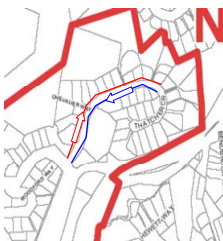
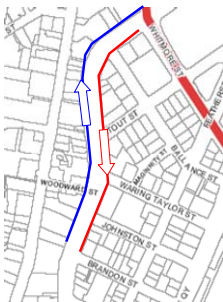


Report for Wellington City Council



Community Street Review for Brooklyn, Wellington

Revised version, April 2009



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EXECUTIVE SUMMARY

Wellington City Council (WCC) commissioned Living Streets Aotearoa (LSA) to undertake a Community Street Review (CSR) of the key commuter routes from the suburb of Brooklyn to the CBD. The purpose of the CSR was to assess the quality of the walking environment along the route and propose solutions and ideas to improve walkability

The review was carried out on 21st November 2007, with 12 participants. The route was 3km long and represented key feeder routes and two main routes into Wellington CBD. 31 sections were assessed, consisting of 15 path lengths and 16 road crossings. The methodology followed the CSR approved by NZTA to provide a 'level of service' for the sections and route overall.

The CSR determined that the quality of the route was generally good. There were some key failings but overall, 27 of the 31 sections achieved a pass rating of A, B or C. Three failed, receiving a rating of D. One longer route was not scored.

Of those that passed, there was room for improvements. Levels of litter were high and maintenance was poor in many sections. If this were to be remedied the scores for much of the route would be very high. In many cases, parked cars obscured the view and in one a legally parked car completely blocked the exit to a crossing, causing a major hazard for many people.

Three crossings scored a fail in the review. The most notable failure is the crossing 4R – Ohiro Road, mid block. This was in the wrong place and was a dangerous crossing. This report recommends an investigation into an alternative location, which would significantly improve pedestrian safety in this area

Significantly, these three lowest scoring crossings represent a key bottleneck for pedestrians. All of the commuter routes must use one of these crossings, which connect the two sides of the arterial route Ohiro Road / Brooklyn Road. A key recommendation of this report is the improvement of at least one of these crossings, which would make a significant difference to people walking into the city.

INTRODUCTION

Wellington City Council (WCC) commissioned Living Streets Aotearoa (LSA) to undertake a Community Street Review (CSR) of the key commuter routes from the suburb of Brooklyn to the CBD. The purpose of the CSR was to assess the quality of the walking environment along the route and propose solutions and ideas to improve walkability.

The results will feed into WCC's Walking Plan, which is currently under development, with the purpose of encouraging people and in particular, commuters, to walk into the CBD.

This report will outline the CSR process undertaken and provide a Level of Service (LOS) for the route based on participant's ratings and comments. It will also provide recommendations for improvements.

SURVEY METHODOLOGY

The review took place on Wednesday 21st November 2007, and was lead by two Living Streets staff, Louise Cheetham and Lily Linton. It was conducted in two sessions, one in the morning and one in the afternoon. Weather conditions on the day were dry, cloudy, and at times quite windy.

The 3km route was selected by WCC with input and advice from Living Streets. Prior to the review, LSA assessed the route and broke it down into homogenous sections. Sections were walked in order for maximum coverage in the time available and are described in this report in the order they were assessed. The sections are listed by possible commuter routes in appendix A as a key to the map in appendix B.

The morning route included the majority of the feeder routes which collect Brooklyn commuters. Starting at the intersection of Ohiro Road and Cleveland Street, we continued down Ohiro Road, up Brooklyn Terrace and back down to Ohiro Road, up to Helen Street and back down to Ohiro Road, the length of Brooklyn Road to Washington Avenue and then up Washington Avenue, ending at the intersection with Cleveland Street.

The afternoon route covered the remainder of the feeder routes plus the two main routes into the city. We began at the intersection of Cleveland Street and Harrison St / Jefferson St, continued along Jefferson St, down to Brooklyn Road, through Central Park, from the park entrance along Brooklyn Road, assessing the crossings at the intersections with Webb Street and Aro Street, along Aro Street to Ohiro Road and then up Ohiro Road, ending at the intersection with Brooklyn Road.

