

Living Streets Aotearoa



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Submission from Living Streets Aotearoa on Northern Cycleways project 1 - Hutt Road TR 15-16

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Submission

Living Streets Aotearoa supports the improvements to walkability proposed in these changes. This will be a significant improvement for pedestrians.

We have a few improvements to suggest and some queries about what is intended or how it will work.

Footpaths

Living Streets supports the reinstatement of dedicated footpath along this route. This will make a major improvement to safety and walking experience. The removal of the illegal car-parking from the footpath is also welcome.

How will pedestrian crossings occur over the cycle path? What is the priority at signalised pedestrian crossing points?

We would like to see more separation between pedestrians and cyclists, with an audible strip, or similar, between the two paths, and surface differentiation (i.e., colour or texture). We are concerned to ensure that cycle paths are created that do not look just like footpaths.

The footpath currently disappears at the bottom of Centennial Highway on the north side, and pedestrians run across this lane. Are there any improvements considered here? In the proposed system, the place people walk has been turned into a high-speed cycle lane. What is proposed to replace the pedestrian grass path?

We support the new signalised pedestrian crossing over Hutt Road at the bottom of Centennial Highway and across the 'slip' lane. This is a significant improvement and will now allow safe access to the bus stop on Hutt Road.

What happens to vehicle access to the dump station - does this cross the footpath? It appears to turn into a bus stop.

We support using this opportunity should to improve access to and visibility of Ngauranga railway station, currently hidden away, and linkages between the station and the bus stops. A decent interchange between buses on the proposed North-South Corridor and Hutt Valley buses and trains would provide the fastest and shortest public transport link between the northern suburbs and the Hutt Valley.

The shade trees along Hutt Road, north of the petrol station, provide important shade and shelter for pedestrians, and a visual barrier and noise attenuator between the path and the motorway. We do not consider them a hazard. We would like to see them retained.

We would like to see more vegetation planted along this route – this could be used as a barrier between vehicles and pedestrians. Seating would also improve the route.

We note the proposal to move street lighting to the opposite side of Hutt Road. How will this lighting provide adequate lighting cover for the footpath? Lighting is crucial for pedestrians, as all vehicles carry their own lights but pedestrians do not.

We would like to see 'Give Way' signs included with the speed hump at all vehicle exit-ways along this route. This is in line with the Road Rules for exiting vehicles to give way to pedestrians.

Does the traffic resolution need to re-legitimise the footpath? There is no mention of footpaths.

Bus-stop bypasses

We are unsure how these bus stops will work. If a bus stops in them will it stop all the traffic in that lane? This would mean that vehicles carrying more people would be at a disadvantage.

What priority will be given to exiting passengers in regard to the cycle lane?

The bus stop on Hutt Road north of Kaiwharawhara Road is a popular stop – what impact will moving it have on the passenger experience?

We would prefer to see a bus-priority lane at all times along this key route. The motorway is available for all through vehicles. If not, at least a T3 lane should be created.

Cycle path

Is there a speed limit on the cycle path?

Why does the path increase to 4 metres? What is the need for that?

Car parking

Who are the 216 long-term car parks occupied by?

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