

# Living Streets Aotearoa



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## Submission to Wellington City Council /LGWM on City Streets proposals

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Thank you for the opportunity to provide some ideas for improvements on the LGWM City Streets project scope.

We would like to see what the expected improvements in terms of service levels, mode shift or other measures are to ensure that improvements are targeted to achieve those, and can be monitored before and after.

### **Featherston Street – Victoria St – Dixon St – Ghuznee St – Willis St**

(which includes all or part of Brandon, Hunter, Customhouse)

Walking in this area is slow, because multiple roads have to be crossed with minimal pedestrian provision, and because of footpath congestion and clutter. Featherston St particularly on routes to and from Wellington station can be particularly difficult.

Living Streets stress the importance of being able to walk easily along both sides of all the streets that feature in this area, including widening footpaths, tightening up corners and installing raised crossings at intersections (and continuing Cuba Mall pedestrian-only space across Dixon with pedestrian priority at the crossing), and providing bus priority along Willis, Victoria and Ghuznee at all their intersections.

Placemaking in this area is essential to accommodate the high numbers of inner city residents. Street trees should be included on all roads, with seats, shelter and shade provided. Opportunities to include play elements around Dixon, Ghuznee and Victoria are needed. All vehicle servicing including bike and scooter parking should be provided on the road. Other clutter needs to be removed to make the space available to the public.

For instance Ghuznee St at Marion St needs a raised crossing and removal of the large amount of footpath bike parking that blocks an otherwise wide footpath, most of the footpath space is not available for pedestrians. Moving the northern side bus stop in this location to the west of Cuba Mall could be an improvement.

Continuous footpath at all side streets should form a base for all other improvements. Side streets provide great opportunities for placemaking and pedestrian priority.

Single direction bike lanes are preferable as they are easier to cross for pedestrians. Dixon St has only recently benefited from a wider temporary footpath (although the boards are slippery and crossfall is too great). Removing clutter from this footpath so the width of the footpath is available for pedestrians is required.

Living Streets does not support shared spaces or shared paths in any part of the city area, they do not work for pedestrians. Following the advice in the Pedestrian Network Guidance should be a starting point for proposals and shared paths are not recommended.

### **Taranaki St - Wallace St – John S**

The Taranaki/Manners/Dixon/Courtenay Place intersection is currently an awful place to cross the road.

Taranaki – Cable St

We support kerb buildouts and footpath extensions

We strongly oppose the shared spaces shown in Idea 2 on p7 – there is plenty of space on the widest street in Wellington to do things properly. It is very odd to claim that shared space gives “more room for walking”, since much of the pedestrian-only space here is replaced by space shared with bikes – a much riskier and less pleasant place to walk.

Removing the bus stops on Taranaki St, convenient for WHS would require the parking mess on the west side of the road to be sorted out.

Moving the Bidwill bus stop could work, provided the gradient is not too steep, the Hankey intersection is adapted, and it’s easy to cross to and from WHS.

### **Miramar to City**

Miramar: pedestrian and bus facilities as above, particularly at SH1 intersections, around Kilbirnie bus interchange, and at the Moxham/Taurima intersection.

Mt Victoria

We support raising pedestrian crossings on the side streets in Mt Victoria and improvements to aid pedestrian crossings and slow traffic.

Hataitai

We support improving pedestrian crossings in this area, with a raised crossing for Kilbirnie School a good improvement. We support narrowing side streets to aid pedestrian crossing. We would like to see further detail on the left turn lane from Moxham into Taurimu.

Kilbirnie

We support an inbound bus lane on Kilbirnie Crescent with raised crossings and narrower roads at side streets. Removal of slip lanes and improvements with pedestrian-only crossings are needed.

We would welcome an opportunity to discuss improvements with the design team. There is too much detail needed to comment meaningfully on these extensive proposals. Placemaking aspects for instance are largely absent.

