

# Living Streets Aotearoa



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## Submission to Wellington City Council from Wellington Living Streets on improved safety at Hataitai shops intersection

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Thank you for the opportunity to comment on proposed improvements to the Hataitai shops intersection at Waitoa and Hataitai Roads and Moxham Avenue.

Living Streets Aotearoa strongly supports Wellington City Council's transport hierarchy, with pedestrians at the top and private vehicles at the bottom; and Let's Get Wellington Moving's principle of more people in fewer vehicles.

We therefore cannot support WCC's proposals for Hataitai intersection, on LGWM's bus corridor to/from the eastern suburbs, since the benefit/cost analysis shows that the primary benefit is to private vehicle users, and secondarily to bus users, while the benefit to pedestrians is negative. Pedestrians will be worse off than now not just under the preferred option, but also under the other two options analysed for benefits and costs.

We are surprised and disappointed by the following:

- that no consideration appears to have been given to consistency with WCC or LGWM policies, despite this being a key intersection from both the pedestrian and public transport perspectives
- that the summary does not mention that the preferred option is a very poor performer for pedestrians. This is misleading
- that no mention is made of the potential consequences of making driving easier and pedestrian movement more difficult here
- that no options that give positive benefits for pedestrians have been analysed for benefits and costs, the option with the worst all-round multi-criteria performance being selected for analysis over one ranked second equal
- that the fairly simple but effective option of putting the pedestrian crossings [on raised platforms](#) has been rejected as "not necessary" (by what criteria?) on three of the four legs at the intersection
- that discouraging pedestrian movement, as the preferred option does, will tend to increase pedestrian safety but at the cost of pedestrian convenience and accessibility, because fewer people will be crossing the road
- that an inappropriately heavy weighting is placed on reducing driver confusion, when the consequences of that confusion will be covered by the other factors considered. Not merely is this double counting, but it ignores the fact that driver confusion has

been shown to increase driver concentration and reduce speeds, both positive safety factors. Eliminating this double counting would appear to make the top three options ranked by multi-criteria analysis the following:

- 1 raised table (currently 2=, strangely not included in the benefit/cost analysis)
- 2 mountable roundabout (currently 1)
- 3= four-way stop (currently 7)
- 3= minor improvements to pedestrian crossings (currently 4).

We submit that:

- in all relevant projects, WCC must explicitly take account of its transport hierarchy and LGWM policies
- the revised top-ranked options identified above be subjected to benefit/cost analysis
- pedestrian safety be considered explicitly for each option, taking into account the fact that accessibility is paramount and any option that increases safety through reducing accessibility is not acceptable
- projects that show negative pedestrian benefits should not be considered, irrespective of their multi-criteria analysis ranking
- options that perform better than the status quo, taking into account the transport hierarchy and LGWM policies, are consulted upon
- if there are no such options, the status quo should remain.

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](http://www.livingstreets.org.nz)