

Living Streets Aotearoa



www.livingstreets.org.nz

Submission to Let's Get Wellington Moving/ Wellington City Council on Traffic Resolution TR133-32 Aotea Quay, Pipitea proposed roundabout

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Thank you for the opportunity to submit on this important project.

Our submission

Effects on Hutt Rd

We are fully supportive of the intended effects on Hutt Rd of the new roundabout, assuming that diversion of right-turning and ferry traffic away from the road is achieved.

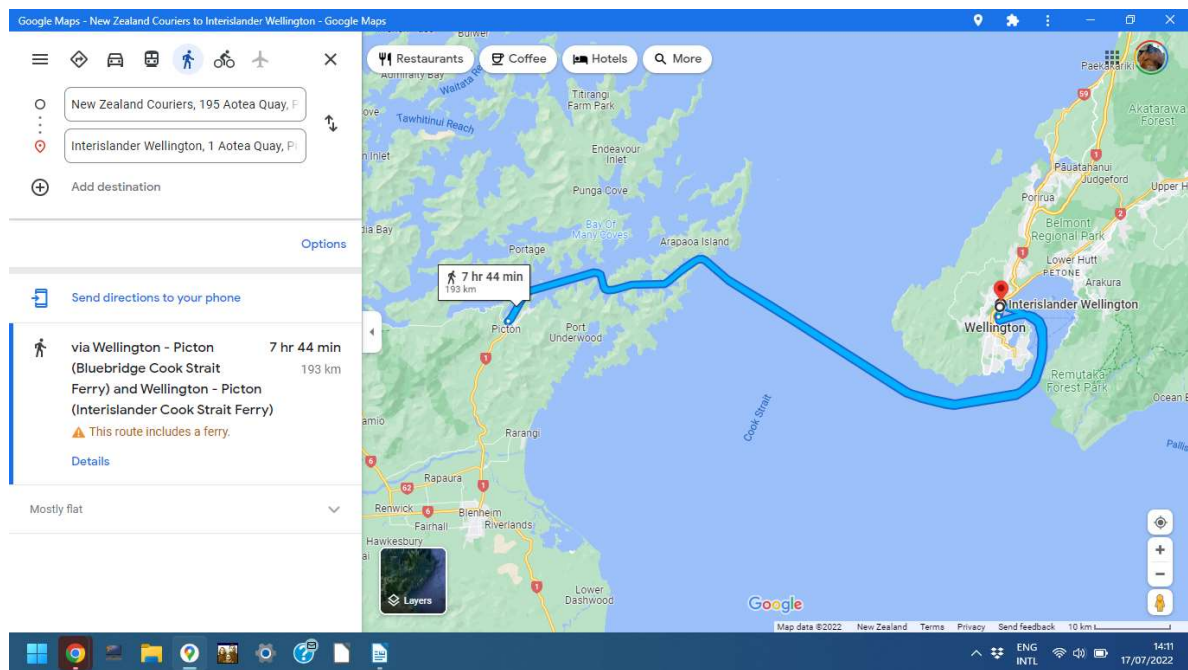
Effects on Aotea Quay

The proposal says *Poor quality of the street environment creates an unpleasant experience for a growing volume of people reducing its attractiveness to walk and spend time in the area*, and this certainly applies to Aotea Quay: a very low-quality street environment, which may be improved to some extent by the effect of the proposed roundabout on traffic speeds, which would be a plus. A reduction of the 70km/h speed limit would also help.

Contrary to the *Pedestrian impact* (an unfortunate choice of word in a road safety context) statement of *Improved pedestrian crossing facilities*, we see no such improvements here. At the roundabout the net effect is the negative one of the signalised crossing being moved some 50m from the pedestrian desire line, with the associated risk that people will cross short of the crossing to avoid this undesirable detour, making the crossing less safe.

The proposal makes no mention of the other crossing that pedestrians using Aotea Quay – the most direct, accessible and otherwise convenient walking route to the Interislander ferry terminal – must make, across the slip roads from Aotea Quay to SH1/2 and the ferry terminal, and from the ferry terminal to Hutt Rd and the north.

As has previously been pointed out, this crossing is so poor that the Interislander says *Walking from Wellington CBD isn't advised as it requires crossing the slip road from the motorway and there's no pedestrian crossing* (<https://www.greatjourneysofnz.co.nz/interislander/plan/check-in/wellington/>) - what a welcome to pedestrian-friendly Wellington! - and the following screenshot shows Google Maps' recommended route for walking the 500m distance between the NZ Couriers building at the north end of Aotea Quay and the Interislander ferry terminal: a longer walk, plus nearly 200km of ferry rides, taking nearly 8 hours.



So the current situation is a well-known and acknowledged dangerous disgrace - and diverting ferry traffic via the proposed roundabout will make it worse.

Currently, the slip roads carry traffic from Aotea Quay northbound to the ferry and SH1/2, plus traffic from and to the north. For the former, the curve in the slip road immediately before the crossing site means that the fast-moving traffic is not visible until the very last moment; the latter traffic is significant but much less of an issue, since it is generally moving much more slowly because of tight curves and having to give way near the crossing points to other traffic.

But with the roundabout in place, all traffic between SH1/2 and the ferry will be added to that already using the fast slip road with its blind crossing, making this crossing even more dangerous – clearly unacceptable, and putting people at risk.

Conclusion

We recognise the benefits to Hutt Rd and its users of the proposed roundabout, but those benefits must not come at the coast of increased danger to the most vulnerable users of Aotea Quay, as is currently proposed.

To rectify these issues, we suggest the following additional initiatives:

- reducing the existing 70km/h speed limit on Aotea Quay and slip roads to 60km/h, consistent with the limit on Hutt Rd; or, preferably, 50km/h, consistent with the limit on the southern end of Aotea Quay;

- signalling the pedestrian crossings of the slip roads from Aotea Quay northbound and southbound to SH1 and the ferry terminal, from the ferry terminal to Aotea Quay northbound/Hutt Rd. (Because of low usage, such signalisation would cause minimal delays to traffic.)

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".

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.