

# Living Streets Aotearoa



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## Submission to Let's Get Wellington Moving on the Thorndon Quay & Hutt Road proposals

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### Submission

Thanks for the opportunity to comment on these proposals. We support improvements that make a more pleasant walk along Thorndon Quay and Hutt Road, to spend time in this area, and to improve facilities for bus passengers travelling to and through this area.

### Target

Documentation with these proposals anticipate only a 50 person increase in peak pedestrian numbers. This is too modest and will not help to meet the climate change or regional council targets for mode shift. Our suggestions for further design improvements are a step towards this: except where otherwise stated, all general comments apply to both Thorndon Quay and Hutt Rd.

- More footpath is required on both sides of the road along the Hutt Road, from Onslow Road south and particularly from Ngaio Gorge south where most people will walk down from the western hills. Safe crossing points on the cycleway are required at key points, and removal of clutter from the footpath to make it meet minimum standards is needed. The Hutt Road footpath is lacking in seating, there are some green areas that would make good lingering places.
- A footpath along Onslow Rd should be included – it is shocking that the Onslow Rd/Homebush Rd area has no pedestrian link to the nearby high-frequency bus route along Hutt Rd.
- At all intersections the pedestrian crossings of the side roads should be on platforms raised to kerb level, and at all signalised intersections there should be pedestrian crossings across all legs.

- Footpath widths on Thorndon Quay appear to remain exactly the same as currently, therefore any new street furniture must be accommodated in other space. We suggest a green strip between the footpath and cycle lane that can accommodate seating, rubbish bins, bike racks, and provide water-sensitive urban design. This would also provide the separation needed for safety and comfort between pedestrians and moving vehicles, e.g. cycles and other micromobility.
- Footpaths along Aotea Quay need to improve to support people walking to and from the Interislander ferry terminal with luggage or in wheelchairs, and to other destinations. This is the shortest and flattest route for the short (2.3km) walk between the city centre, involving crossing the slip road to the motorway and the ferry terminal. This crossing is not safe: the Interislander's website says *Walking from Wellington CBD isn't advised as it requires crossing the slip road from the motorway and there's no pedestrian crossing* – what an introduction to walkable Wellington! (Google Maps recognises there's an issue, too: ask for directions for walking from the terminal to Wellington Station, and it suggests taking the Interislander ferry to Picton then the Bluebridge ferry back to Waterloo Quay!) The proposed diversion of ferry traffic from Hutt Rd will make this worse (as will the proposed move of Bluebridge ferries to Kaiwharawhara). A safe crossing of this slip road is essential.
- Footpath surfaces should support easy and comfortable walking. This means that the concrete surface on Hutt Road should be replaced and we recommend asphalt, with clear edge marking. Surface treatment is important and we do not support the use of concrete for walk surfaces as it is too hard and uncomfortable to walk on, or brick pavers as they are too slippery and have high maintenance requirements to maintain a level surface.
- On pp13,15 the document says that the “existing shared cycle and footpath” will be extended to the Ngauranga/Jarden Mile intersection, while on p14 it says that what will be extended is “the existing two-way cycle path”. Doing both of these is clearly not possible, and there is an existing shared cycle and footpath along here. We imagine that what is intended is extension of the adjacent footpath and two-way cycle path from Caltex to Ngauranga, and we support this.
- We understand there will be new pedestrian crossings.. Existing crossing should be maintained or new ones provided at Onslow Rd, Rangiora Avenue, Sar St, Kaiwharawhara Rd (including access to Spotlight), Tinakori Rd, the zigzag path from Tinakori Rd, the path from Hobson St, Davis St, and Moore St. We understand they will all be signalised: currently pedestrians are able to cross the road at crossings with minimal wait times and this should continue. What will the LOS crossing times be for both wait and cross times? This time should encourage compliance rather than the usual long waits and short cross times, and all inter-block pedestrian crossings should respond immediately to the pedestrian beg light being pressed (subject only to a minimum green period for traffic). Pedestrian crossings should all follow walking desire lines.  
Living Streets do not support shared pedestrian / cycle crossings as these create conflict at points where pedestrians need to concentrate on crossing and not on vehicle movements. All crossings should be separate from all vehicle movements. The Queens Wharf and St Johns bar crossings are examples of poor practice where

bikes are prioritised at the crossing and having the direct desire line, and cause conflict for pedestrians. Bikes can use the vehicle cycle at signals or have a separate phase, or proceed as usual at other intersections.

- At the Ngauranga intersection pedestrian crossings on all legs of the intersection are essential and should match with bus stops and the railway station, to provide a good, safe interchange between Newlands/Johnsonville buses and Hutt Valley buses and trains, and an improved footpath to the Glover St retail area. This footpath should be separated from the high speed downhill bikes.
- We support improving the pedestrian crossings at the Mulgrave St - Thorndon Quay intersection. This is a better experience than using the pedestrian route through the bus interchange with buses sweeping the footpath in places.
- Seating should include social seating so that people can face each other to converse, and have views to the more scenic elements in this area. Seats should have backs and arms.
- Access to Spotlight by road is required for those travelling north and is important for shoppers, particularly women's trips. The plans seem to be silent on this.
- We support provision of mobility parking and loading zones. These could be combined to provide more of both.
- Improved wayfinding and lighting is required for existing walk short cuts, such as the walkway near Hirepool connecting with Hobson St, at Moore St, and to the Interislander ferry terminal
- Bus stop access across a bi-directional bike lane along Thorndon Quay will be problematic on this busy route, if this is the final design, we suggest a raised pedestrian crossing point at grade with the bus access, and a give way on the cycle lane (ie something like a zebra crossing)
- Living Streets strongly supports peak time bus lanes and this should be considered to extend for more of the day time operating hours so buses are not held up by general traffic. But the proposal is confused about such lanes on Hutt Rd: pp13 and 14 say clearly that there will be dedicated bus lanes on Hutt Rd, but p14 then says that you are considering allowing other vehicles into those lanes, in which case they would be transit lanes, and not bus lanes, a rather different proposition. We support bus lanes but not transit lanes, and it would be confusing and difficult to enforce if transit lanes on Hutt Rd then transformed into bus lanes on Thorndon Quay.
- Living Streets supports the change from angle parking to parallel.

### **About Living Streets Aotearoa**

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).