Twelve people participated in the review. This was considered to be the optimum number to give a broad range of pedestrian perceptions. The recruits, 10 women and 2 men, ranged in age from 30's to 70+. All were of good or very good mobility and would normally do between 20 minutes and two hours of walking per day. One participant withdrew after the first session. Recruitment was via advertisements and community representatives and participants were offered an honorarium of a \$50 supermarket voucher.

The methodology for the CSR was that outlined in the Community Street Review, How to Guide, June 2006, which can be viewed at www.levelofservice.com. Physical and operational variables (as detailed in the Variables collection methodology, July 2006) were not collected as part of the CSR as it was considered outside of the scope of the study and were not required.

LEVEL OF SERVICE

Ratings were calculated using the Level of Service system, devised by Steve Abley (Chartered Traffic and Transportation Engineer) in conjunction with Living Streets Aotearoa and the Health Sponsorship Council. Further information on the ratings system can be found at www.levelofservice.com

Level of Service is represented by a score designated 'A' to 'F', where 'A' represents the best operating conditions and 'F' the worst. Determining the Level of Service is a numerical process and refers to the 'rating' part of the Community Street Review methodology.

A Level of Service represents a numerical score as a grade, in a similar manner as a student might be marked as on an exam i.e. a C or above signifies a pass of varying quality, and a D or below signifies a fail of varying quality. Typically Level of Service is defined in detail for each grade. For walkability this is not possible given the differences between participant perceptions of "Very Good", "Good", "Slightly Good", "Bad", "Slightly Bad" or "Very Bad". For simplicity an 'A' is considered "Very Good" and an 'F' 'Very Bad'. Similar to the student grade example, "Neutral" represents the bound between C and D and neither represents a pass or fail. The conversion between the participant and Level of Service is shown below:

Opinion	Score	Pass/Fail	Numerical Grade #	Level of Service	Represented by Colour
☺ Very Good	7	Pass	≥ 6	A	Green
Good	6		≥ 5 and ≤ 6	B	Green
Slightly Good	5		> 4 and < 5	C	Green
☺ Neutral	4		4	N	White
Slightly Bad	3	Fail	≥ 3 and < 4	D	Yellow
Bad	2		≥ 2 and < 3	E	Blue
☹ Very Bad	1		< 2	F	Red

These ratings are considered alongside the participants comments, which may elaborate on a problem or further explain the rating given

FINDINGS

Section numbers listed below on the left can be identified using the map in Appendix B. Please note that P = Path Length and R = Road Crossing.

Morning Session

Feeder Route 1

1R Ohiro Road / Todman Street Intersection

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
A	C	B	A	B	B

Although this intersection has an overall walkability rating of A, participants felt under pressure from vehicles turning left from Ohiro Road into Todman Street. This was partly due to the fact that vehicles have to stop and start on a hill and they need to accelerate harder to get up it, making them approach the crossing faster than they perhaps normally would.

The pedestrian phase was considered to be too short, not allowing pedestrians enough time to cross. This is a particular problem at peak times when large numbers of people are crossing at the same time.



The starting point of Feeder Route 1

Recommendations

- That more priority be given to pedestrians crossing the street.
- This would be best achieved by having a red traffic light for left turning vehicles during the pedestrian crossing phase. Alternatively extending the pedestrian crossing phase, particularly during peak hours would improve pedestrian safety.

2R Crossing Ohiro Road at the Ohiro Road / Cleveland Street Intersection

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	C	B	B	B	B

Again, participants felt under pressure from turning vehicles. The pedestrian phase was too short, with the signal turning red before pedestrians were even half way

across. The access to the walk signal button on the crossing was not easily accessible. The slope kerbing prevents less able-bodied people from reaching across to press the button.



Recommendations

- Increase the length of the walk signal
- re-position the signal button or kerbing to allow access to the signal button.

