

# Living Streets Aotearoa



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## Submission from Living Streets Aotearoa to Wellington City Council on Traffic Resolutions 46 to 52-21 and 54-21 Wellington waterfront

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### General

Living Streets support the improved and consistent regulation of the waterfront area.

It is unclear from the maps where the boundary for this resolution lies, and if it includes current footpaths. We would not support taking footpaths and turning them into a shared zone, for instance at Whitmore St. Cable St footpath is already used by many vehicles and we would not like to see it more widely used. What will prevent that?

We are unclear how access to the shared zone will work. Currently quite a large number of motor-vehicles can access the waterfront space, and two-wheelers have no controls on access.

General waterfront design has encouraged 'rat-running' along Lady Elizabeth Drive inconsistent with a safe speed area. Vehicles should be encouraged to exit at the closest point on the waterfront rather than travel along.

Vehicles travelling at too high speeds is an issue on the waterfront with its posted 10km/h speed limit, particularly of two-wheel vehicles. We support some enforcement of speed on the waterfront.

### Specific areas

TR46-21 Lady Elizabeth Lane

We assume the parking is not on the newly created footpath in this area.  
We support retention of the mobility parks.

TR47-21 Queens Wharf

We support retention of the mobility park.

TR48-21 Frank Kitts Underground carpark

We understood the underground car park is closed as it is not earthquake safe.

We support retention of the mobility parks.

TR49-21 Taranaki St Wharf

The Odins plaza is a frequently used place for vehicle parking, and enforcement will be required to meet the proposed parking areas.

The blue marked area alongside Star Boating is also a pedestrian accessway to the Wharewaka and Star and should be kept clear of parking.

TR50-21 Barnett St carpark

We note there is no mobility park provided at Barnett St. It would be a useful addition.

TR51-21 Clyde Quay carpark and wharf

It is unclear if the footpath at Herd St becomes a shared zone and what impact this will have.

We support retention of the mobility parks.

TR52-21 Shared zone

It's unclear whether the footpath areas are included or excluded from the shared zone. We would be concerned if vehicles can use these footpaths. For instance the new footpath alongside Shed 21 across from the Railway Station. Pedestrian only space is needed to allow full accessibility along the waterfront.

TR54-21 metred parking charges

We support the metered parking charges.

We would like to be heard in support of this 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)