



# **Brooklyn Connections Proposal**

## Consultation summary

**27 June to 23 July 2023**

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

## Consultation summary

The purpose of this document is to summarise community feedback received about the Brooklyn Connections proposal. The large amount of information from the community has been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June 2021 on the Long-term Plan 2021- 2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan.

This consultation is the latest phase of ongoing work with stakeholders and the community on Brooklyn Connections. Brooklyn Connections Transitional Cycleway was installed in June 2021. Feedback was received during July and August 2021. The feedback was first incorporated into the improvements made to the Ohiro/Todman/Cleveland intersection at the end of 2022. Now the feedback has been incorporated into the Brooklyn Connections proposal presented in this traffic resolution.

The community was consulted on the Brooklyn Connections traffic resolution between 26 June to 23 July 2023 (submissions accepted until 25 July). We sought feedback about the specific walking, bike and bus changes proposed for the area. We had 720 submissions via the Wellington City Council form, from individuals and organisations providing feedback on the proposal.

Generally, submitters were supportive of the changes. 59% of submitters strongly supported or supported the overall proposed street changes and 36% either opposed or strongly opposed. Of those that submitted, 66% live, work or own a business in the area. Equal numbers of submitters normally travelled by car (45%) and walked or cycled (45%).

The most common reasons given by submitters who supported the proposed street changes were; overall support for the proposed changes, support for bike lanes, a desire to improve safety and to encourage mode shift. For those opposed to the street changes; they were concerned about a loss of car parking, a lack of clear rationale or data to support changes, use of raised crossings and that the bike lanes planned were unnecessary.

## Consultation summary (continued)

This consultation identified several key equity concerns. The primary one was the proposed removal of the bus stop on the uphill side of Brooklyn Road, adjacent to the Berkeley Dallard Apartments. This led to community housing residents, and some wider submitters, opposing the Brooklyn Connections proposal. Submitters identified that a bus stop removal would negatively impact residents of the four community housing complexes within a 500m radius (Central Housing, Berkeley Dallard, Pukehinou and Etona Apartments).

Submissions described that many using the bus stop are elderly, travelling with children and/or transporting heavy shopping. It was noted that these residents are often reliant on public transport as they do not have access to alternative modes eg private car/taxis.

In addition, a new bus stop on the downhill side of Brooklyn Road, outside Seido Karate, caused concern for a small number of submitters. This was due to parking removal that would limit access for disabled users of Seido Karate. GWRC have made a commitment to address these concerns, further details are in the committee paper.

The consultation was promoted through various channels including social media, direct mail, radio, print, and digital promotion. We had a letter drop to businesses, streets on the route, and to the social housing on 26 June, the day of consultation starting.

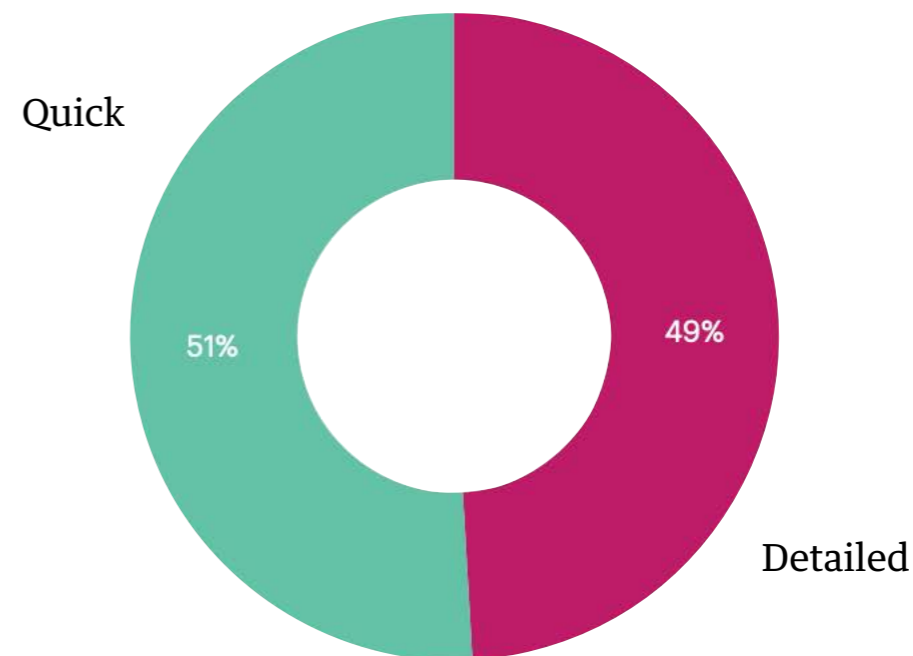
## How many responses did we get?

# 720

Submissions were made by individuals, schools, or organisations

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed, and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

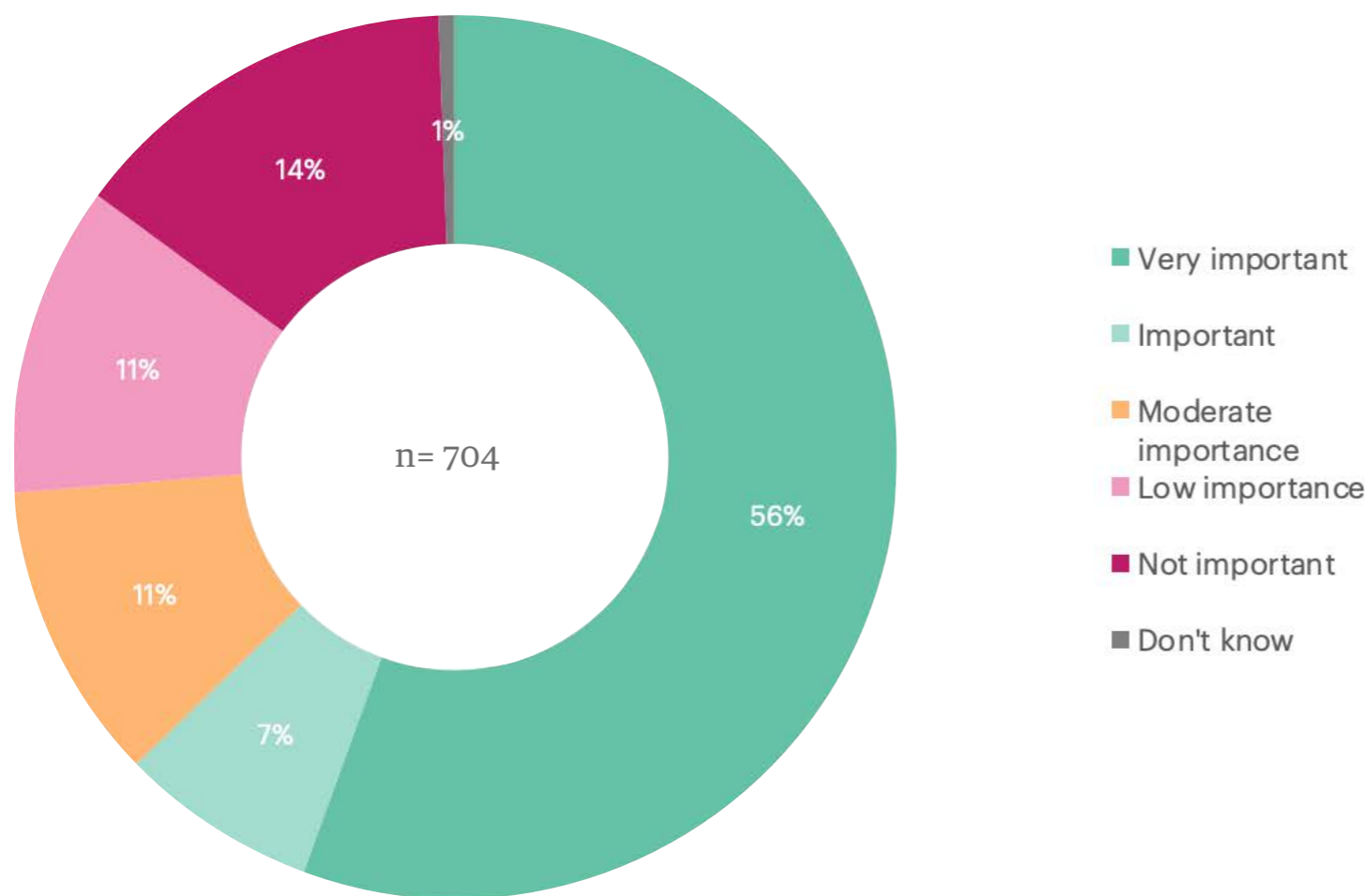
### Detailed or quick feedback?



Submitters could choose whether they wanted to provide quick (51%) or detailed (49%) feedback.

**What submitters thought**

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

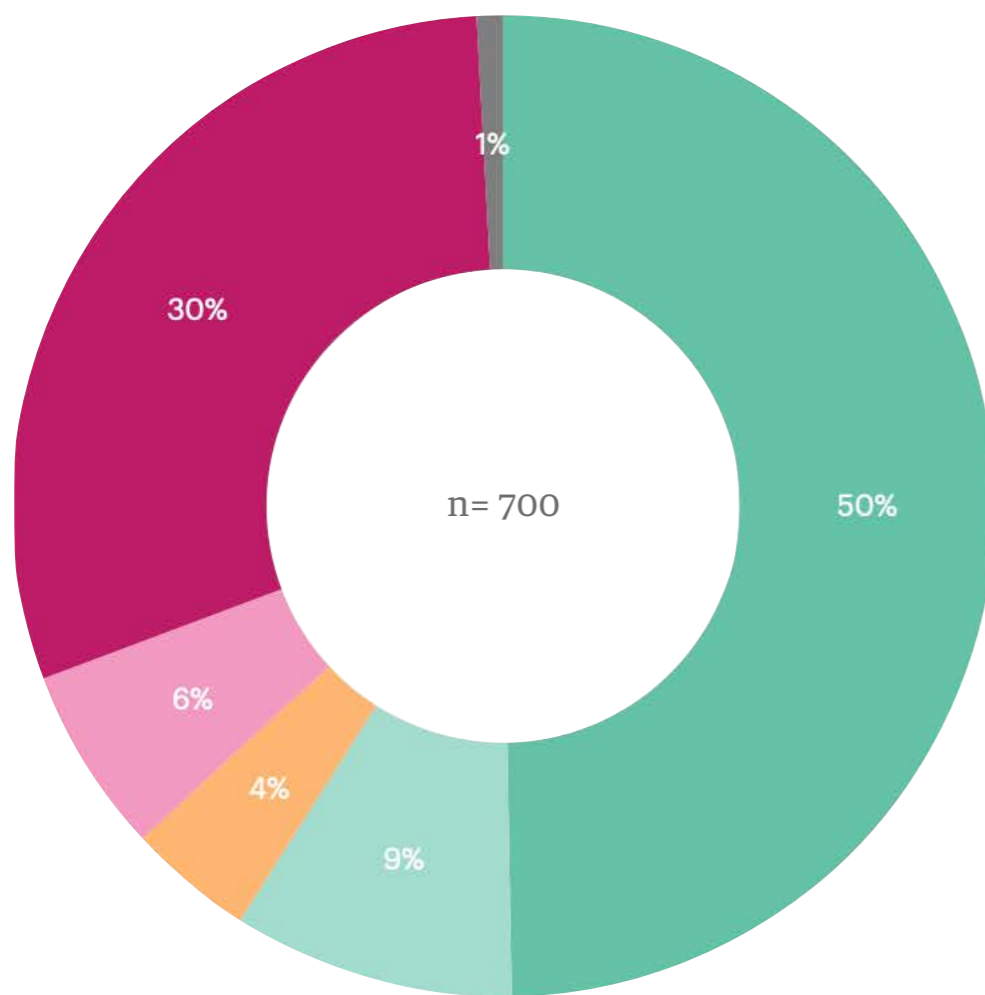


**63% of respondents** believe it is important or very important to make streets safer and easier for people using active or public transport.