3R *Crossing Cleveland Street at Ohiro Road / Cleveland Street Intersection*

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	B	B	B	C	B

Once again the walk signal on this crossing was considered to be too short and there was pressure from vehicles turning left into Cleveland Street.

Brick surfacing made the crossing more attractive and gave a visual signal that this was a dedicated crossing point.

Recommendations

- Increase the length of the pedestrian phase.
- Use the surfacing differentiation at other crossing points to improve pedestrian safety.

1P *Ohiro Road to end of Brooklyn Terrace*

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
A	B	B	B	B	B	A

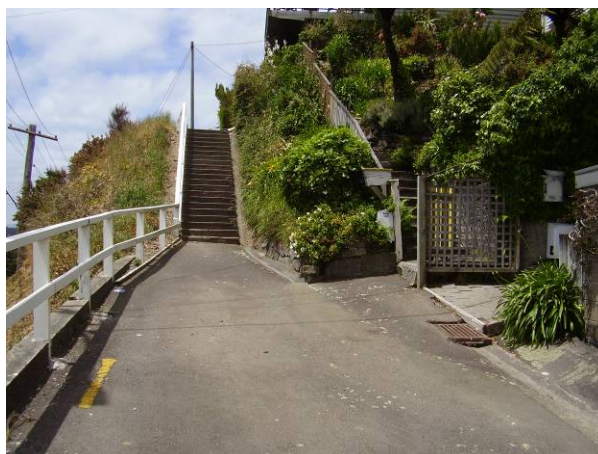
This footpath scored highly. It was wide and pleasant. However the amount of traffic, particularly the number of large trucks, reduced the walking experience due to the noise and smell of fumes.

2P *Full length of Brooklyn Terrace (a link section)*

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	A	N	C	C	B	B

This pathway provided a pleasant walk away from the traffic, but was poorly maintained. The path is eroding, the bank is crumbling and the steps are uneven with corners missing. Personal safety was an issue and the two street lights were considered insufficient.

At the time of the review, a car was parked at the bottom of the steps, making access difficult. Rubble and twigs covering the pathway looks messy and could be dangerous underfoot.



Recommendations

- Improve surface quality, to ensure a smooth, safe walking environment
- Ensure regular clearance of street debris and litter
- Add extra street lighting
- Extend the yellow, no parking, lines to prevent vehicles blocking pedestrian access to the steps.

4R *Ohiro Road (crossing mid-block at pedestrian refuge)*

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
D	E	C	C	D	D

This crossing achieved a low score for the main reason that is in an unsuitable and unsafe location. Traffic speed is too high. Vehicles are accelerating around a bend to get up the hill where the crossing is located, making it difficult for them to stop. The speed of traffic makes it difficult for pedestrians to judge when it is safe to cross.

In addition, the road markings are poorly visible for both vehicles and pedestrians. Drivers would therefore not expect to find pedestrians crossing and would struggle to slow down or stop at short notice. One participant quoted that people have to 'take their life in their own hands' to safely cross at this location.



Recommendations

Move the crossing to a more suitable location and make it a signalised pedestrian crossing.

3P

As this section was so small, on the day of the review we incorporated section 3P into 5P, therefore there are no results or comments for this section.

Feeder Route 2

5R *Helen Street*

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
C	C	C	B	B	B

At this crossing, the visibility of cars approaching from the left is poor, making pedestrians rely on the sound of approaching traffic. Obviously this would be difficult for the hard of hearing. It was also considered difficult for drivers turning into Helen Street to see pedestrians crossing until they were around the corner, and vice versa. There was no ramp on the South side of the crossing.



The starting point of Feeder Route 2

Recommendations

- Install signage to warn drivers that there is a pedestrian crossing and to slow down.
- Improve road markings to make the crossing more visible to drivers
- Possibly install a zebra crossing further up Helen Street

6R Tanera Crescent

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	C	C	B	B	B

The tarseal on this crossing is not rounded off, causing a trip hazard.

Recommendations

Finish off the tarsealing properly to easily eliminate the problem.

4P Zig-zag ramp from Tanera Crescent down to Ohiro Road

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	A	C	C	C	B	B

The rating calculated for this walkway shows that it was regarded to be a fairly good footpath, with comments suggesting that it is pleasant, picturesque and interesting. However, it was heavily littered with rubbish, gravel, leaves and other debris. There was a broken hand rail and some potholes, all of which detracted from the walkability.

Recommendations

- Repair the handrail and potholes
- Ensure regular clearance of street debris and litter
- Replace areas of weeds with native shrubs and grasses to improve the attractiveness and make maintenance easier
- Install a bench overlooking views.

Note

While the participants thought this ramp was pleasant, they also thought it was very steep, making it difficult or even impossible for wheelchair users and those with pushchairs to use. The alternative route down to Ohiro Road is via Tanera Crescent, however there is no footpath at the end of Tanera Crescent, for those wanting to turn left down Ohiro Road. Anyone using this route would need to go out into the traffic to pass the cars that park alongside the wall that leads to the footpath.



The very steep pathway



The alternative route without footpath

5P Ohiro Road, from mid block crossing to Brooklyn Road intersection, passing car park

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	B	C	B	B	B	B

There was a lot of debris on the path which could contribute to slips or falls after rain. The path also does not flow nicely, changing direction from what would be the natural path.

Cars have to cross the pedestrian footway in order to access the parking area. This is not considered safe for pedestrians, particularly the less mobile. At the time of the review a car was parked across the exit ramp meaning that cars leaving the parking area needed to use the footpath and drop down the kerb to leave. Generally the area was considered to be unattractive and unfriendly with significant room for improvement.



Recommendations

- Improve the attractiveness of the area using planting.
- Replace the parking area with a feature area with seating.

- One participant suggested that the bend leading down Ohiro Road should be re-shaped, making the flow of traffic easier, removing the need for the signage, and improving the flow of the footpath.

7R Ohiro Road / Brooklyn Road intersection

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	C	C	B	B	B

This crossing drew mixed responses. As the road is a continuation of Ohiro Road, cars don't always indicate and this makes it difficult to know whether it is safe to cross. Traffic speeds are also high. The crossing is not in a natural location and the gap in the crossing island is not wide enough for two people to cross side by side. However the crossing offered good visibility of oncoming traffic.

Recommendations

- Improve signage on Ohiro Road to reduce traffic speeds
- Widen the gap to allow and encourage higher densities of pedestrian traffic during peak times
- Improve surface treatment to make the crossing more visible and slow traffic.

6P Length of Brooklyn Road alongside Central Park (a link section)

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
C	B	D	C	B	B	B

This section of the footpath has subsidence, causing an uneven surface and a trip hazard. Additionally, the footpath is narrow which may be a problem for higher densities of pedestrians or for pushchairs / wheelchairs and for people passing in opposite directions. Pedestrians would need to step down into the road to get past. The handrail is in a poor state of repair and looks unsightly.

Recommendations

- Repair the subsidence and replace the footway surfacing
- Widen the footpath to accommodate more people
- Replace the handrails and ensure adequate future maintenance.

Feeder Route 3 (assessed in reverse)

8R Brooklyn Road (crossing by Washington Avenue / bus stop)

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
D	E	C	C	C	C

This crossing had very poor visibility of oncoming traffic. It is necessary to step into the road to observe traffic approaching down the hill. Parked cars on the bend exacerbated this problem. There was a pedestrian island in the middle of the crossing, improving safety, but the road and kerb were uneven on the uphill side causing a trip hazard.

Recommendations

- Prohibit cars from parking on the bend.
- Improve traffic signage to reduce approaching traffic speeds
- Even out the surfacing at the kerb side.

7P *Washington Avenue, from Brooklyn Road to Cleveland Street*

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
A	B	A	B	A	A	A

This is a nice wide footpath, which is well maintained and the harbour view adds to what is already a pleasant walk. There can be a parking problem outside the Malaysian High Commission and at the time of the review there was a truck parked on the footpath causing pedestrians to walk out into the road to pass.



