



**Submission from Living Streets Aotearoa on
Round 4 Traffic Resolutions TR 122-158 2017**

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Submission

Living Streets Aotearoa thanks the committee for this opportunity to submit on the traffic resolution proposals.

We note once again that information provided is inadequate with many of these TRs and the impact on pedestrians is not addressed. Limiting on-road parking often has the effect of increasing footpath parking and there is no suggestion that increased parking enforcement will occur.

TR 124, 125, 126, 137, 141, 142, 145, 146, 148, 149, 150, 153, 154, 155, 157, 158-17 Nevay Road, Lipman Street, Lincoln Ave, Holloway Road, Salamanca Road mobility park, Mornington Road, Mortimer Terrace, Rata Road, Rotherham Terrace, Sugarloaf Road, Cuba Street, Harris Street, Marion Street, the Terrace, Fitzherbert Street.

We support these TRs.

TR 122-17

We note that no analysis of improvements for pedestrians is presented with this TR. Pedestrian movements are significant in this area and there are many safety issues related to crossing these roads.

The impact of the proposals will be to effectively widen the street for pedestrian crossing purposes and speed the vehicle traffic through while removing any buffer effect from parked cars, all less safe for pedestrians.

We would like to see the traffic signals changed along this entire route so that turning vehicles do not proceed when the green-signal pedestrian crossing phase is active. This leads to an unsafe

situation on the very wide Waterloo Quay crossing, and to unsafe driver behaviour on the very busy Featherston St pedestrian crossing.

In addition Waterloo Quay traffic signals need to provide sufficient time for cyclists to exit the waterfront so that they do not use the pedestrian crossing.

We would like to see in addition the inclusion of the missing pedestrian crossing on the southern side of the Whitmore-Featherston Street intersection to improve pedestrian flow and amenity.

TR127-17

We do not support shortening the bus stop on Ohiro Road as this often means buses do not have enough space to pull into the kerb to allow passengers to easily get on and off. There seems to be no reason to shorten this stop.

Crash history is reported to show 6 right turning crashes but no information is provided about the other 14 crashes for the same period at this site. No information is provided on pedestrian movements.

We would like to see dedicated pedestrian cross times on all sections of this intersection without vehicles turning. This intersection is close to Brooklyn School and the crossing provides access for primary school students.

TR 128-17 proposal is not available.

TR 129-17 removal of bus stop Johnsonville ?

TR 133-17 Harbour View Road

This proposal relates to school-time use of this dead end road presumably of short term parking by parents. No information is provided on the effect of these changes on school children using this road.

TR 134-17 Onslow Road

Not sure how the image of a damaged building at number 173 and car relate to this TR or what the minor injury issue is. What impact will this have on illegal footpath parking which is an issue in this area (I think)?

TR 135-17 Salamanca Road

We note this is the only available on-street park in this area. A 5 minute limit is a very short time for visitors to the houses, for trades people servicing, or for loading and unloading. The dairy has managed without this park for some time so it is unclear what the real need is. There is already an issue of vehicles parking on footpaths as can be seen in the photo. The effect of providing no parking on street is often to encourage parking on footpaths. This is a very busy pedestrian area providing access to the university.

TR 136-17 Garden Road

What impact will these restrictions have on pedestrians and the already restricted access along this road? What effect will this have on footpath parking?

TR 138-17 Fore St

We support this proposal provided parking enforcement is undertaken.

TR 139-17 Cobham Drive bus stop removal

TR 147, 151-17 Ohiro Road – Tanera Crescent

We support these proposals but would like to see the footpath extended to Tanera Crescent to provide a safe pedestrian access at this tricky corner.

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

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