**25%** believe it is of low importance or not important.

# Do you support the proposed plan to move from the temporary implementation to a permanent solution?

[These include traffic resolution TR105-23]



- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

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

**36%** oppose or strongly oppose the changes.

## Themes from ‘overall’ comments:

The themes below were extracted from answers to “If you have any comments about the overall proposed plan, please share them here:” Further explanations of each theme can be found in the appendix. Themes that were mentioned fewer than 10 times are not shown.

- General support for proposed changes
- Concern about loss of carparks
- Support for bike lanes
- Will make it safer
- Encourages mode shift
- Lack of clear rationale or data to support changes
- General opposition for proposed changes
- Concern about safety
- Opposition for raised crossings
- Cycleway unnecessary
- Increase protection around bike lanes
- Concern about impact on and/or access to business
- Extend bike lanes
- Concern about impact on those with accessibility issues
- Direct time/energy elsewhere
- Improve pedestrian infrastructure
- WCC doesn’t listen
- Scope of changes could be greater
- Good for pedestrians
- Concern about impact on residents
- Concern for proposed changes to bus stop
- Concern regarding communication (comms)
- Improve frequency/reliability/capacity of public transport
- Traffic calming measures are needed
- Support for raised crossings
- Changes will increase congestion



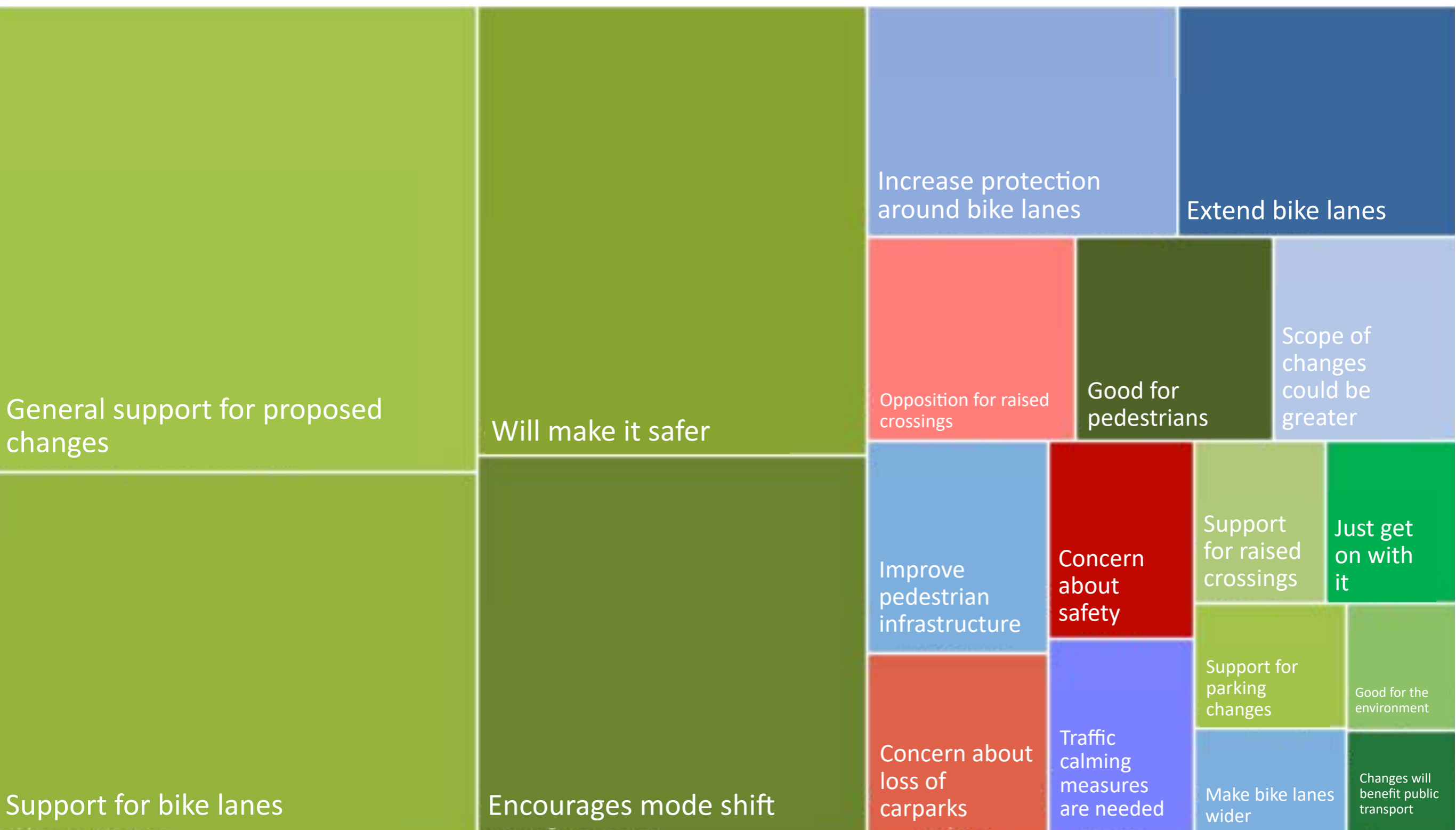
# Overall comments themes

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



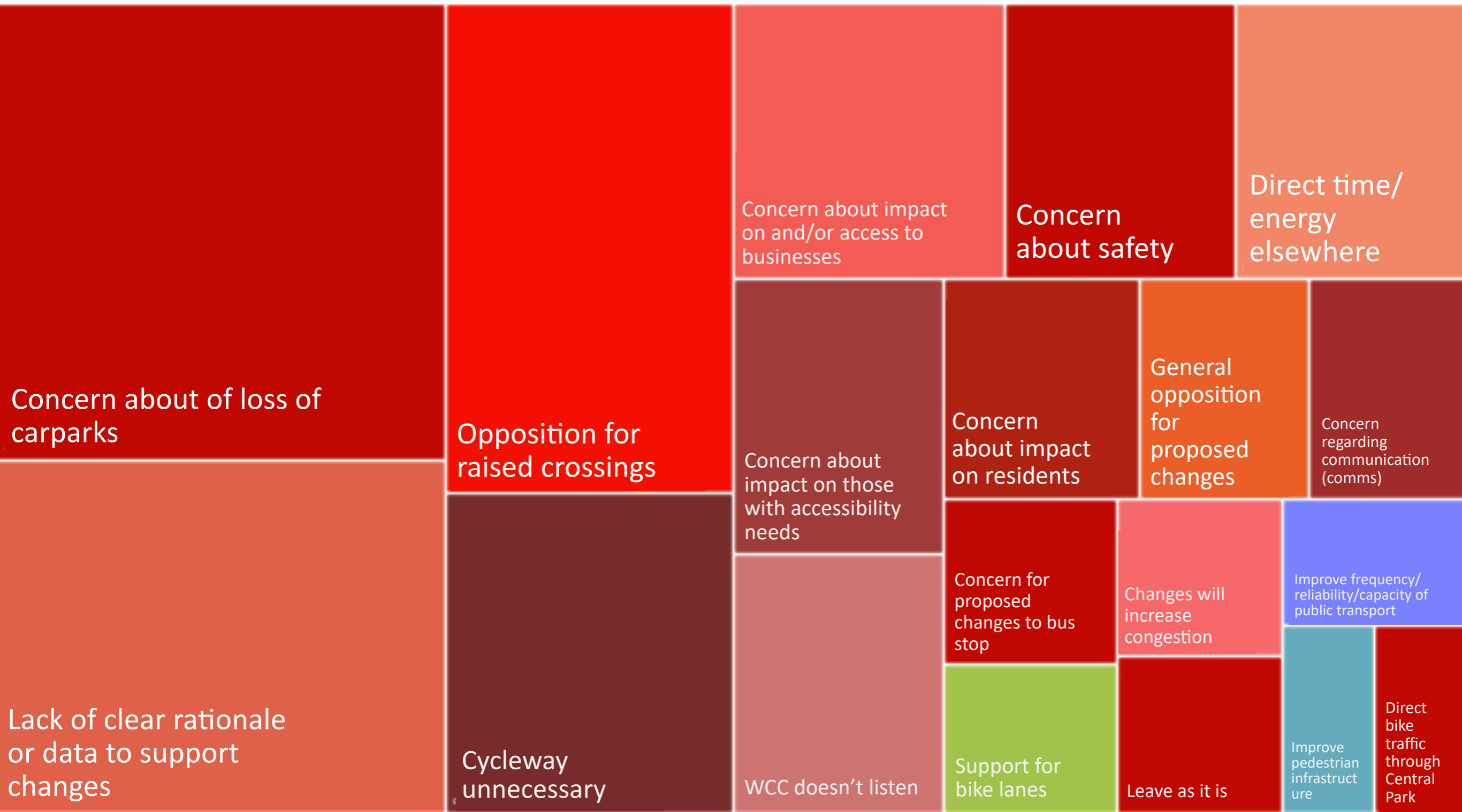
## Overall comments – support themes

Themes from people who ‘support’ or ‘strongly support’ the Brooklyn Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 5 times are not shown.



