

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa Central City Safer Speed Limit proposal

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Date: **9 March 2014**

### About Living Streets

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".

The objectives of Living Streets Aotearoa 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](http://www.livingstreets.org.nz)

### Submission

We support this initiative to reduce vehicle speeds in the CBD.

This will provide significant benefits to all road users including pedestrians.

It should reduce accident rates as vehicle users have more time to react to situations in the busy pedestrian environment of the CBD.

It will improve the chance of survival of pedestrians hit by vehicles.

It provides a key signal to vehicle users that they are in a pedestrian priority area.

It will improve the walking environment and should help promote walking as a pleasant and viable transport mode, important for a healthy retail economy.

We would like to see the 30km hour area extended to make the system more legible (that is vehicle users can make better sense of it) by extending the area to include

- Murphy St from the Thorndon pool traffic lights and Thorndon Quay to Bunny St – this will provide better walk amenity for the large secondary schools in this area and the large number of pedestrians walking around the ‘Parliament precinct’
- Customhouse (from Bunny St), Waterloo and Jervois Quays, Cable and Wakefield Streets to connect with the Oriental Parade slow zone – this will finally bring some of the benefits claimed by the ‘inner city bypass’ by improving the connectivity with the waterfront and encouraging vehicles onto the bypass
- Kent and Cambridge Terraces to Vivian St
- Willis, Victoria and Taranaki St to Vivian St
- Upper Boulcott St to the motorway on-ramp

This initiative is a significant improvement for pedestrians, and with the work being done to improve Level of Service for pedestrians at intersections, and with implementation of the NZ Pedestrian Planning and Design Guidelines, will improve walkability for Wellingtonians. We would like to see formal adoption of a sustainable transport mode hierarchy with pedestrians as first priority on most roads in the CBD consistent with the new One Network Road Classification system.

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