9R *Washington Avenue / Cleveland Street intersection (3rd feeder route start point)*

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
C	D	C	C	C	C

At this crossing, vehicles parked on Cleveland Street obscure the visibility of traffic coming uphill. It is considered to be quite a dangerous crossing at busy times, as vehicles cannot see pedestrians when turning left from Washington Avenue into Cleveland Street. In addition, it is difficult to be vigilant when you have to look for traffic coming from 3 directions.

Recommendations

- Installation of a zebra crossing, near the intersection on Cleveland Street
- installation of signage to warn drivers and reduce oncoming traffic speeds.

Afternoon Session

Feeder Route 4

10R Cleveland Street / Harrison Street intersection

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	C	B	B	C	B

This was generally a good crossing, with good visibility of approaching traffic. As the crossing is situated close to the intersection with Jefferson Street and Harrison Street, pedestrians need to be vigilant for traffic coming from four different directions. Cars often park close to the crossing on both Harrison Street and Cleveland Streets, despite yellow lines.



Recommendations

- Increase traffic warden frequencies
- Run a month long parking campaign to reduce illegal parking.

8P Full length of Jefferson St (path on left hand side)

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
C	B	N	D	B	B	B

This was a pleasant walk, away from traffic, but was poorly maintained. Parts of the footpath were quite heavily littered with rubble, leaves and rubbish. In addition, the already narrow footpath was obstructed with a power pole and overhanging vegetation. This necessitated stepping into the road in order to pass. There were also holes in the tarmac.



Recommendations

- Cut back the vegetation as a priority and ensure regular vegetation maintenance.
- Ensure regular litter and debris removal
- Repair holes in the tarmac

9P *Steps and ramp to Brooklyn Road*

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	B	C	C	C	B	B

Again, this is a pleasant walkway away from vehicles, which suffers from poor maintenance.

Handrails sections are missing, whilst others are in need of repair. The footpath was uneven with lots of debris which could be dangerous when wet. The concrete at the top of the steps was cracked and, although there is some signage to the pathway, it is not very clear. The street lighting is also considered inadequate. *(Note that for pedestrians coming up the steps in the opposite direction there is no signage to tell them that they are on Jefferson Street).*



This sign doesn't say which direction the access is.



Handrail and walkway looking scruffy

Recommendations

- Repair and paint the handrail
- Ensure the path is regularly cleared of debris
- Improve signage to highlight the pedestrian access from both directions

- Provide additional street lighting

Main Route 1

11R Brooklyn Road (crossing mid block at bottom of steps)

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
D	E	C	C	D	B

At this crossing a car was parked, obstructing the crossing exit on the park side of Brooklyn Road. The car was parked legally in a marked space. There was no ramp on either side of the crossing for pushchairs or wheelchairs.



The car blocking the crossing exit



The lack of ramp access

Recommendations

- Prohibit cars parking on the crossing by changing the parking bay markings so they end further up Brooklyn Road.
- Install access ramps on both sides of the road.

10P Central Park through to Playground

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
A	A	B	A	B	A	A

This footpath was very pleasant, safe and away from traffic. The mature trees were appealing and the maintenance levels were good. There was gravel on the footpath making it slightly slippery. One person felt unsafe because it was quite isolated. Two people also commented that cycles and skateboards can cause a hazard for walkers.

One participant commented that the entrance to the park looks unfriendly and like it's for cars only.



Recommendations

- Improve landscaping at the entrance to make it more welcoming.
- Keep grass on either side of the footpath well trimmed.

11P Central Park length of playground

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	A	B	B	B	A	A

This was a very pleasant footpath. However the surfacing was uneven in places and the lighting levels could be improved.



Recommendations

- Resurface the footpath
- Install extra lighting
- Plant shrubs by the fence on the street side of the path to further enhance the pathway.

