

# Living Streets Aotearoa



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## Submission from Wellington Living Streets on TR 98-102 20 and proposals for first round Innovating Streets

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### General

We support these proposals

- widened footpath on Stout Street (east/MBIE side) between Bunny Street and Lambton Quay, to provide more space for people heading to and from the Railway Station
- 1.2km uphill bike lane on Brooklyn Road from Willis Street to Ohiro Road
- 3km two-way shared path on the Miramar Peninsula between Shelly Bay and Scorching Bay, replacing the seaward traffic lane, with the landward lane being one-way from Shelly Bay to Scorching Bay for general traffic
- bike lanes on both sides of Onepu Road between Leonie Gill Pathway and Rongotai Road, linking with the bike lanes at the latter
- 1.6km two-way bike lane on the seaward side of Evans Bay Parade between Greta Point and Cobham Drive, replacing the shared path and linking the bike lanes under construction at each end.

And we support further work on:

- Widening footpaths along Featherston St and a cycle lane
- Widening footpaths along Victoria St with an improved bus and separate cycle lane

We look forward to more detail and work commencing on:

- temporary changes to make the intersection of Abel Smith and Cuba streets safer and easier for pedestrians
- central city pop-up park and public spaces
- central city temporary parking spaces for e-scooters
- a trial bike route via Wilson Street in Newtown.

### **Future projects**

We have separately proposed more projects to improve liveability and make some much needed improvements for walking to meet the needs of our Covid19 new world. These include:

- 1 Improvements to make it easier to get around the central city
- 2 Improvements to make it easier to get around in the suburbs
- 3 Improvements to traffic lights to make crossing the road easier
- 4 Greenways to encourage people to walk further using short cuts and paths through parks.

### **Stout Street widened footpath**

We support this widened footpath and repositioning of the accessibility parks. We also recommend wider footpaths on the western side of Stout Street where more pedestrians walk during the morning peak. It would also be useful to have additional mobility parks on the opposite corner of Whitmore and Stout St to reduce numbers of road crossings required.

### **Evans Bay temporary cycle lane**

We support this temporary cycle lane and would like to see it made permanent. We support best practise separated infrastructure for cyclists and pedestrians. This will relieve pressure on the busy round-the-bays footpath.

We note one bus stop is being removed and recommend support for passengers is provided and signposting to the other bus stops remains. Careful bus stop design is required to give priority to passengers entering and exiting buses. Bus stop placement should be made with the interests of passengers foremost.

### **Brooklyn Hill temporary cycle lane**

We support the cycle lane on Brooklyn Hill and would like to see this made permanent. It is especially important for uphill cyclists to have best practise separated and on-road facilities. We would like to see this extended to the Brooklyn shops area.

### **Onepu Road cycle lanes**

We support on-road cycle lanes along Onepu Road.

We note there is a gap at the traffic lights with Onepu Rd /Coutts St that needs to be included. Closing the left hand slip lane to Coutts St would make this intersection safer for all road users and reduce pedestrian crossing distance for the residents nearby. Traffic light improvements to make crossing easier for pedestrians at this intersection is required.

We recommend reducing the number of vehicle accessways to the shopping area along Onepu Road. Many of the parking areas have multiple accessways which reduces safety for all road users.

The Evans Bay/ Onepu / Rongotai Roads intersection similarly has issues that need to be addressed to make this a useful cycleway connecting from Leonie Gill shared path to the Evans Bay separated cycle route.

### **Shelly Bay Road shared path**

We support the creation of a path along Shelly Bay Road to provide for pedestrians and cyclists. This has proven to be a very popular walk for locals during Covid19 lockdown and will continue to be used if it is safe for walking.

We would prefer that this is a separated footpath and cycle lane or pedestrian-only path in this area, particularly as access to the beach is one of the most popular activities along the coast.

We note the traffic resolution states a 'shared zone' along Shelly Bay Road which includes all vehicles, instead it should be a 'shared path'.

We look forward to a footpath being extended back to Miramar cutting to make it easier for pedestrians to access the entire route. We note this proposal retains all-vehicle access to the businesses as far as Shelly Bay base.

### **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)