# Overall comments - oppose themes

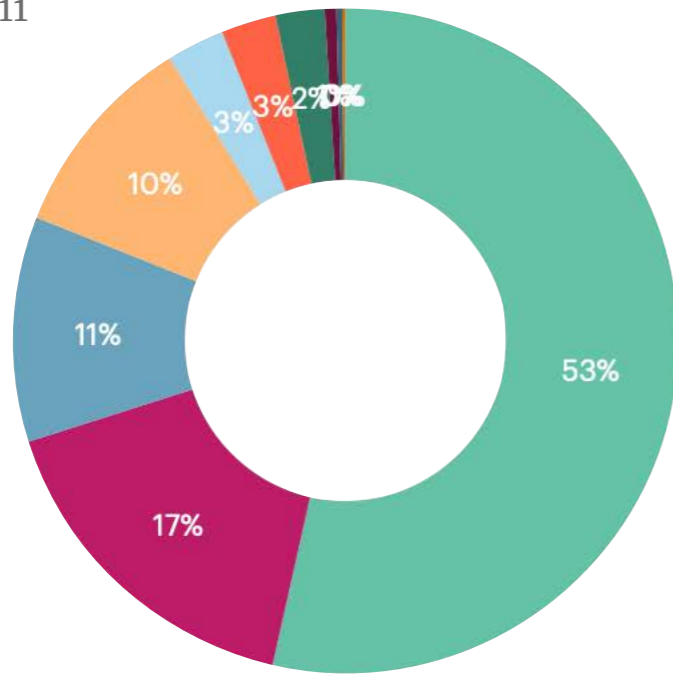
Themes from people who 'oppose' or 'strongly oppose' the Brooklyn Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 5 times are not shown.



# Relationship to the Brooklyn Connections area

What is your main relationship to the Brooklyn Connections area?

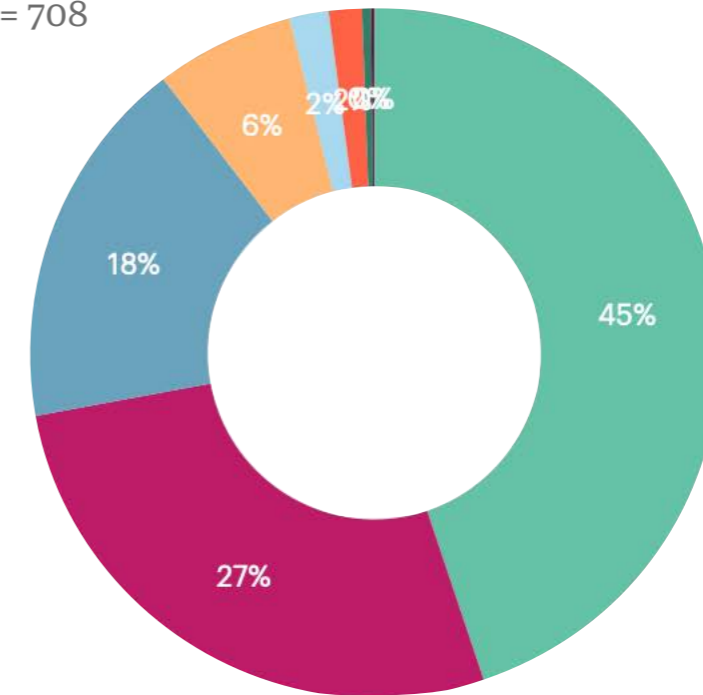
n= 711



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

How do you normally travel around the Brooklyn Connections area?

n= 708

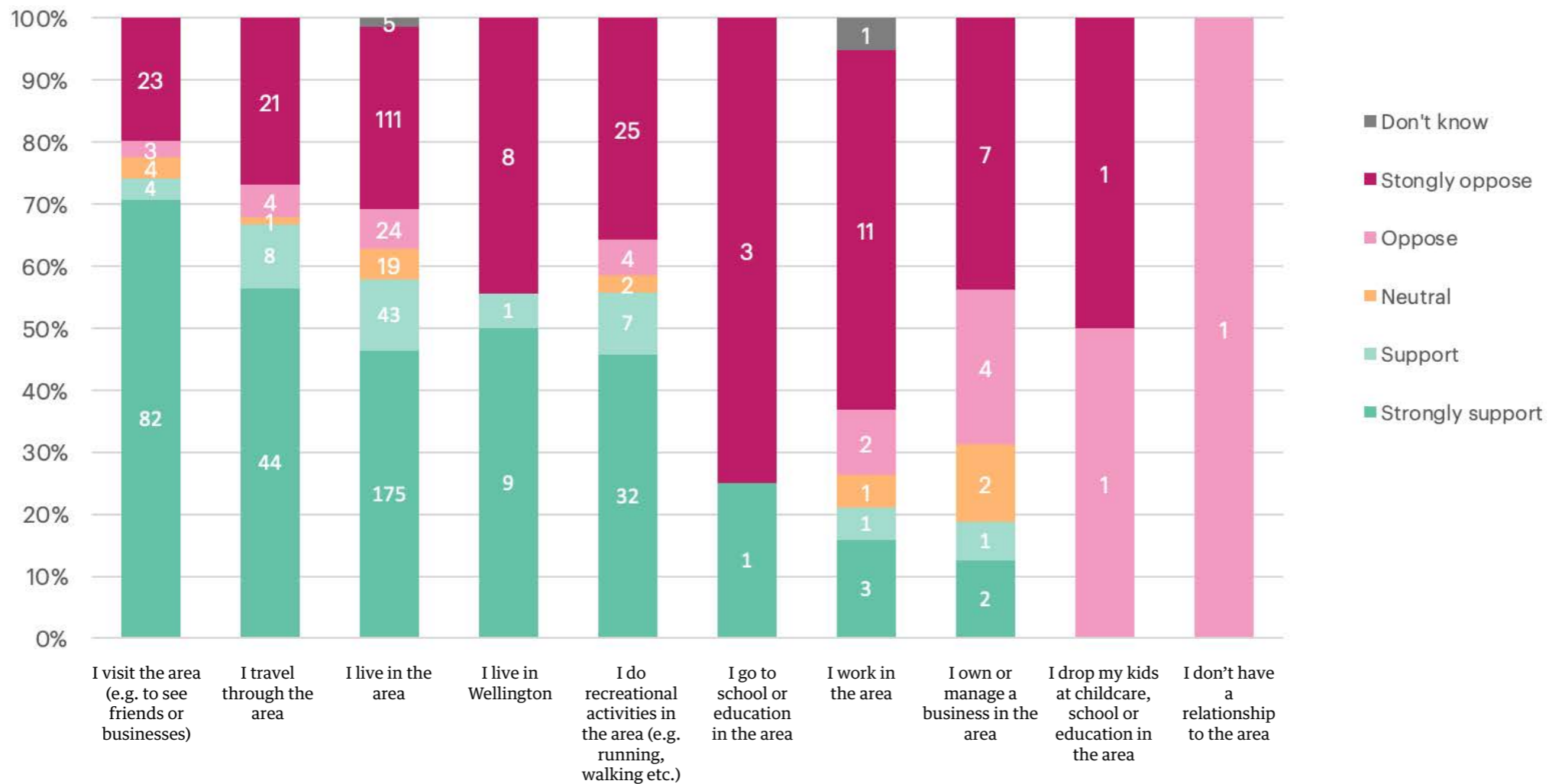


- Car/van
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- Commercial vehicle (eg van or truck)
- E-scooter, skateboard etc
- Wheelchair or mobility scooter

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

Based on the answer to the question: "Do you support the proposed plan to move from the temporary implementation to a permanent solution?"

n= 701



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

Based on the answer to the question: “How do you normally travel around the Brooklyn Connections area?”

n= 698



# Detailed feedback about Brooklyn Connections



We asked for detailed feedback about four aspects of the Brooklyn Connections proposal:

1. Do you support the proposed changes to Brooklyn Road?
2. Do you support proposed changes for Ohiro Road (between Brooklyn Road and Cleveland Street)?
3. Do you support the proposed changes on or adjacent to Cleveland Street?
4. Do you support the proposed changes on Ohiro Road (between Brooklyn Road and Aro Street)?

**Note:**

49% of respondents chose to provide detailed feedback

# Summary of support for aspects of Brooklyn Connections





# Detailed feedback: Brooklyn Road

The themes are extracted from “Do you have any comments to make about this part of the proposed design?”

*The raised crossings are much needed at those points where there is currently a stream of people crossing the road. Raising the bike lane will be fantastic. A quick look at the hit sticks (not including the ones missing) shows how drivers treat them. This still leaves a gaping hole from where the Victoria St lane suddenly ends (at Karo Drive) to Nairn St.*

*This will make things better for people travelling by bike, foot, and car - and it looks really good. A great improvement on the current layout.*

*Object to raised lane & crossings. Expensive and the number of large trucks travelling to dump has greatly increased the last few years. They will trash the raised crossings & fill will fall out of their trucks onto the road.*

*Why are you spending money on something that works fine as it is, when there is critical infrastructure that is failing and requires money more than a 'fancier' cycleway.*

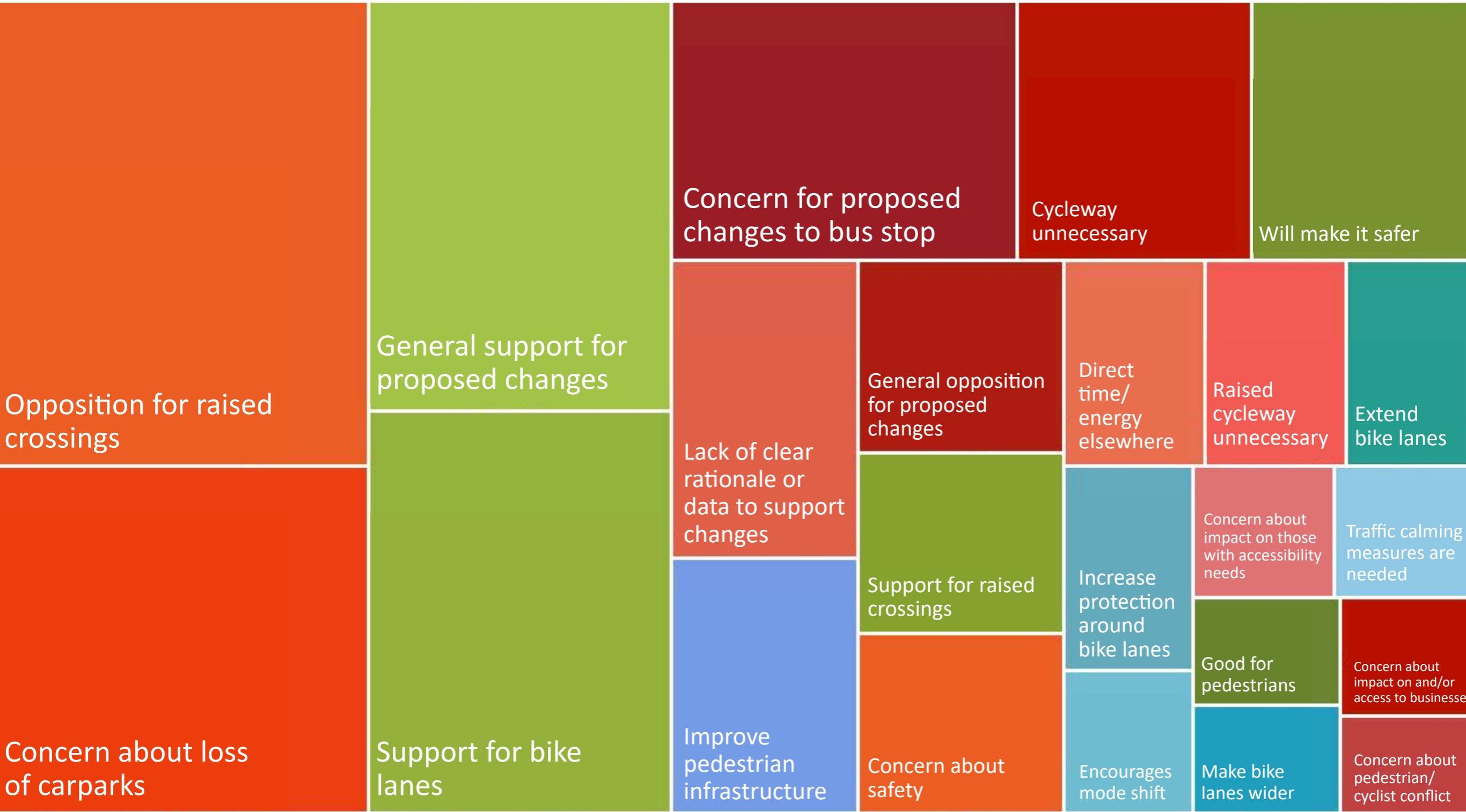


## Themes

- Opposition for raised crossings
- Concern about loss of carparks
- General support for proposed changes
- Support for bike lanes
- Concern for proposed changes to bus stop
- Cycleway unnecessary
- Will make it safer
- Lack of clear rationale or data to support changes
- Improve pedestrian infrastructure
- General opposition for proposed changes
- Support for raised crossings
- Concern about safety
- Direct time/energy elsewhere
- Raised cycleway unnecessary
- Extend bike lanes
- Increase protection around bike lanes

# Brooklyn Road - detailed feedback themes

The themes below are extracted from “Do you have any comments to make about this part of the proposed design?”. The themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



# Specific design feedback: Brooklyn Road



- Reduce the number of raised crossings
- Concern raised crossings will be difficult and add noise from trucks, as well as cause debris to fall from the back of trucks
- Ensure pedestrians/scooters do not use the raised cycle path to travel down the hill
- Consider widening the footpath at the bottom of the hill (near Central Park Entrance)
- Reduce speed on Brooklyn Rd to 30 km/ph
- Do not remove parking from outside Central Park
- Ensure debris from the banks is kept off the new raised cycle path
- Concern pedestrian crossing at Nairn St will cause congestion that will block the Willis St intersection
- Add a 'green bicycle' light at Webb/Brooklyn intersection to let bicycles turn left ahead of traffic and get into the cycle lane
- Ensure uphill path is wide enough for overtaking
- Ensure that raised pedestrian crossings are visible at night
- Consider raised pedestrian over-bridge connecting to Bidwill St
- Make Bidwill St raised crossing an actual pedestrian crossing so it's clear who has right of way
- Confusion regarding who has right of way at 'courtesy crossings'
- Consider a roundabout at Brooklyn Rd/Ohiro Rd intersection
- Ensure raised pedestrian crossings are smooth to reduce road noise from trucks
- Consider taller cycleway separators (in addition to the rubber humps)
- Concern about raised pedestrian crossing being a safety hazard to bicycles coming down the hill at speed
- Ensure old road markings are removed to reduce confusion
- Consider routing the bike lane behind bus stops and shelters so that people riding up the hill don't have to stop/start when the bus stop is busy
- Add more traffic calming measures to slow traffic turning into Washington Ave
- Raised crossing at Bidwill Street is unnecessary
- Enable cars to pass vehicles waiting to turn right into the tennis centre
- Keep cycle lane at street level to ensure separation from pedestrians
- Add sharrows to downhill lane
- Consider a raised pedestrian bridge over Brooklyn Rd
- Concern about visibility and congestion at Nairn Street pedestrian crossing
- Improve lighting at Bidwell St bus stop
- Move the pedestrian ramp and refuse island closer to Bidwill St
- Add protected cyclelane to make it easier to get from Victoria St to the Brooklyn Rd cycle lane
- Concern for loss of car parks outside of tennis club
- Accessibility concerns for Down Right Dragons (a Seido class for children and young adults with Down syndrome), who need carparks to access the Dojo

# Detailed feedback: Ohiro Road (between Brooklyn Road and Cleveland Street)

The themes are extracted from “Do you have any comments to make about this part of the proposed design?”

*I strongly support removing the on street parking to allow room for the painted bike lanes. I would much prefer the bike lanes to be raised, rather than flush with the road surface, but this is a big improvement. The added pedestrian crossings will make it much easier to cross the road and to access the bus stops, especially with children.*

*This section has been horrible to ride along with parked cars forcing you wide into the lane on what is a narrow section of road as it is. Having dedicated separated cycleways on both side of the road will make a massive difference to all road users. Cyclists will be safer, and vehicles will not be held up by cyclists anymore along this section of road.*

*i support making it safer for pedestrians but have concerns about the lack of parking for staff and patients at the 2 medical centres along this stretch, it is unrealistic to expect unwell patients to travel by bike or bus to attend the medical centre, staff have to travel some distance from places without good bus connections and some also need a car to provide home visits to patients so need a safe place to park in the area. this is going to provide significant stress for staff and patients and ultimately affect the whole community in limiting access to local medical care*

*I oppose raised crossings. Zebra crossings are used throughout New Zealand without needing to be raised. Cost - we are paying for it.*



## Themes

- Concern about loss of carparks
- Increase protection around bike lanes
- Will make it safer
- General support for proposed changes
- Support for bike lanes
- Support for parking changes
- Opposition for raised crossings
- Support for proposed changes to bus stop
- Support for raised crossings
- Concern for proposed changes to bus stop
- Concern about safety
- Cycleway unnecessary
- Concern about impact on residents
- Concern about impact on and/or access to businesses
- Concern about impact on those with accessibility needs
- Extend bike lanes

# Ohiro Road (between Brooklyn Rd and Cleveland St) - detailed feedback themes

The themes below are extracted from “Do you have any comments to make about this part of the proposed design?”. The themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than five times are not shown.



# Specific design feedback:

## Ohiro Road (between Brooklyn Rd and Cleveland St)



- Concern about the Tanera Cres/Ohiro Rd intersection (difficult for cars to turn right into Tanera Cres)
- Add physical separation to cycle lanes
- Consider pedestrian over bridge on this stretch
- Ensure slips from hillside on Ohiro Rd are maintained
- Introduce measures to reduce volume of trucks using this stretch of road
- Consider raising cycle lanes in this stretch
- Ensure cycle lane is wide enough around bus stops
- Concern pedestrian crossing too close to the corner and on an uphill
- Consider off road cycle path through Tanera Park
- Ensure raised crossings are smooth to travel over
- Concern about how Northbound cyclists will go around busses that are stopped in Tanera Cres bus stop
- Concern about removal of car parks
- Do not remove bus stops
- Keep pedestrian crossings at road height (do not raise them)
- Ohiro x Brooklyn Road Intersection is wide and has a high speed geometry - consider making it narrows, with raised tables
- Concern about bus stop in the middle of the road, and its effect on congestion and safety
- Stop the #17 bus from travelling to the library, except when primary school students get out
- Ensure shelter/seating remains at the all stops
- Consider making #17 always come to library stop, as this is a nicer place for kids to wait
- Concern about the loss of bus stop 6719
- Make the bike lanes smaller
- Consider how cyclists will overtake buses stopped at the Tanera Cres bus stop
- Introduce angle parking on Helen Street
- Concerns about the bus stop in front of Brooklyn Central Health
- Concern about the loss of car parks in front of Brooklyn Central Health, and the consequences for ambulances or disabled patients
- Use clearaway instead to keep parks during the day
- Extend 30 km/hr speed limit to top of Brooklyn hill
- Remove section of footpath with powerpole/streetlight on Ohiro Road, which blocks traffic when travelling South

# Detailed feedback: On or adjacent to Cleveland Street

The themes are extracted from “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.*

*The raised crossing at Washington/ Cleveland idea is ridiculous. Gaining a clear view of traffic on Washington coming from Brooklyn Rd while sitting on Cleveland St is difficult as it is. Adding a raised crossing can only (I assume) make us wait further back and see even less?*

*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.*

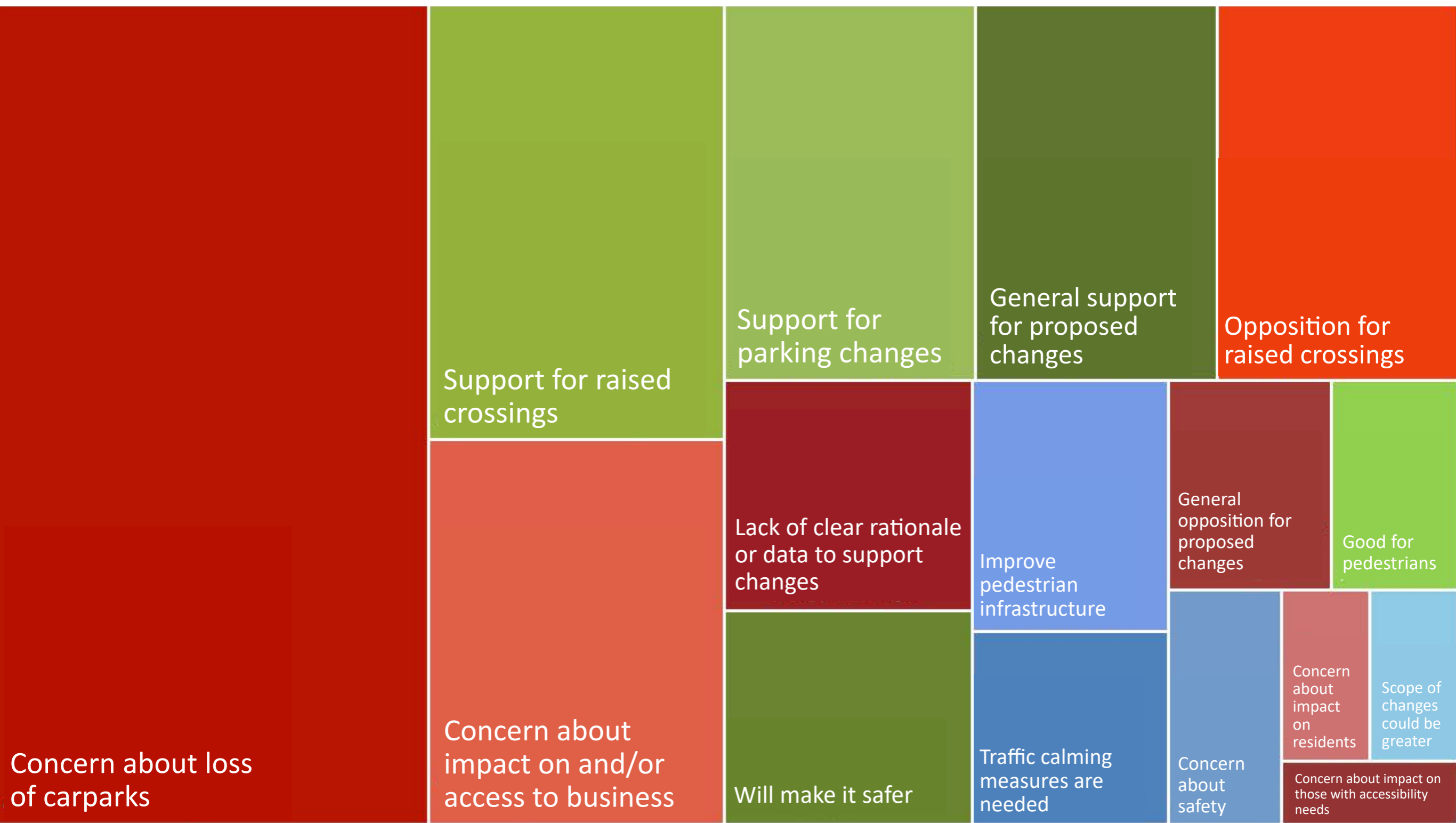
*The reduction in parking outside the fire station I strongly oppose. Parents of tiny infants rely on those car parks to visit the community centre, as there is insufficient parking at the community centre. Walking with newborns or several young children in tow in torrential rain, cold winds and navigating up to 30-40min each way travel alternatives for a 30 minute consult with la leche or another child support program is both inefficient and distressing for all involved. Parents just won't do it. We need to make it easier for the community and the most vulnerable the very young and very old in our community to access vital resources.*

