business operations to move out of town where people can drive too. If a transport mode shift is wanted, people need to be allowed to adjust to the change, a large push will result in further loss of children in Wellington to drivable areas.</p> <p>There need to be more short-stay drop-off parking facilities that involve parents and children. The parking times should allow for drop off and moving of vehicles to longer stay parking. This is especially necessary around Wellington Dance.</p> <p>A number of the loading bays are unnecessary and should be changed to p120/p10 parking. Areas concerned are close to Woolstore, close to BedStore, and between VTNZ and Wellington Dance.</p> <p>The drainage services areas could be p10 parks, as well.</p> <p>Bikers (especially e-bikers) must be slowed and prepared to stop down around children's facilities.</p> <p>The raised crossings will assist with a safer crossing of</p>

	children. Also please remember that buses are no longer a suitable transport option for parents. Buses around school time (before and after) are always cancelled in favour of peak-time adult transport. Parents have to drive children between activities now, as there is no other option. Disabilities and weather prevent many from using cycling as an alternative.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.12

Survey data row	265
Map Layer	
View on map	
Submission date	2022-12-07 17:25:24 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Disagree
In general, do you have any feedback on the proposed speed limit change?	The city is not just for able bodied people. Trucks and couriers are the lifeblood of every business
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	The problem with the buses is their lack of reliability. Show me a reliable service then prioritize space. Travel to the hospital has been stuffed by your work in Newtown, don't repeat the mistake.
I am writing this submission on traffic resolution:	As an individual

Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2.13

Survey data row	292
Map Layer	Seal
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/362499
Submission date	2022-12-07 20:18:10 +1100
Pinpoint type	For people driving
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Disagree
In general, do you have any feedback on the proposed speed limit change?	If you don't mess the road up, 50k is fine when it's not peak, during peak traffic slows accordingly
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	You need to separate the users, don't use our limited arterial routes as shared spaces when its unsafe and lower stop-start speeds increase emissions,
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

2.14

Survey data row	329
Map Layer	
View on map	
Submission date	2022-12-08 09:54:33 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	If your changes are so great, why on earth would you need to reduce speeds. The idea of reducing speed reflects the congestion/jamming of space from your design. The current speed and road alignment is fine.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	This is a stupid solution for a non-existent problem. The removal of angle parking has already resolved the issues for cyclists. There is no need for a dedicated bus lane (congestion is NOT the issue - reliability is the issue - I use buses regularly and congestion delays are minimal). Jamming 4 lanes plus a cycleway will make the area MORE dangerous. Pedestrian space and safety are severely compromised - as someone who walks from Khandallah to town 2-3 times a week, the proximity of cyclists to pedestrian space is a real danger. Crossing the cycle lanes at Ngaio Gorge is the most dangerous part of my journey. You are now replicating this danger all along Thorndon Quay, including outside early childhood centres. Please stop this stupidity. It will result in severe injury to pedestrians.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

2.15

Survey data row	339
Map Layer	Cycle
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/363087
Submission date	2022-12-08 12:39:07 +1100
Pinpoint type	Construction
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Agree
In general, do you have any feedback on the proposed speed limit change?	Has the cost of delays been factored in? Who is liable for loss of efficiency
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Disagree
In general, do you have any feedback on the proposed traffic resolution?	Loosing parking spaces during a declining retail market as well as a looming recession is potentially not the smartest move. No need for extra motorcycle parking on a predominant home furnishings strip.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

2.16

Survey data row	347
Map Layer	
View on map	
Submission date	2022-12-08 15:32:45 +1100
Pinpoint type	
First Name	
Last Name	
Email	

City	[REDACTED]
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	I disagree with the proposed speed limit, and I run or cycle to town (work) every morning along Thorndon Quay (have done for 2.5 years). I don't understand the point, if cyclists have their own path - why disrupt the flow of traffic. Plus, it will just back traffic along the road which is really inconvenient for cyclists.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	I can't see any information on improvements to signs - for those in cars pulling out of the Waitomo gas station or Westminster St - I've almost been hit multiple times on my bike due to cars not looking.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email, A sign behind the road
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.17

