

Living Streets Aotearoa



Submission to Wellington City Council on TR 56-24 Shared Path

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Living Streets Aotearoa oppose this 'shared path' at the busy signalled intersection on Adelaide Road and Luxford St.

Our vision is for more people walking more often and enjoying public places. We strongly support road safety for all users and priority for sustainable modes. This proposal is counter to our vision.

WCC policy

Many of the Wellington City Council's policies have adopted the sustainable transport hierarchy. This places the needs of pedestrians at the top of the list of transport needs that must be met. Councillors have previously voted to adopt these policies. Safe footpaths and pedestrian crossings are the minimum need required by pedestrians. This proposal does not prioritise pedestrians.

Pedestrian Network Guidance

The Pedestrian Network Guidance provides information on best practice for pedestrian infrastructure and amenity. The PNG does not support 'shared paths' as pedestrian infrastructure, the benefit is to cyclists where other facilities are not available. The PNG is clear "options to provide a fully separated path should be considered first." Certainly removing 'footpath' for a cycle benefit does not support walking or pedestrians, and the damage done to walking and walkability occurs in this area and across Wellington more generally. WCC has adopted the earlier version of the PNG in 2008 as the design that will be met for pedestrian infrastructure in Wellington.

The PNG clearly outlines the requirements for busy streets like this and at busy intersections like this. The Berhampore footpath (pedestrian-only) width for a local street near schools and other activities that generate pedestrian activity should be of 3.9 metres to meet the minimum needs. It is likely this location requires a higher standard than this. This proposal does not meet the PNG guidelines.

Dual crossings have all the disbenefits for pedestrians as 'shared paths', and create a higher stress environment for pedestrians at road crossings and conflict points as shown on the plans. The design cuts through pedestrians waiting and crossing on this corner. The footpath in this area is already risky with the petrol station access only a few metres away. More vehicles on the footpath will not improve this. This crossing is made even worse by the WCC provision of only 6 seconds green to cross the road. Combined with removal of bus stops in this area this is a significant downgrade for Berhampore residents.

Bike Network Plan and traffic resolution assessment

The assessment provided in this traffic resolution diminishes and downplays pedestrian concerns about these sort of designs. It is consistent with the approach shown across the entire bike network with many poor designs used. This is a fault of the way the bike network plan has been set up to only focus on cycleway provision.

Bus lanes (of which we only have 8 kilometres) are an afterthought and it shows. No alternative to cycleways following main bus routes has been considered, so both are squashed on the same road leading to bus holdups behind cyclists – a frustration to both parties.

Pedestrian benefits claimed by the bike network plan are minimal, and largely consist of raised pedestrian crossings where traffic calming measures were needed to slow traffic speeds. No assessment from a pedestrian perspective has occurred. Wellington does not have a pedestrian network plan.

The Monitoring Report on the Bowen – Glenmore bike lane April 2024 showed that the same concerns were raised with a similar design on the Bowen St – Tinakori Road corner where shared path intersects the pedestrian crossing, "about 35 percent of pedestrians felt their experience was worse. Some of these people were concerned with the shared path at the corner of Bowen and Tinakori, although many expressed dissatisfaction with the changes in general" and "The crossing over of bike and pedestrian traffic at the Glenmore Bowen street intersection is dangerous and disrupts the flow of both forms of traffic." "Eight out of nine survey respondents with mobility aides felt their experience was worse. "The bus platform makes it hard to navigate the area on crutches. The platform has a strange texture and feels unstable." These concerns similarly have been downplayed.

Negative impact

The effect of this poor design will be to discourage walking in this area and particularly for those with poor mobility or skills (like young children). This proposal will encourage even more illegal footpath cycling across the entire city. It will continue the bike network plan approach of normalising footpath cycling despite it not being supported by best practice, Wellington City Council policies or the transport hierarchy.

Are there alternative designs that would work without negative effects on pedestrians, of course. The simplest being that cyclists can wait in the green box on Adelaide Road for the lights to get a right turn, the same as other vehicle traffic. This would remove any need to take over footpath space.

It's time for councillors to vote for what is right, follows Council policy and best practice, and serves the needs of all Wellingtonians with safe places to walk. Berhampore residents deserve nothing less.

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.