12P Central Park from far side of playground down to gate entrance

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	A	C	B	B	B	B

During the review, participants chose to walk down from the playground past the public toilets and down the steps, rather than following the footpath around the

bend and down in a zig zag. This seemed the most natural and direct way to get to the footpath below.

There were leaves, twigs and gravel on the path, which were a trip hazard and in need of frequent attention. The path was in need of maintenance and the steps are chipped and in need of repair.



There were poor lighting levels and when combined with the site's isolation, some reviewers felt that personal safety would be an issue.

Recommendations

- Repair the chipped steps
- Install more lighting.

13P *Park gate on Brooklyn Road to Aro Street*

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	B	B	B	B	B	B

Whilst this section scored a good quality 'B' result, the unsealed section of the footpath was uneven and the traffic was noisy and smelly. Some ramps encroached a lot onto walking space.

Recommendations

- Resurface the uneven parts of the footpath.

End of Main Route 1 – entrance to CBD

12R a b & c *Pedestrian Crossing trio at Willis Street / Aro Street intersection (link crossing)*

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	B	B	B	C	B

These crossings, while looking unsightly, are actually sensible and functional. There is good vision of traffic from all directions, however they are busy routes and vehicles approach very fast so pedestrians must be very cautious when attempting to cross. One person commented that they avoid these crossings if possible.



13R Willis Street / Webb Street intersection (crossing Willis Street) (link crossing)

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	B	B	B	C	B

The wait for the walk signal was far too long with the priority obviously for vehicles at this intersection. The pedestrian crossing phase was also too short, making the reviewers feel pressured to cross quickly. This is clearly not accessible for the mobility impaired or slower people.



Recommendations

- Reduce the pedestrian waiting time
- Increase the pedestrian crossing period.

14R Willis Street / Webb Street intersection (crossing Webb Street) (link crossing)

Level of Service Rating					
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Delay	Direct
B	B	B	B	C	B

At this crossing, there was a broken yellow tactile crossing tile causing a trip hazard on the North side. The ramp on this side is also too steep and angled wrongly. This would cause confusion for the visually impaired and difficulty for pushchairs and wheelchairs. The road surface is also uneven in places. Again the waiting time was too long.



Recommendations

- Reduce the pedestrian waiting time.
- Extend the width of the North side ramp, on either side of the current ramp, to enable wheelchair users to approach the ramp at the correct angle.

One participant suggested that traffic at both crossings stop at the same time to allow pedestrians to cross diagonally.

Main Route 2 (assessed in reverse)

14P Aro Street, Ohiro Road, to Marama Crescent

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
B	B	B	B	B	B	B

There was loose gravel on the path in the upper part of the section, which can be hazardous.

Whilst the walk is picturesque and pleasant, a patchy uneven surface gives it an overall neglected look. The traffic is heavy, fast and noisy. One reviewer commented that there are usually cars parked on the footpath in this section, however there were none at the time of the review.

Overall, this section is a nice pleasant footpath which is in good condition.



Recommendations

- Clear the loose gravel and resurface the footpath to give an even and more attractive appearance. Install extra seating for added value.

15P Ohiro Road up to Brooklyn Road

Level of Service Rating						
Walkable	Safe from Traffic	Safe from Falling	Obstacle Free	Secure	Efficient	Pleasant
A	A	B	A	B	A	A

This is a very pleasant footpath, and the seat at the top is perfectly situated. A drinking fountain would be an interesting addition. Some leaves on the footpath, could become a slip hazard when wet. Personal safety was an issue raised for after dark.



Additional comments

Maintenance and litter removal was seen to be a very important issue and was seen frequently along the review. Several areas had good quality infrastructure, but reduced walkability due to lack of maintenance and litter removal leading to a poor quality environment.

Lack of signage to pedestrian routes was also a general issue faced all along the route. Particular sites that would benefit from improved signage are on the bend on Brooklyn Road, Ohiro Road and at the entrance to the park, facing Washington Avenue.

There is a need for extra street lighting, particularly through the park and on the pathway down from Helen Street to Brooklyn Road and from Jefferson Street to Brooklyn Road. One suggestion was to have lighting on motion sensors that will only light up when someone is using the pathway.

