

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Wellington Living Streets on Traffic Resolutions July 2020 to
trfeedback@wcc.govt.nz Wellington City Council

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General

We note there is little information provided with most of these TRs on the impact on pedestrians. Many of these roads are crowded with car parking which can result in increased footpath parking. One issue we know that has an impact on pedestrians is that broken yellow lines often lead to parking on footpaths, so that car drivers do not park over the lines!

Traffic resolutions

TR 74-20 Highbury
Bus turning area broken yellow lines
We assume there is sufficient space for the bus to park legally.

TR 75-20 Landfill Rd
Broken yellow lines – vehicles park on this side verge up to the landfill where the lines are proposed. Will foot access be retained and protected? Will parking on the grass verge be permitted?

TR 77-20 Harrold St
Broken yellow lines – will this make cars park on the footpath?

TR 78-20 Cameron St
Broken yellow lines

TR 80-20 Tauhinu St
P120 parking – will this get vehicles off the footpath?

TR 81-20 Belfast St
Broken yellow lines

TR 82-20 Fernhill St
No stopping

There are cars parked on the footpath in the photo and no indication if this proposal will help that situation. This is a short dead-end road (although with pedestrian through access) with footpath on one side only in parts. Was consideration given to a slow speed (10km/h) shared zone?

TR 83-20 Raine St
Extend loading zone

We recommend retaining an on-street disability park which can be enforced by parking wardens.

TR 85-20 Adelaide Rd

Living Streets supports the space for emergency vehicle parking.

TR 86-20 Colway St

P60 parking to compensate for vehicle crossings removing two spaces

TR 87-20 Austin and Ellice St

Living Streets supports the change to bus stop operation to support school access.

TR 88-20 Kent Terrace

Living Streets supports the change to intermittent bus parking, motorbike parking and loading zone. These areas will need regular enforcement to work. We understand that some business in this area regularly park on the footpath to unload.

TR 89-20 Park Rd

Change to P120 parking

TR 90-20 Thatcher St

Broken yellow lines

TR 91-20 Ellice St

Additional resident parking

TR 105-20 Clifford St

Relocate give way sign – supports bus movement

The position of kerb drop-downs (with no tactiles) does not meet the standard – the drop-downs direct pedestrians into the middle of the road. We recommend minor safety improvements to remedy the existing kerb drop-downs, and to build out the kerb on Clifford St west to allow for easier crossing and the correct positioning of new kerb drop-downs in both directions.

There are vehicles parked on the footpath and verge in this area.

TR 106-20 Agra Rd

Remove mobility park

We understand there are several mobility permit holders on this street. Do they have other provision?

TR 107-20 Batchelor Rd, Newlands

Living Streets object to this traffic resolution to narrow a footpath and provide mountable kerbs, this does not meet the minimum requirements in the NZ Pedestrian Planning and Design Guide. There is no information about how many pedestrians use this area although as it is in the Newlands centre, near the community centre, the Kurinchi Kumaran Temple, the pub and the supermarket we expect this to be a busy footpath.

We note there is inadequate pedestrian crossing facilities along this road, with only one kerb drop down near and considerably offset from Stewart Drive.

We note there is ample parking in many nearby places. Increasing traffic speeds by removing the need to slow down for vehicle traffic does not improve safety for pedestrians. Other solutions to reduce parking along this road in this parking-rich area while retaining the current footpath widths should be found.

A solution for a medical centre should support walking and physical activity with adequate footpaths. How do these proposals align with Wellington City Council's Te Atakura Plan and proposed parking policy?

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