## Themes

- Concern about loss of car parks
- Support for raised crossings
- Concern about impact on and/or access to businesses
- Support for parking changes
- General support for proposed changes
- Opposition for raised crossings
- Lack of clear rationale or data to support changes
- Will make it safer
- Improve pedestrian infrastructure
- Traffic calming measures are needed
- General opposition for proposed changes
- Good for pedestrians
- Concern about safety

## On or adjacent to Cleveland Street - detailed feedback themes

The themes below are extracted from “Do you have any comments to make about this part of the proposed design?”. The themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than three times are not shown.





# Specific design feedback: On or adjacent to Cleveland Street

- Concern about removing car parks
- Confusion about 'courtesy crossings'
- No need for raised crossing at Cleveland/Washington intersection
- Consider adding more safety measures to the Cleveland/Washington intersection
- Do not use raised crossings
- Add more secure bike parking
- Consider a low-speed paved shared space
- Consider moving the Cleveland/Washington pedestrian crossing further down the hill (back from the intersection) to improve visibility for motorists
- Consider impacts of new housing development on demand for car parking in the area
- Concern about changing to parallel parks which are harder to use for drivers
- Concern about visibility turning right from Cleveland on to Washington Ave
- Make all crossings zebra crossings (to avoid confusion)
- Raised crossing at Cleveland/Washington is unsafe
- Add yellow lines to Washington Ave corner to improve visibility
- Introduce time-limits to parks
- Build out the kerb to make it safer for pedestrians crossing Washington Ave
- Consider adding speed bumps or traffic calming measures on Washington Ave before the corner
- Improve drainage near Harrison Street crossing
- Improve Cleveland bus stop as it is very exposed to the elements
- Prevent people from using cars at Brooklyn shops as long-term car parks
- Consider removing residential parks from the Brooklyn village
- Consider converting 2 parks into EV charging stations
- Additional mobility park is unwarranted
- Concern about loss of car parks outside Brooklyn school
- Mobility parks should be directly outside the pharmacy



- Create more 10 minute parking spots for quick pharmacy/fast food pick ups
- Consider creating a local centre, with a pedestrian priority zone

# Detailed feedback: Ohiro Road (between Brooklyn Road and Aro Street)

The themes are extracted from “Do you have any comments to make about this part of the proposed design?”



*We would like an additional pedestrian crossing to allow safer access to Tanera Park for the kids that train and play football there. Crossing young kids, especially as a coach with potential a small group, is currently not that safe. A pedestrian crossing would make it a lot safer.*

*Do not support; As a cyclist speed humps are not my friend. They encourage all sorts of crazy car driving. I really don't see people going fast up and down Ohiro road. What about making the lower narrow part of Ohiro Road one-way uphill...brilliant idea. Like Orangi Kaupapa.*

*The safety improvements proposed will be insufficient to make this a safe route for downhill cyclists and all cyclists but the most confident will not use it. Instead they will continue to cycle down Brooklyn Hill - so this is where the downhill cycle lane should be installed. This route would only be successful if most or all car parks are removed and a proper cycle lane with full safety features is installed*

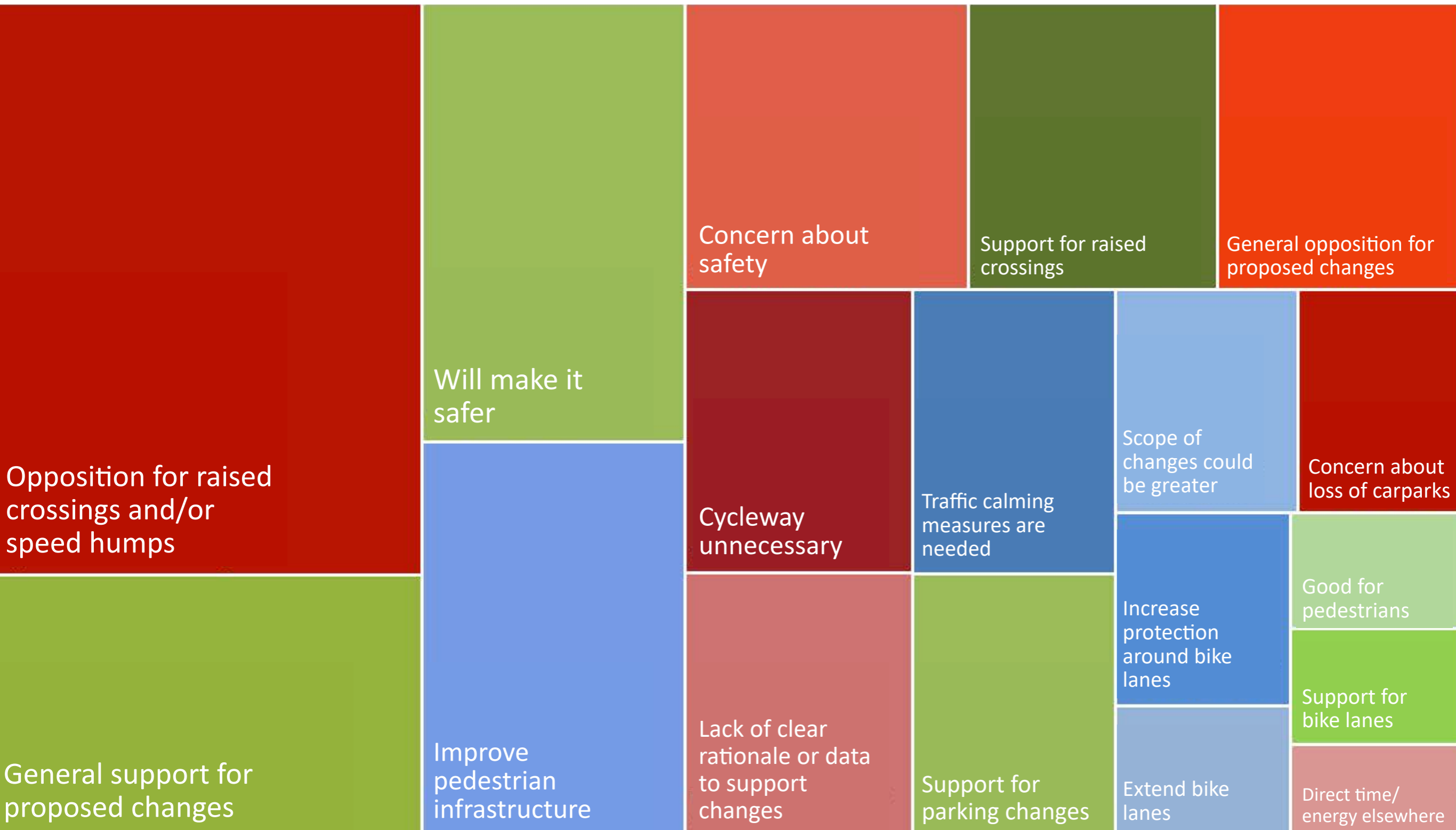
*Reducing the usefulness of Ohiro road is appalling. Adding six speed bumps without any evidence that there is a problem here is poor policy development. The road is one that people already are carefully driving on and adding additional constraints makes a difficult road even more problematic. I use this road frequently and have not found there to be any need to further slow traffic on it.*

## Themes

- Opposition to raised crossings/and or speed humps
- General support for proposed changes
- Will make it safer
- Improve pedestrian infrastructure
- Concern about safety
- Support for raised crossings
- General opposition for proposed changes
- Cycleway unnecessary
- Lack of clear rationale or data to support changes
- Traffic calming measures are needed
- Support for parking changes
- Scope of changes could be greater
- Concern about loss of carparks
- Increase protection around bike lanes
- Extend bike lanes
- Good for pedestrians

# Ohiro Road (between Brooklyn Road and Aro Street) - detailed feedback themes

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# Specific design feedback: Ohiro Road (between Brooklyn Rd and Aro St)