Personal safety issues were raised in some of the locations. Some of the participants advised that they would walk down Brooklyn Road rather than through Central Park as they don't feel safe walking in the park, even in daylight.

The ever contentious issue of cars parking on the pavement was raised at several locations. This impinges on pedestrian access and can cause problems for wheelchair users and those with pushchairs. Continued enforcement is the only realistic method of preventing this.

The main vehicle route along Brooklyn Road / Ohiro Road was considered to be a very busy road, with constant movement of large trucks which make the route unpleasant by being noisy and blowing exhaust fumes in your face as you walk.

Note

Several of the participants were aware of the Central Park review which was underway at the time of the review but they were advised to comment on the conditions of the park at the time of the review, not how it is proposed to be.

SUMMARY

In general, the route was assessed as being of good quality. Of the 31 assessed sections, only 3 scored a D overall, which is classed as a fail. These were 4R – Ohiro mid block, 8R – Brooklyn road intersection and 11R – Brooklyn Road mid block. All other sections scored A-C and were classed as passed. 18 out of the 31 were scored as a B overall, recognizing some room for improvement.

Significantly, the three lowest scoring crossings, mentioned above represent a key bottleneck for pedestrians. They are all crossings across the main vehicle road way, Ohiro Road / Brooklyn Road. All the commuter routes must cross one of these crossings, all of which were poor. A key recommendation of this report is the improvement of at least one of these crossings, which would make a significant difference to people walking into the city.

The most notable failure is the crossing 4R – Ohiro Road, mid block. This was in the wrong place and was a dangerous crossing. This report recommends an investigation into an alternative location, which would significantly improve pedestrian safety in this area.

Other than that, recommended improvements focus on small scale work rather than large expensive capital schemes. These include improved maintenance, litter and debris removal and improved vigilance for illegally parked cars. Many of the crossings would benefit from improved signage and road markings.

APPENDICES

- A – Route Sections
- B – Brooklyn Route Map
- C – Path Length Form
- D – Road Crossing Form
- E – Characteristics Guide

The forms in Appendices C,D and E are available from Living Streets Aotearoa info@livingstreets.org.nz

Appendix A – Route Sections (in order of route)

Morning Session

Section Number	Description
1R	Ohiro Rd / Cleveland St Intersection
2R	Ohiro Rd / Cleveland St Intersection (crossing Ohiro Road)
3R	Ohiro Rd / Cleveland St Intersection (crossing Cleveland St)
1P	Ohiro Rd (down to end of Brooklyn Terrace)
2P	Brooklyn Terrace
4R	Ohiro Rd mid-block
3P	Combined with 5P
5R	Helen Street
6R	Tanera Street
4P	Zig zag ramp
5P	Ohiro Rd (from zig zag past parking area)
7R	Ohiro Rd / Brooklyn Rd Intersection
6P	Brooklyn Rd by park
8R	Brooklyn Rd mid block
7P	Washington Avenue
9R	Washington Ave / Cleveland St Intersection

Number of sections on morning route = 16

7 Path Lengths

9 Road Crossings

Afternoon Session

Section Number	Description
10R	Harrison St Intersection
8P	Jefferson Street (to top of steps)
9P	Steps and ramp to Brooklyn Road
11R	Brooklyn Road mid-block
10P	Central Park through to Playground
11P	Playground
12P	Hill down to gate
13P	Willis Street to Aro St intersection
12R (a)	Pedestrian Crossing Trio
12R (b)	Pedestrian Crossing Trio
12R (c)	Pedestrian Crossing Trio
13R	Willis Street / Webb St Intersection (crossing Webb)
14R	Willis Street / Webb St Intersection (crossing Willis)
14P	Aro St, Ohiro Road, to Marama Crescent
15P	Ohiro Road up to Brooklyn Road

Number of sections on afternoon route = 13

8 Path Lengths

7 Road Crossings

Total number of sections in review = 29

15 Path Lengths

16 Road Crossings