

Living Streets Aotearoa



**Submission from Living Streets Aotearoa - Wellington
Wellington City Council Proposed Traffic Resolutions
TR64-14 Willis St/Abel Smith St Shared Space Footpaths,
TR80-14 Adelaide Road Bus Stop Extension.**

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Submission

TR64-14, Willis St/Abel Smith St Shared Space Footpath

Living Streets Aotearoa is strongly opposed to this proposal, on the following grounds:

1. It affects the large of people who walk along Willis St without their being given the opportunity of being involved in preparation of the proposal.
2. We understand that while Cycle Aware Wellington is mentioned in the proposal, the proposal is not what its members were actually expecting. The Cyclists' Action Network does not in general support cyclists sharing busy footpaths.
3. It notes that it affects pedestrians adversely, but it does not seem to have been considered in the context of the Draft Urban Growth Plan, which puts pedestrians at the top of the priority list.
4. It does not say how the effects on pedestrians and cyclists have been assessed, or what "small negative impact" or "large benefit" mean.
5. It gives no indication of the numbers of pedestrians and cyclists affected.

6. It seems to be based on the premise that an acceptable approach is to legalise current illegal behaviour at this point (cycling on the footpath), the opposite approach from that used generally in Traffic Resolutions.

7. There is no indication of how the “entrance into the CBD” will work for cyclists, in particular the routes that they will follow beyond the ends of the shared path. For example, there is no mention of how cyclists will be stopped from continuing on the Willis St or Victoria St footpaths to Vivian St, or beyond into the central city. Cyclists using those footpaths would affect pedestrians adversely, and perhaps prompt calls for that use of the footpath to be legalised, using the current proposal as a precedent. In particular, there is already a bottleneck just north of the proposed shared section, outside 303 Willis St, where vehicles are often parked across the footpath (see photos below, and also visible on Street View).



Vehicles parked encroaching on the footpath outside 303 Willis St, just north of the proposed shared path.

8. Leaving aside the waterfront, where the shared path has ongoing issues, it is the first proposal to allow cyclists on to footpaths that are busy or in the CBD, and so a very significant step that requires full analysis and consultation.

9. It does not appear to have been considered whether it meets the guidelines for shared paths in documents such as the NZTA Pedestrian Planning and Design Guide.

10. The wording used in the proposal is confusing, describing the proposal as both "shared space" and "shared path", when conventionally they are quite different. “Shared space” normally means shared with vehicles, “shared path” shared by pedestrians and cyclists. We assume that the latter is meant in this case.

11. Monitoring by complaint is a very poor way of assessing performance of any facility, and what is effectively a “suck it and see” approach is not very professional when there are guidelines readily available to help assess whether the proposal is fit for purpose. If widening is needed that should be considered now, not when the proposal turns out to be inadequate and resulting in poor outcomes for all parties.

12. It does not seem to have been considered in the context of the WCC Walking or Cycling Policies, or the Engagement Policy.

13. It says that there is “sufficient” space south of Karo Drive, but there is no mention of the criteria used to assess this, and there is no mention of the sufficiency of the space available in the areas along Willis St north of Karo Drive and along Abel Smith St.

We submit that this proposal be withdrawn.

TR80-14 Adelaide Road Bus Stop Extension

We support this proposal, but we have one area of concern. At many Wellington bus stops the major elements, such as the WCC sign the GWRC sign, the bus stop box, the bus shelter, the RTI screen, do not align, which at best causes confusion about where the bus will stop, at worst can cause people - particularly the less able - to miss the bus because they are not able to get from their waiting position to the bus in time.

The drawing for this proposal shows the new bus stop sign as being several metres short of the front end of the box, and we submit that that WCC should follow NZTA's *Guidelines for public transport infrastructure and facilities: Interim consultation draft, April 2014*, <http://nzta.govt.nz/consultation/guidelines-for-public-transport-infrastructure/docs/guidelines-pt-infrastructure-draft.pdf>, which say:

This guidance recommends that the bus stop sign should be placed at the head of each bus box. This allows for a consistent and predictable environment to be created at the bus stop. Bus drivers will know to always align the front door of the bus with the bus stop sign and pole, which is where key bus stop facilities are provided, i.e. hard stand area, raised kerbs and use of tactile ground surface indicators [page 12].

We submit that these guidelines should be followed for this and other bus stops.

We would like to be heard in support of this submission.

About Living Streets Aotearoa

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

Our objectives are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz.