

Living Streets Aotearoa



www.livingstreets.org.nz

Submission to Wellington City Council on Berhampore, Newtown cycleway and Newtown Parking proposals and Traffic Resolution 127-23

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Living Streets Aotearoa is the biggest supporter of sustainable transport options being improved for Wellington. We support the WCC adoption of the transport hierarchy with pedestrians at the top and bikes and buses as the next priorities.

Good design requires that pedestrians have improved safe, convenient and pleasant connections throughout the city. There is a particularly important connection to public transport that needs to be maintained. It is therefore important that improvements to one mode of travel do not disadvantage pedestrians or bus users.

Parking comments

Living Streets support a travel demand management plan for the hospital to improve staff and patient experiences and as one of the key stress points for parking in Newtown. This should include much improved options for staff travel that include walking and use of public transport. We support improved connections for early morning shifts with services from 6am and for late evening shifts from 11-12 midnight. Road crossings around the hospital are poor and pedestrians have to wait a long time to cross, this is a disincentive to walking particularly at early and late times of the day. Kerb build-outs, a safety feature for crossing roads, should be reinstated to make it easier for pedestrians to see vehicle traffic and to be seen by it.

A scheme was in place many years ago to get staff home from late shift with a taxi share option available. This meant staff shared a taxi going to the same suburb which left after shift about 11.15pm and this worked well. Please consider all options for travel.

Living Streets support charging for residential parking as the first step to valuing valuable public road space.

Cycleway proposals

Living Streets support raised pedestrian crossings, as these are shown to be much safer than a zebra crossing alone or a raised courtesy platform. There is a strong case for these at all formal pedestrian crossing places as they are much more accessible to many users who do not need to step up and down to cross the street. We would like to see these used at signalled crossings as well, this would help pedestrians cross in the very short time allocated to them at the lights.

Footpaths through Newtown are already narrow and often cluttered (even the well-loved greengrocer takes up a lot of footpath space). Decluttering footpath space should be a priority for improved travel.

Living Streets suggest that consideration is given to alternative routes for cyclists separate from the busy bus routes, particularly where space is constrained. For instance routing cyclists along Russell Terrace instead of on Rintoul St might be a better option. Part of the footpath on Rintoul Street is proposed to be significantly narrowed to make way for mobility parking. This is a poor outcome.

Living Streets support extending the 30km/h safer speed area around Berhampore. We support judder bars inside the petrol station on the corner of Adelaide and Luxford St, to make the footpath safer.

Living Streets prefer that the slip lane from Luxford to Adelaide Rd is removed – this would provide a great pedestrian safety improvement. If retained the pedestrian crossings here should all be raised, it is a complicated crossing to navigate and provides a significant barrier to safe walking, with the example of those kids shown in the imagery.

We **do not support** the 'shared dual crossing' at Wakefield park – surely any cyclist using this road can either remain on road or if they are no confident get off their bike to use the pedestrian crossing. Dual crossings do not provide a good level of service for pedestrians and make crossing the road even more difficult than the current better practice dedicated pedestrian crossings. This are more complicated requiring pedestrians to watch out for vehicles not only coming from both road directions but also 'sharing' the crossing space, a thoroughly unpleasant experience.

Dee St needs a raised pedestrian crossing rather than speed humps it is a significant conflict point between all modes, with the shared footpath arrangement right on the corner where cyclists mount at speed next to the pedestrian crossing. We do not support pedestrian fencing on the south side crossing. Crossings on both sides of the roundabout are needed and should assist pedestrians to cross the road not constrain movement, why is this intersection so different from others?

We **do not support** the shared paths on Adelaide Road, shared paths are not best practice design and are not supported by WCC policy. Normalising cycling on footpaths is not supporting walking.

We **do not support** the removal of kerb build outs – these were a key safety improvement for pedestrians to help them see and be seen when crossing the road. These are particularly important for children and older people.

Bus stops

Bus stop removals shows there will be no stops on Luxford St. This might work if the current stop on Rintoul remains where it is and the new stop is at the corner of Luxford St but it is unclear where this stop is sited.

Proposed bus stop designs are still using the deeply unpopular design where passengers/ pedestrians need to alight and board from the cycle lane. This is not a good design and creates conflict between users and causes significant anxiety to many bus users. At the least bikes need to stop before the yellow bus box if a bus is at the stop, and remain off the slippery plastic matting so that passengers/pedestrians are not crowded. Passengers do not have time or sight lines to see what is happening on what should be a safe exit point from the bus.

It is unclear what the raised platforms at some bus stops are? What are the designs and how will that work with footpath levels etc

We would like to be heard in support of this 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.