

Living Streets Aotearoa



Submission in response to TR 06-24 – Hutt Road from Aotea Quay overbridge to Jarden Mile intersection

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We wish to appear in support of our submission.

Introduction

Living Streets Aotearoa is the New Zealand organisation for people on foot, promoting walking-friendly communities. We are a nationwide organisation with local branches and affiliates throughout New Zealand.

We want more people walking and enjoying public spaces be they young or old, fast or slow, whether walking, sitting, commuting, shopping, between appointments, or out on the streets for exercise, for leisure or for pleasure.

Our submission

The main point we want to make is that separated pedestrian and cycle facilities should be provided rather than a shared path, in accordance with Waka Kotahi (NZTA) guidance. There is room for separated cycle and pedestrian facilities, and these are better and safer for both pedestrians and cyclists.

Detailed comments

A: For people on buses

We support all of these proposed actions, but with proposed changes as noted below (marked LSA):

Dedicated bus-only lanes at peak travel times (inbound 6:30am to 9:30am and outbound 4pm to 6:30pm).

LSA: The hours for these lanes should be longer, and include weekends.

Some bus stops relocated to improve accessibility for pedestrians and upgraded to better serve those with mobility needs.

LSA: It is vital that all stops are accessible and meet all accessibility guidelines.

Improvements at Jarden Mile, including new shelters and a new bus interchange for transfers between State Highway 1 (Centennial Highway) and State Highway 2.

This interchange is currently very risky, but should be regarded as an important interchange between Johnsonville/Newlands buses and Hutt Valley buses and trains, and so needs to be treated as a full intermodal bus/train interchange including Ngā Ūranga (Ngauranga) Station, not just as a bus interchange.

B: For people walking and cycling

We support all of these proposed actions, but with proposed changes as noted below (marked LSA) – and we challenge the inaccurate and confusing use of the term "shared path", as discussed in detail below.

Widening the shared path from Ngā Ūranga to Onslow Road and seamlessly connecting it to the Onslow to Tinakori Road shared path.

LSA: We support this action, but want the wording to be changed, because the Onslow to Tinakori "shared path" is not shared: each mode has its own space, with parallel bike and foot paths. These separate spaces needs to continue to Ngā Ūranga – shared paths are not preferred, as is made clear in applicable NZTA guidance.

Upgrading the shared path to connect to others under construction, including Te Ara Tupua from Ngā Ūranga to Petone (Ngā Uranga ki Pito One) and Thorndon Quay.

LSA: Again, the use of the term "shared path" is confusing – as far as we are aware there is no such proposal for Thorndon Quay. The only shared path we have supported in this area is Te Ara Tupua, which runs between urban centres.

New or improved pedestrian and cycle crossings at Jarden Mile intersection.

LSA: This is particularly important given the need to provide for safe and convenient bus/bus and bus/train transfers, as noted above.

Upgraded Rangiora Avenue pedestrian crossing with traffic signals.

LSA: In addition, consideration needs to be given to providing safe pedestrian access up Onslow Road, a significant gap in the city's walking network.

C: For people driving

We support all of these proposed actions, but with some proposed changes as noted below (marked LSA):

Hutt Road resurfaced with clear line markings.

Road layout and signalling changes at the Onslow Road / Hutt Road intersection to enable traffic to exit Onslow Road more safely.

Jarden Mile intersection changes to support bus lanes and shared paths, including removing the slip lane from the SH2 off-ramp to Hutt Road.

LSA: Once again, the use of the term "shared path" is confusing and inaccurate: the separated paths south of Onslow Rd need to be continued north of there. Removing the slip lane will help make the intersection safer for pedestrians (including transferring train/bus passengers), and is welcome.

Parking designation and location changes to enable bus lane and shared path changes (resulting in a net loss of two parks).