

Living Streets Aotearoa



Submission to Wellington City Council on Traffic Resolutions TR 29-18 Evans Bay Parade and TR 30-18 Oriental Parade

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Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on these Traffic Resolutions. We would like to be heard in support of this submission.

TR 29-18 Evans Bay Parade (and Kilbirnie bus hub)

Overall we support the proposal, and we acknowledge GWRC's consultation on the location of the Kilbirnie bus hub.

With respect to the bus hub, we note that

- in the new bus network, off-peak services through Kilbirnie will be significantly reduced compared to now (e.g. excluding the Airport Flyer, 30% fewer buses to/from the CBD and nearly 50% fewer to/from both the Miramar Peninsula and Newtown/the hospital);
- many current journeys that currently have through buses will be replaced by a requirement to change buses here (e.g. all off-peak journeys between Strathmore Park and the CBD, and between the Miramar peninsula and Newtown/the hospital/Massey Uni);
- the proposed stops are somewhat removed from the main shopping area and are rather exposed, particularly the outbound stop.

These factors mean that at current patronage levels more passengers will be using these stops and will be waiting there longer, and it is essential to make access to and between the new stops as easy as possible. We are pleased to see the proposed new (and long overdue) crossings at the Onepu Rd intersection, and the shelters on Bay Rd leading to the Evans Bay Rd intersection.

We therefore submit that the following changes be made:

- a) extend the Bay Rd walkway shelters to cover both ends of the crossing at Evans Bay Parade;
- b) provide a sheltered route between that crossing and the outward bus stop;
- c) provide a sheltered link between the two inward bus stops - we note that this route crosses a vehicle access, and we submit that consideration should be given to closing this access, instead using the existing access from Rongotai Rd;
- d) to assist crossing pedestrians, median islands on all four legs of the Bay Rd/Kilbirnie Crescent/Evans Bay Rd intersection should be retained.

In addition we make the following comments about the cycleway:

- e) all exits from the cycleway must be clearly marked to indicate that cycling on the footpath is prohibited beyond that point (this applies to all cycleway proposals);
- f) it appears that the existing bus shelters alongside St Patrick's College will obstruct most of the footpath width. This is clearly very undesirable, and we submit that these shelters be replaced by cantilevered structures that do not block the path.

TR 30-18 Oriental Parade

Overall we support this proposal, with the following comments:

- a) the dedicated cycleway should extend east to join the approved one round Evans Bay, while preserving the general size and nature of the pedestrian promenade;
- b) at both ends of the cycleway it must be clear to cyclists where they can and cannot ride, and where their onward route is. At the eastern end the cycleway appears just to fizzle out into the existing shared path, with no obvious link to or from the road, and it is unclear how it will be indicated that the path west of this point is no longer shared; and similarly at the western end, particularly with the link to Herd St;
- c) as noted in e) above, at both ends of the cycleway there need to be clear signage for both directions as to where it is legal to cycle and where it is not legal to do so. Signs such as "Shared path ends" are not helpful when they give no indication as to where cyclists and walkers should go;
- d) angle parking can make it difficult for pedestrians, in particular with vehicles overhanging the footpath, and with visibility and convenience when crossing. For these reasons we do not support angle parking: where it does exist footpaths must be sufficiently wide to take account of the overhang and there must be sufficient visibility past parked cars to allow for safe and convenient crossing;
- e) we submit that it is inappropriate to allow all-day commuter parking in this area, and that parking time limits should be reduced to allow people visiting Oriental Parade to park here more easily. (We are surprised that mobility parking has a 2-hour limit as opposed to the 10-hour limit for general parking.);
- f) we note the provision of on-street motorbike parking, and we submit that similar on-street corrals should be provided for ordinary bikes;
- g) there should be no reduction to the current green areas, including the trees.

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