

Living Streets Aotearoa



Submission from Living Streets Aotearoa - Wellington Traffic Resolutions round 1

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Submission

Living Streets Aotearoa has the following comments to make on this round of traffic resolutions.

We continue to be concerned at the lack of pedestrian assessment for these resolutions, and where there is some it seems to be looking at pedestrian amenity from a cyclist point of view (eg TR 22). We would prefer if work is going to occur in an area a whole-system integrated approach is taken where all road users are considered, in TR 22 this would have included a school travel review and objective pedestrian assessment.

TR 09 – 15 Southern Walkway – Alexandra Road

We support keeping the pedestrian access to the Southern Walkway clear of vehicles. This should also include the access to the Newtown path that is reached from the Southern Walkway through what is now a car park/ entrance to the old hospital. We recommend including proper signposting of these important walk routes as part of this work.

TR 21 – 15 Onepu Road

We support in principle providing a better crossing of Onepu Rd at the drainage reserve and also for proper crossings of other streets along the Drainage Reserve.

We note a traffic island has been proposed. Were kerb extensions considered? These provide for a shorter cross distance for walkers and easier sight lines before crossing. Will there be indications here for cyclists to dismount and walk across the footpath and road? How will cyclist safety be promoted at these crossings?

TR 22 – 15 Coutts and Salek

We support rejection of 'shared paths' on commuter routes and this should be policy in Wellington. We also note the need for parking policy review with some of the issues highlighted in work for this resolution.

We support an improved pedestrian crossing and Stop sign on Salek Street to make it safer for pedestrians to use this area.

The new "No Exit" sign at the eastern end (Plan 4) should make sure that this makes it clear that it is not a 'no exit for people', just for cars. Proper signposting of the Airport pedestrian underpass should be included in this proposal.

TR 23 – 15 Ngauranga Gorge bus stops no 52, 53, 54, 55

We support rejection of 'shared paths' on commuter routes particularly in this area, and this should be policy in Wellington.

We support review of road use in this area and have expressed concern about the poor pedestrian access in this area previously. Once again an assessment for all road users would have been useful here, the assessment only mentions 3 cyclist crash injuries – what about other users?

We support a separated footpath in this area and would like to see physical barriers between all vehicle users and the footpath, eg plants, kerbs etc.

We have concerns about the bus stop arrangements in this proposal. Cyclists will be moving fast here, and the passenger/cyclist interaction needs to be fully thought through. We do not support the bus stop bypass solution as proposed in this area where cyclists will come between pedestrians and the bus, unless cyclists are required to stop if a bus is present, and the pedestrian/passenger priority is clear.

It is of concern that bus users drive and park to this stop and that parking spaces will be removed. How will bus use be facilitated in this area?

We expect that siting of the bus stop will comply with NZ Pedestrian Planning and Design Guide for clear footpath space and amenity and not just facilitate businesses. We note that currently the bus stop becomes flooded during wet weather and this should be addressed. We note there is no safe pedestrian crossing in this area and how the return trip of commuters to collect their cars is unclear. A safe crossing should be included in this proposal.

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