Survey data row	355
Map Layer	
View on map	
Submission date	2022-12-08 18:14:19 +1100
Pinpoint type	
First Name	[REDACTED]
Last Name	[REDACTED]
Email	[REDACTED]
City	[REDACTED]
Do you agree with the proposed new speed limit of 30km/h?	Agree
In general, do you have any feedback on the proposed speed limit change?	
I am writing this submission:	As an individual

Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	<p>The environment that is Thorndon quay with 28 commercial driveways is better suited to unidirectional cycleways rather than the bidirectional one proposed. Wellington City council received a memo on bidirectional cycleways from via Strada in 2016 stating that for every crash for the cyclist travelling in the same direction as traffic there would be 8 crashes for the cyclists travelling in the contra flow direction.</p> <p>It also stated that guidance would be that a bidirectional would be suited for streets with few or no driveways. I think the designers have tried to please every user but ultimately this cycleway design will be less safe than what exists now .Also with the speeds commuter cyclists go I think having the cycleway controlled by traffic signals like the traffic lanes would be better than a pedestrian crossing if you put a bidirectional cycleway in.</p> <p>Also if you drop the speed limit to 30km some cyclists will use the bus lane travelling north due to the safety risk at driveways travelling in the contra flow direction on the bidirectional cycleway.</p>
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

2.18

Survey data row	380
Map Layer	
View on map	
Submission date	2022-12-09 10:42:35 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	

Do you agree with the proposed new speed limit of 30km/h?	Strongly Agree
In general, do you have any feedback on the proposed speed limit change?	30 km/h is an appropriate speed in urban centres where there is a mix of public transport, cycling, pedestrian, loading zones. Really, the speed limit across the entire Wellington city "Pay by Space" parking zone should be no more than 30 km/h instead of the current 50 km/h.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Strongly Agree
In general, do you have any feedback on the proposed traffic resolution?	I couldn't find the link to the traffic resolution document itself, but the idea is definite good. Please go ahead and build the cycleway and keep the bus lane clear of parking during peak hours.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email, Bus stop poster, A sign behind the road, Twitter: WCC or other official account. WCC/LGWM official website.
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 2: Constructing larger section or more than one section over a shorter time with greater impact to people and traffic?

2.19

Survey data row	408
Map Layer	
View on map	
Submission date	2022-12-09 14:04:22 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Strongly Disagree
In general, do you have any feedback on the proposed speed limit change?	I would like to see cost benefit analysis v alternative measures e.g., lifting fines, more policing of driving while on cell phones etc. there is huge productivity cost to lowering speed limits. I easily go over 30km on my bike - it's too slow for traffic and will just cause frustration and

	resentment.
I am writing this submission:	As an individual
Organisation name	
Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	It's a gold-plated solution and we don't have Midas coffers. I would just like the current cycle lanes and parking restrictions to be policed properly - this could generate revenue, make cycling safer and requires nil capex.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Text, Facebook
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	

2.20

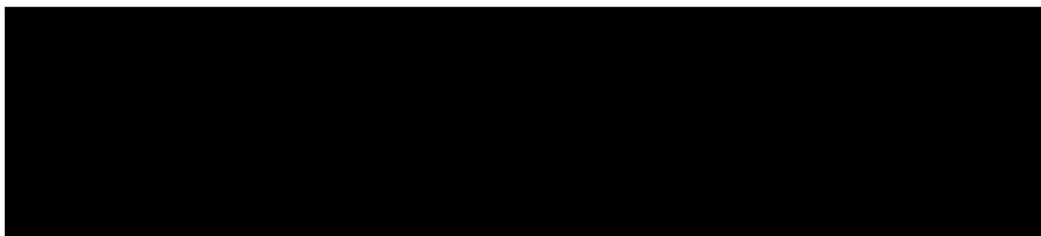
Survey data row	427
Map Layer	
View on map	
Submission date	2022-12-09 20:21:54 +1100
Pinpoint type	
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Disagree
In general, do you have any feedback on the proposed speed limit change?	I don't want the speed limit changed to 30kph, the increase in safety from removing diagonal parking is sufficient and the traffic self-regulates speed perfectly well when it needs to drop.
I am writing this submission:	As an individual
Organisation name	

Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Disagree
In general, do you have any feedback on the proposed traffic resolution?	The current traffic situation in Thorndon Quay is just fine. I cycle down this quay and aside from building site intrusion it works. I don't want a permanent bus lane going North as I have never experienced a bus delay, I don't want two narrow cycleways next to each other with 80kph head-on speeds, I want businesses in Thorndon Quay preserved as I use them frequently, I don't want cycleways between where I park and the footpath I need to reach.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact

2.21

Survey data row	403
Map Layer	
View on map	https://nzta.mysocialpinpoint.com/thorndon-quay/map#/marker/363514
Submission date	2022-12-09 13:20:50 +1100
Pinpoint type	For people driving
First Name	
Last Name	
Email	
City	
Do you agree with the proposed new speed limit of 30km/h?	Agree
In general, do you have any feedback on the proposed speed limit change?	The proposed changes will significantly narrow the carriageway and inevitably markedly increase the chance of accidents involving all road users therefore lowering the speed is absolutely essential. There will also need to be speed limits set for the new cycle lane to mitigate the danger of head on cyclist-to-cyclist collision and pedestrian on cyclist collision.
I am writing this submission:	As an individual
Organisation name	

Please let us know if you wish to speak to your submission at an oral hearing before Wellington City Councillors. This hearing will be early in 2023.	Yes
In general, do you agree with the proposed changes for the TR 26-23 TQ Thorndon Quay, Pipitea - proposed corridor: prioritise bus journeys at peak times and upgrade cycling and walking facilities?	Neutral
In general, do you have any feedback on the proposed traffic resolution?	Bus journeys are already prioritized at peak times heading south. This measure was instigated as a result of consultation with building owners and users and has worked well. A bi-directional busway at peak times is not required as the peak time traffic is basically South in the morning and North at night. Peak time definition needs careful consideration as it will have considerable negative impact on local businesses and their employees if not applied with a level of precision and backed by real time traffic flow analysis.
I am writing this submission on traffic resolution:	As an individual
Organisation name	
If you would like to upload a file as part of your submission, please do so here.	
How would you like to be informed of construction progress?	Email
When trying to minimise impacts in busy areas we'd like to hear what you prefer.	Option 1: Constructing one bite-size section before next, over a longer time with minimal impact



I hope I have spelt your name correctly.

I have just been looking at the fly through of this proposal again.

I have just noticed that in the bus lane from Tinakori Rd to Davis St there are very few car parks compared to what is shown on the other side of the road. Why would you have broken yellow lines when a lot of the street could be used for parking outside of morning peak bus time?

1. Starting from outside Co Kids 170 Thorndon Quay how could the four parks that are drawn be changed so that more car parks available when the bus lane is not in use. Angled parking?
2. Could the drainage area that is outside of 182 TQ be amalgamated with the loading zone outside of 202 TQ and the area gained converted to parking?
3. The area north of the loading zone outside of 202 to the pedestrian crossing outside of our building could be off peak parks except there needs to be a loading zone outside of 210b and 210c as they are the Steel Fabricators and Timber merchants, and their customers and suppliers can't carry their goods to and from down the street. I have spoken to the

owners/occupiers of both buildings, and they are agreeable for the loading zone to be in front of their dock ways.

4. Again outside 242 TQ (iRide) could the 4 car parks be treated the same as point one above?
5. Continuing north there is a drainage zone under the motorway which has broken yellow lines until there is a disabled car park. Can they be made into off peak car parks?
6. Again, north of the Design Library 282 TQ car parks could replace the broken yellow line all the way to the Tinakori Rd intersection as off peak parks?

Could you please pass this email onto [REDACTED] I would really appreciate being able to discuss this with [REDACTED] possible so if you would get him to call me that would be appreciated.