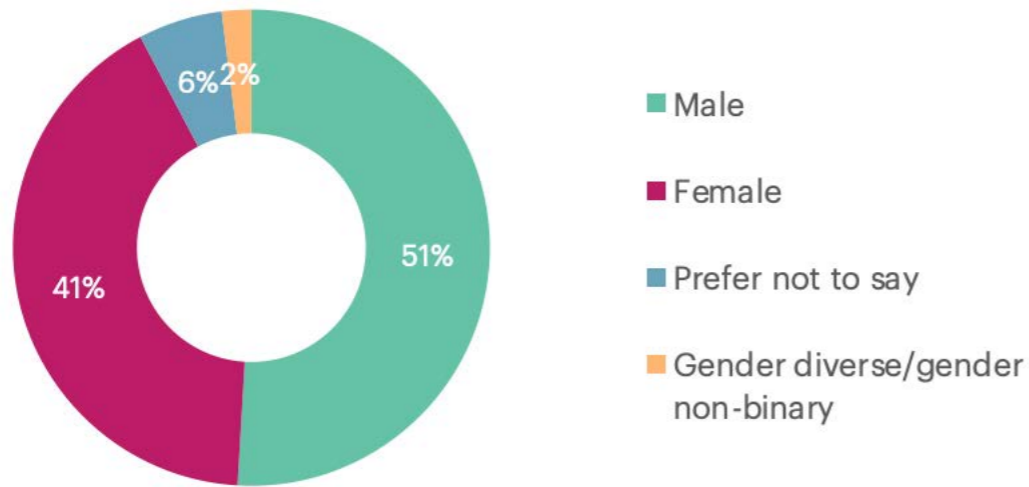


- Consider making road one way for uphill traffic only
- Concern about speed bumps for bicycles travelling downhill
- Consider a median barrier
- Add secure bike parking
- Add raised pedestrian crossings to this stretch
- Make crossing a zebra crossing
- Remove parking to make cycling easier
- Consider pedestrian crossing near Maarama Cres
- Concern about impact on visibility for cars turning out of Ohiro Rd onto Aro St
- Consider pedestrian crossing near Tanera Street
- Remove parking on one side to make safer
- Slow traffic at side road intersections (eg Maarama Cres)
- Consider 'accordion' impact with speed bumps (where cars slow down but bikes can go over bumps more quickly so catch up to cars)
- Difficult to cross Aro Street turning right from Ohiro Rd
- Consider speed cameras to control speeds
- Remove all parks from bottom of Ohiro Road
- Keep car parks at the top of Ohiro Road
- Reduce speed to 30 km/hr
- Install speed cameras to enforcement speed limits
- Design speed humps that are safe for bikes
- Improve connectivity for bikes between Aro Street and Ohiro Road
- Cyclists would still rather travel down Brooklyn rather than Ohiro, improvements here are a waste of money
- Install uphill bike-lane
- Build an off-road bike path through Tanera Park
- Build pavement for pedestrians on other side of Ohiro Road
- Make sure there are warnings about speed humps
- Install a mirror or digital sign to warn of oncoming traffic where Maarama Cres meets Ohiro
- Ensure better signage and sharrows to encourage cyclists to use this downhill route
- Instal roundabout at Ohiro x Aro Intersection
- Difficult to turn into Ohiro Road, due to on-street parking and traffic congestion
- Ohiro road is damp and often covered in pine needles, making it very slippery for cyclists
- Consider walking tours to help visually impaired citizens to familiarise themselves with the new route

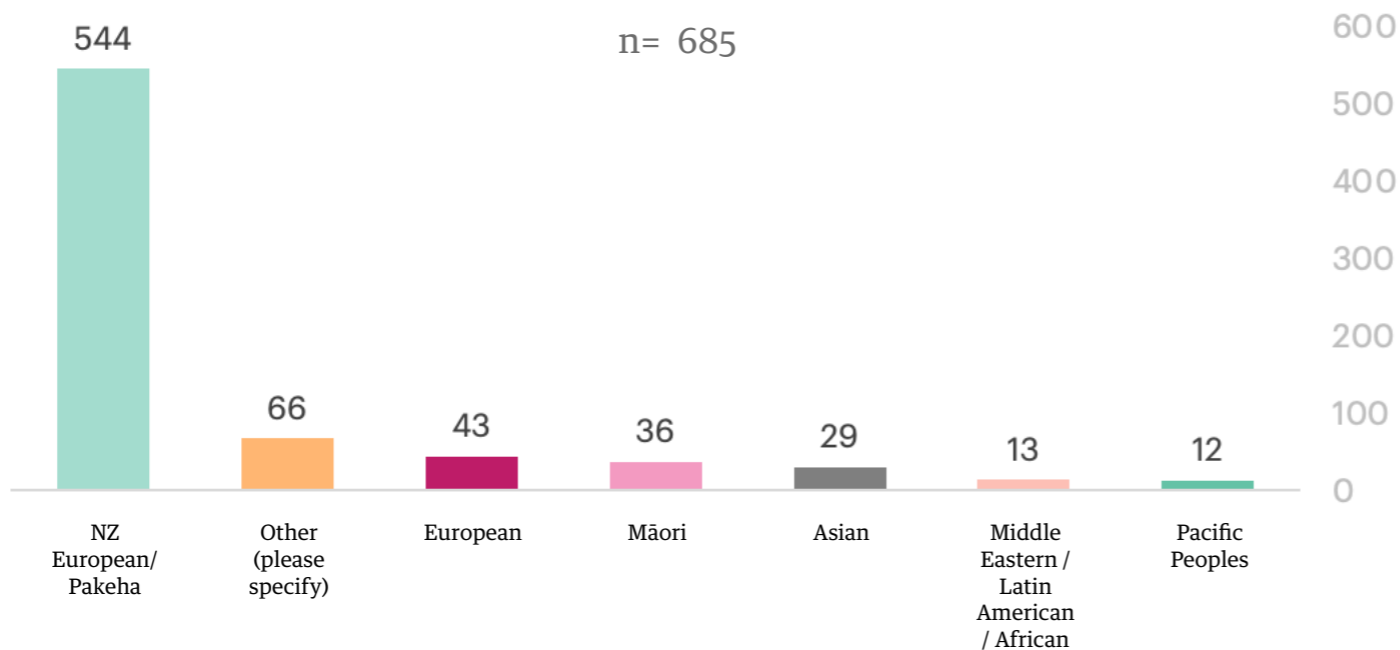
## **Who we heard from**

# Demographics

Please choose the gender that best identifies you:



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

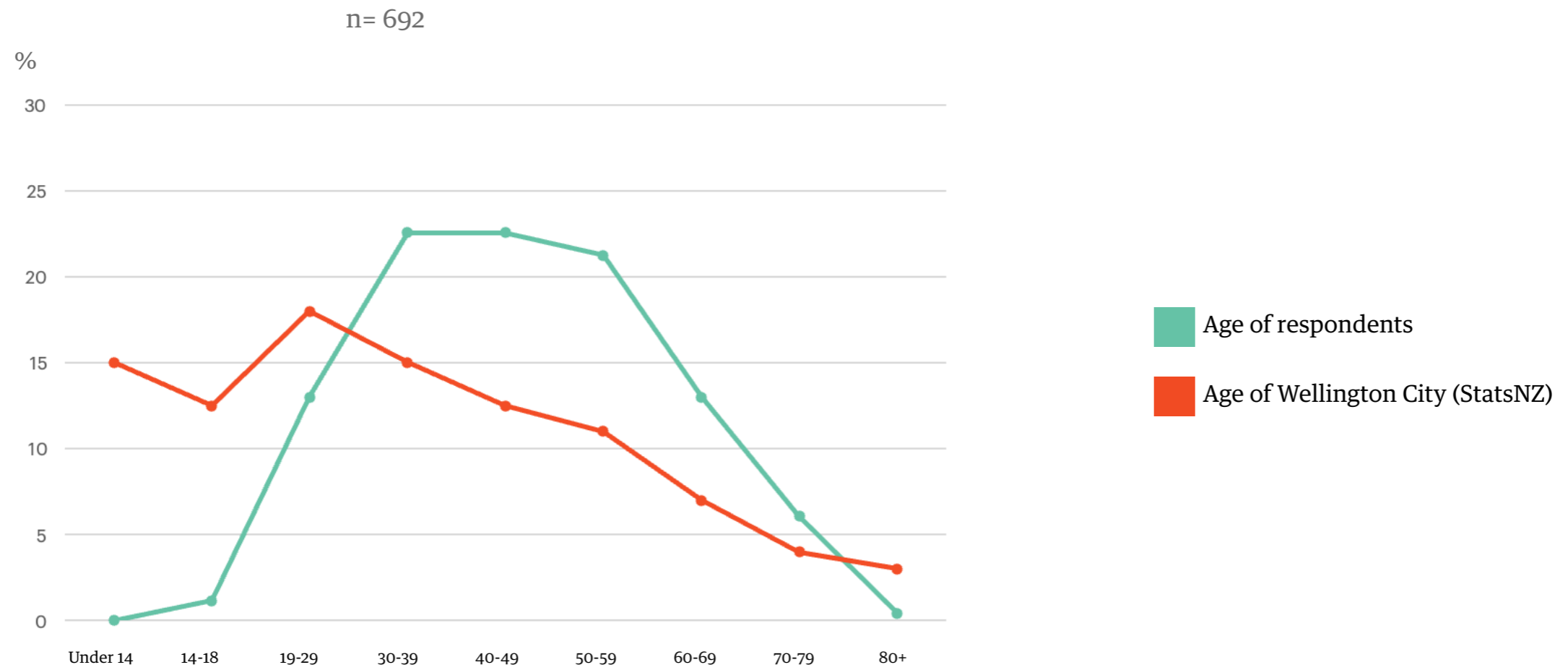


Total does not add up to 100% as people can select more than one ethnicity.

- 79% of respondents** identified as NZ European/Pakeha
- 10%** identified as Other
- 6%** identified as European
- 5%** identified as Māori
- 4%** identified as Asian
- 2%** identified as Middle Eastern / Latin American / African
- 2%** Pacific Peoples

