



Making the Brooklyn to city route safer

Following the work that has already been done, we're looking at how this route can be further improved for everyone.

It's part of developing a city fit for the future where it will be easier to get around in zero or low carbon ways.

- **June 2021**
Installed trial bike lane
- **July-August 2021**
Received feedback from community
- **Now**
Developing a proposal for permanent changes to the route
- **August-December 2022**
Construction work on Ohiro/Todman/Cleveland intersection
- **November 2022**
Public consultation on proposed permanent changes
- **Mid-late 2023**
Construction of permanent improvements begins

Feedback on proposed changes

We expect to have a draft proposal to share with the community around November. You'll be able to provide feedback at this stage to help fine-tune the proposal before detailed design happens.

Permanent improvements will be made to the Brooklyn route, mid-2023 at the earliest. However, some work already planned for the intersection of Cleveland Street, Todman Street and Ohiro Road will happen sooner.

We're thinking about

- how to make the route more pleasant for pedestrians
- the best ways to make more permanent changes for people on bikes, including an improved connection to the shopping centre
- ways to improve bus journey times and bus shelters
- what more can be done to encourage safe speeds
- other street changes that could make the area more attractive
- how changes to these streets would work with future transport and bike network projects.

Find out more
transportprojects.org.nz/brooklyn

Have any questions or comments?
Email seb.bishop@wcc.govt.nz
or call 021 670 965

**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

This map highlights some of the issues being considered

These have been identified through transport and pedestrian safety audits, expert engineering guidance and feedback from the community during the bike lane trial.

General issues along route

- Some bus stops on the route are too close
No bus shelters/seats at some stops
- Brooklyn Rd looks rural, encouraging higher speeds
Old (ghost) road markings visible in places
- Even where there are pedestrian islands, crossing Brooklyn Rd is difficult and scary
No pedestrian priority at side streets and some are wide to cross
Existing footpaths are narrow in places
- No dedicated place for people on bikes to ride going downhill

No safe pedestrian access across Ohiro Rd by Tanera Cres bus stop

Ohiro/Brooklyn intersection is unsafe, especially for bikes

No footpath on east (uphill) side between Washington Ave and Ohiro Rd

No footpath on west side of Ohiro Rd

Uphill bike lane doesn't extend to the shopping centre intersection

Vehicles often travel at higher speeds than 30km/h

Narrow path between Washington Ave and Jefferson St steps
Poor visibility at the steps

Possible minor improvements to Cleveland St

Poor visibility at Renouf Tennis Centre driveway

No footpath on east (uphill) side between Nairn St and Washington Ave

Kerbs adjacent to Central Park entrance are not accessible (no ramps)

Narrow pedestrian island on Brooklyn Rd near Nairn St

Victoria St/Karo Dr and the start of bike lane isn't safe

Tight left turn from Webb St into Willis St

Limited space to wait at the intersection of Webb and Willis St

- Route improvements scope
- Connected streets

Issues affecting

- Bikes
- Pedestrians
- Drivers
- Public transport

City

Brooklyn

Ohiro Rd

Cleveland St

JEFFERSON ST

WASHINGTON AVE

Brooklyn Rd

Brooklyn Rd

NAIRN ST

Willis St

Webb St

Victoria St