# Age group

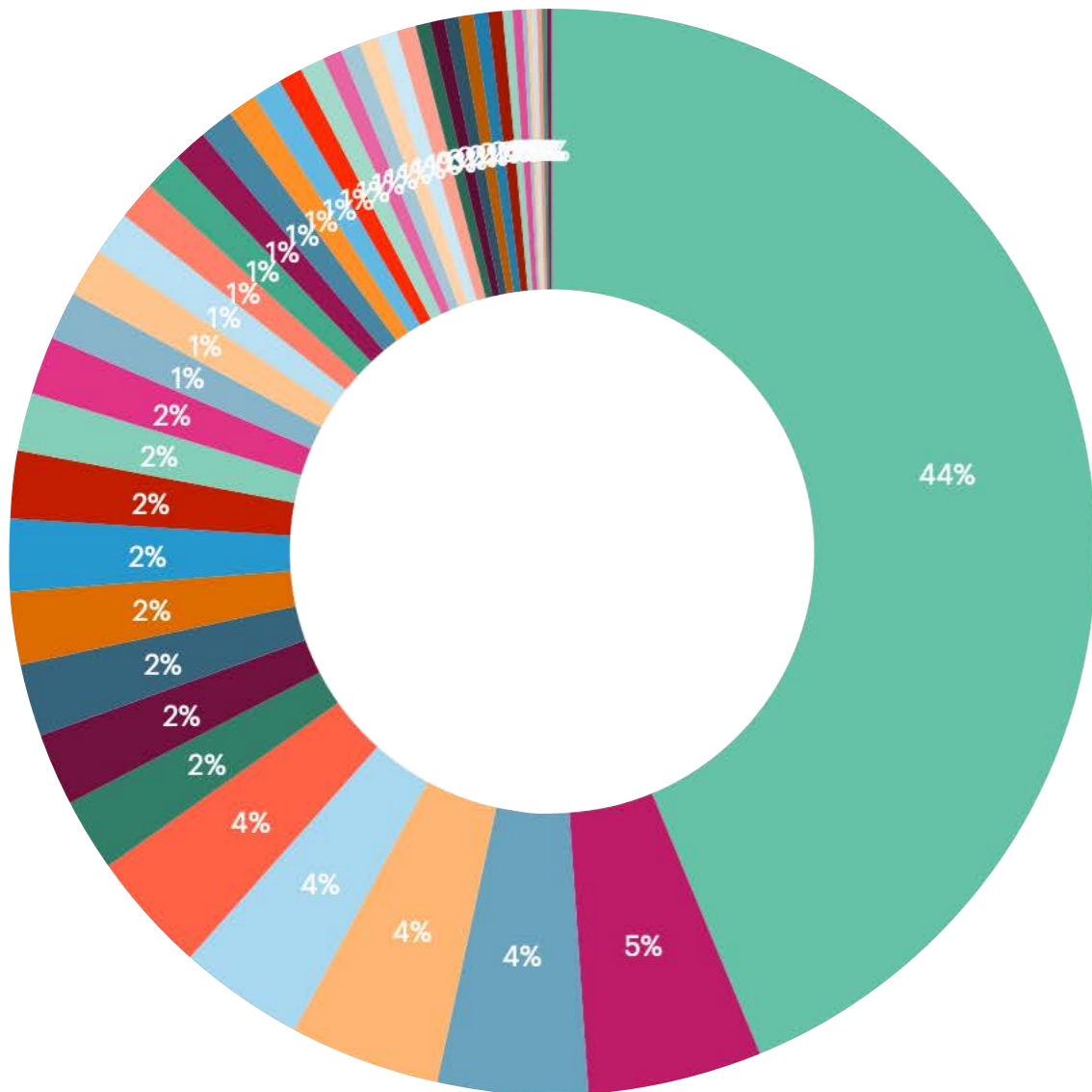
Please choose the age group you belong to:



# Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 695



10	Khandallah	4	Kelburn	1	Karaka Bays
10	Seatoun	4	Ngaio	1	Southgate
9	Mount Victoria	4	Wadestown	1	Maupuia
8	Miramar	3	Wellington Central	1	Paparangi
8	Owhiro Bay	3	Strathmore Park		
7	Kilbirnie	3	Rongotai		
7	Wilton	3	Churton Park		
6	Tawa	3	Roseneath		
6	Thorndon	3	Oriental Bay		
5	Crofton Downs	2	Highbury		
5	Johnsonville	2	Melrose		
4	Kaiwharawhara	1	Happy Valley		
4	Lyall Bay	3	Newlands		



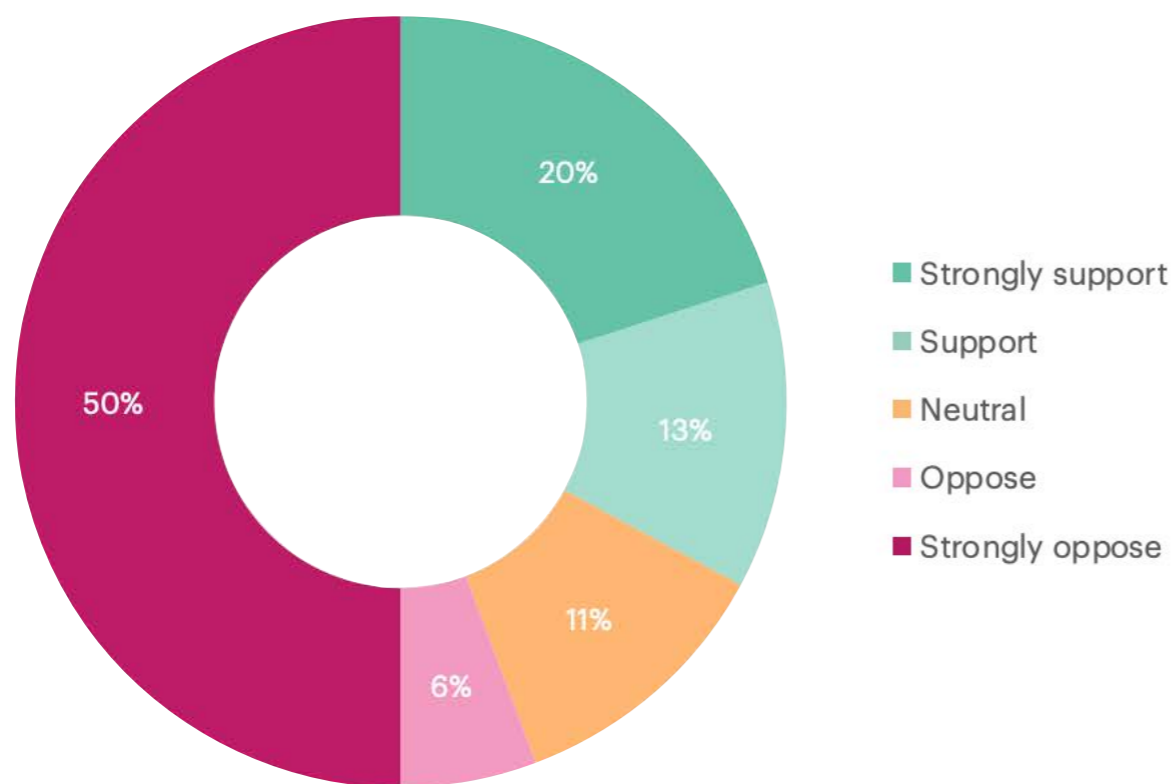
## Organisations and schools we heard from

Brooklyn School	ProCheck Building Consultants
Tennis Central Region	Systems Thinking Ltd
Penthouse Cinema and Cafe	Brooklyn Northern United Junior Football Club
Cycling Action Network	Brooklyn Central Health
Brooklyn Junior Cricket Club	Seido Karate Brooklyn Wellington
Wellington Seido Karate	Transpower New Zealand Limited
Airport shuttles wellington ltd	Brooklyn Medical Centre
A2B - Active to Brooklyn	South Coast Business & Promotion Assoc.
Women in Urbanism	Cycle Wellington
Taikoza Wellington	PCB NZ Ltd
NZ Automobile Association	Greater Brooklyn Residents Association Incorporated
NZ Heavy Haulage Association	Brooklyn Community Centre

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

**Do you support the proposed plan to move from the temporary implementation to a permanent solution?**

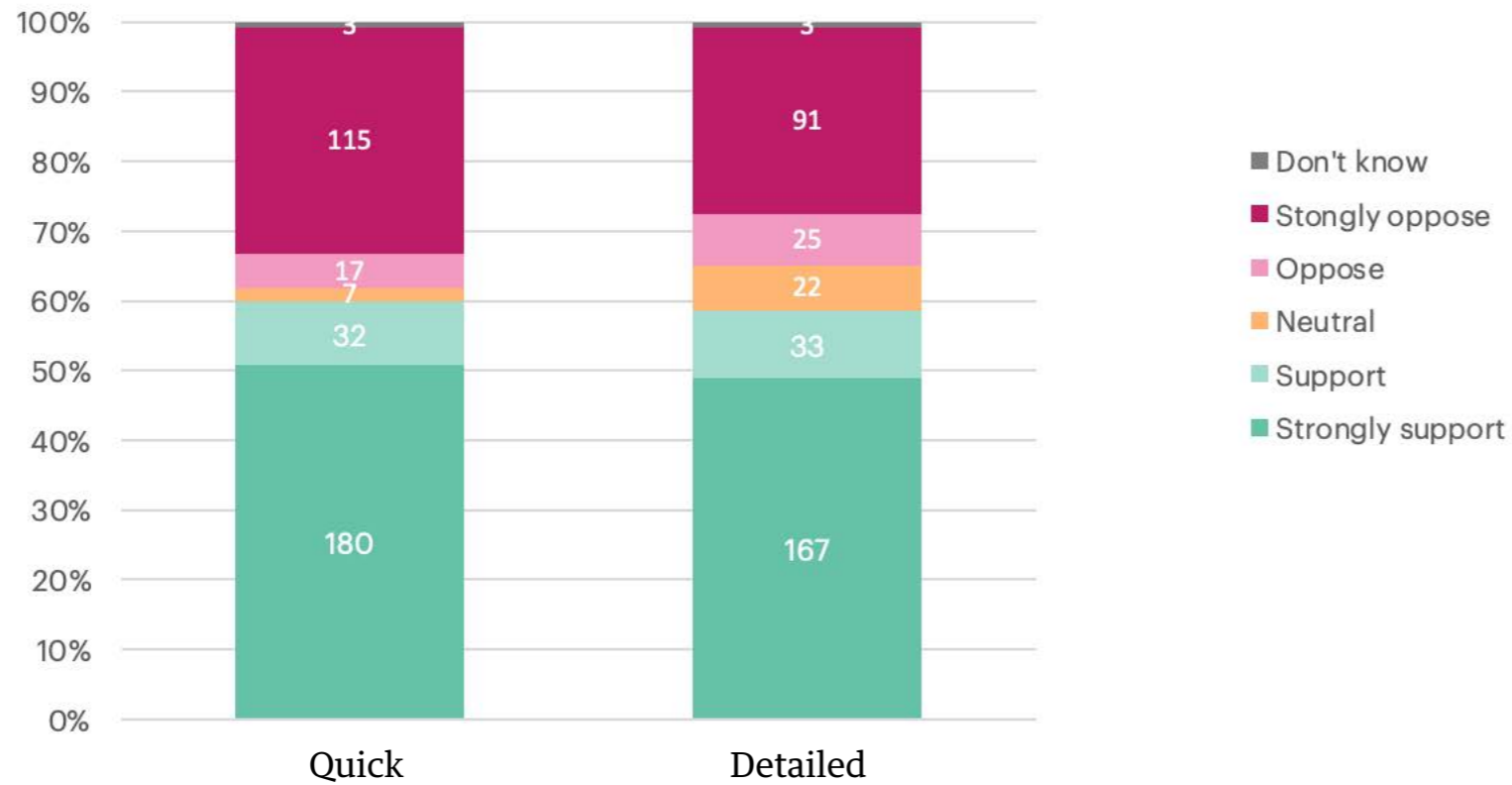
[These include traffic resolution TR105-23]



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

# Overall support based on type of feedback

What did we hear?



## **Other engagement activities**

## Community drop-ins and events

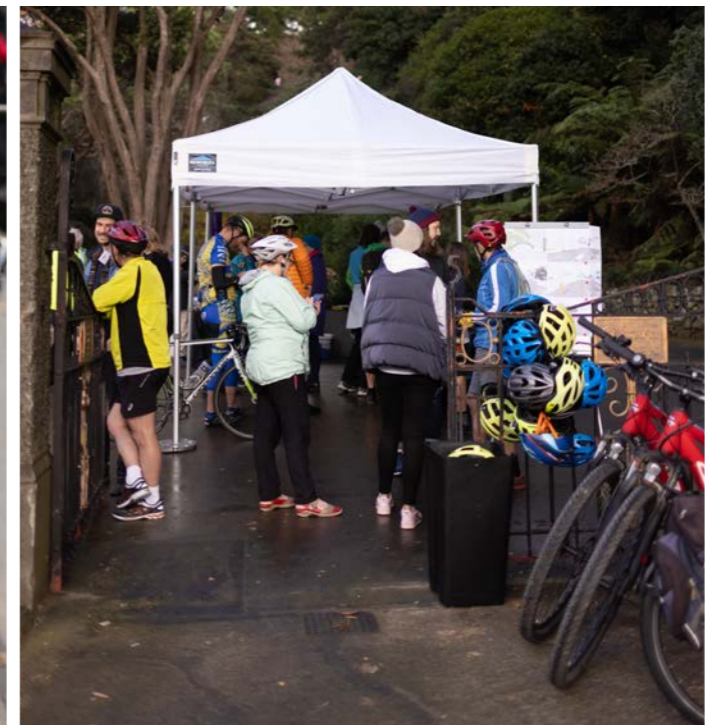
We held two drop-in sessions planned in Brooklyn. These were an opportunity for the community to take a closer look at the plans, talk with the team, and make a submission while there:

- Wednesday 12 July, 5pm-7pm, Two Todman Neighbours' Place, 2 Todman Street
- Saturday 15 July, 10am-2pm, Brooklyn Community Centre lounge, 18 Harrison Street

There were two additional drop-ins at Central Park social housing that aimed to extend the reach and accessibility of the consultation, noting a significant number of social housing residents on the route.

We briefed ward councillors from Pukehinau/Lambton Ward and Paekawakawa/Southern Ward before consultation started.

# Community drop-ins and events



# Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, bill stickering, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice.

Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. An advertisement appeared in the newspaper 1 July.

**W Wellington City Council**  
June 27 · 🌐

Two years on from the bike lane trial in Brooklyn, it's time to make some permanent improvements to the route! 🚲 🗣️ 🇳🇿

Thanks to technical advice, discussions with local businesses, groups and organisations, and public feedback on the trial, we have created concept plans for Brooklyn connections, and we want to hear what you think 🗣️

Your feedback will be used to fine-tune the design before Councillors make final decisions in August.

As well as permanent bike lanes, the proposal includes eight new raised pedestrian crossings, new bus shelters, and more mobility parking 🚰

The consultation is open until Sunday 23 July.

There are also two community drop in sessions where you can come along and talk to the team:

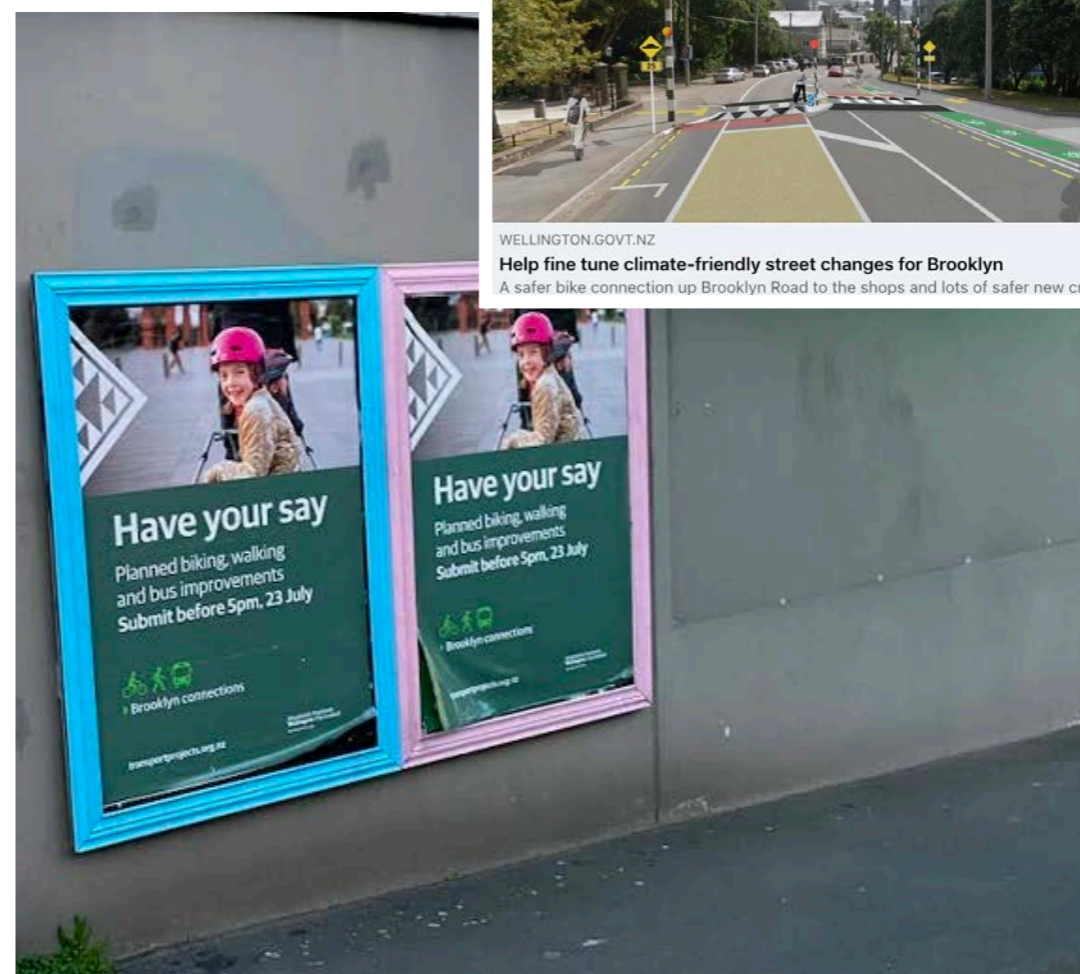
- 📍 Brooklyn Connections drop-in session - Two Todman - Wednesday 12 July, 5pm-7pm
- 📍 Brooklyn Connections drop-in session - Brooklyn Community Centre - Saturday 15 July, 10am-2pm

For more information, visit Our Wellington news channel 📺

#OurWellington #TōtātouPōneke



WELLINGTON.GOV.T.NZ  
**Help fine tune climate-friendly street changes for Brooklyn**  
A safer bike connection up Brooklyn Road to the shops and lots of safer new crossings ...



## **Appendix: theme definitions**



# Theme name explanations

Theme name	Explanation
Concern about loss of carparks	Comment expressing concern or opposition to the reduction in the number or availability of carparks (including when 'normal' parks are replaced with restricted parks such as for Mevo)
General support for the proposed changes	Comment showing general support for the proposed changes
General opposition to the proposed changes	Comment showing general opposition to the proposed changes (this includes generally negative comments and comments about the proposal being a waste of money)
Will make it safer	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Support for raised crossings	Comment indicating support for raised crossings and/or speed humps
Opposition for raised crossings	Comment indicating opposition to raised crossings and/or speed humps due to concerns around safety, congestion, and/or practicality
Direct time/energy elsewhere	Comment indicating WCC should focus on other projects or problems (such as fixing the pipes)
Lack of clear rationale or data to support changes	Comment suggesting there is a lack of data to support the proposed changes, also includes the belief that there are not enough people riding bikes to justify the proposed changes
Changes will increase congestion	Comment expressing concern that proposed changes will increase traffic and congestion
Concerns regarding communication (comms)	Comment containing criticism of the survey or WCC communications.
Cycleway unnecessary	Comment suggests that the cycleway is unjustified, either due to high cost, low user-numbers or general lack of need for the cycleway
Scope of changes could be greater	Comment suggests that the proposed changes could be improved by doing more, for example: remove more carparks, extend the proposed bike lane further

# Theme name explanations

Theme name	Explanation
Support for bike lanes	Comment explicitly expressing support for a bike lane/s
Extend bike lanes	Comment suggesting that Council extend bike lanes further or to other parts of the city/other streets
Increase protection around bike lanes	Comment encouraging Council to increase protection (such as bollards or poles) around bike lanes to protect cyclists from vehicles
Make bike lanes wider	Comment encouraging bike lanes to be made wider, to make it safer and easier for e-bikes to overtake acoustic bikes
Support for parking changes	Comment indicating support for the removal of car parks, and/or encouraging Council to remove further parks
Concern about pedestrian/cyclist conflict	Comment suggesting that design will promote unsafe interactions between pedestrians/cyclists or that the design doesn't go far enough to protect against unsafe interactions
WCC does not listen	Comment suggesting that Council does not listen or does not genuinely seek feedback in unbiased way
Concern about safety	Comment expressing general concern about the safety of proposed changes (not about safety of the current situation).
Concern about impact on residents	Comment expressing concerns about the impact that the proposed changes will have on people living in the area
Leave it as it is	Comment suggesting that the Council make none of the proposed changes and leave the area as it is
Concern about impact on those with accessibility needs	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities
Good for pedestrians	Comment suggesting that the proposed changes will be good for people walking
Just get on with it	Comment encouraging Council to go ahead immediately with changes

# Theme name explanations

Theme name	Explanation
Changes will benefit public transport	Comment suggesting that public transport users will benefit from changes
Support for proposed changes to bus stop	Comment expressing support for changes to bus stop (including their removal or their movement to another location)
Concern for proposed changes to bus stop	Comment expressing concern for changes to bus stop (including their removal or their movement to another location)
Concern about impact on and/or access to businesses	Comment suggesting that the proposed changes will have a negative impact on business (including difficulty for people accessing businesses)
Raised cycleway unnecessary	Comment expressing support for the concept of cycleway, but that a raised cycleway is unnecessary or unsafe (as it makes it harder for e-bikes to overtake non e-bikes)
Good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment
Improve frequency/reliability/capacity of public transport	Comment suggesting that Council improve public transport (in addition or instead of proposed changes). This includes improving the reliability and coverage of the bus system
Improve pedestrian infrastructure	Comment suggesting that more time/energy should be directed towards improving pedestrian infrastructure, including turning courtesy crossings into proper pedestrian crossings
Traffic calming measures are needed	Comment encouraging more traffic calming measures
Direct bike traffic through Central Park	Comment suggesting that the bike lane should be built through Central Park
More enforcement needed	Comment suggesting that Council needs to do more to enforce the road rules. For example, ensure people don't park in the bike lane
Encourages mode shift	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus