

Living Streets Aotearoa



Submission to Wellington City Council on Traffic Resolutions TR 48-18 to TR 54-18

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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 48-18 Moorefield Road (Johnsonville Hub), new bus stops

We acknowledge and support GWRC's consultation on this hub, and overall the new stops and the railway station will provide for reasonably effective interchange. Johnsonville will become an important bus interchange this year, and even more important when integrated ticketing will facilitate transfers to and from rail.

But, as with previous similar TRs, we note that there is no explicit consideration of how the interchange will work for those intended to use it, bus passengers. As we understand it, the main interchanges will be for passengers between:

- a) route 1 (North-South Spine) and routes 19 (Churton Park), 60 (Porirua);
- b) routes 22 and 24 (via Khandallah) and route 1 branches, route 19, route 60;
- c) trains and route 1 branches, route 19, route 60;
- d) routes 52 and 58 (Newlands) and other routes.

In order:

- a) outbound will be at stop A, an easy interchange
inbound will be at stop B, similarly easy
- b) outbound will be between stops C (later D) and stop A, which will require crossing Moorefield Rd. When stop D comes into use the pedestrian crossing will be some way from the direct walking route, and it should be moved northwards to near stop D;
inbound will be at stop B, an easy interchange.

- c) outbound will be between the platform and adjacent stop A, an easy interchange
inbound will be between stop B and the platform, across the mall vehicular entrance/exit. This crossing needs to be made safer for pedestrians: if the entrance/exit is legally a driveway rather than a public road, pedestrians will have right of way here, and this should be made clear to all users.
- d) It is unclear which stops these services will be using, but we presume that outbound it will be stop B, inbound stop A. (This is the opposite way round from the other routes, since on these routes inbound is to the north, not the south.) If that is the case, the interchange routes will be:
outbound 52/58 to all other inbound routes: at stop B
outbound 52/58 to inbound trains: as c) inbound above
outbound route 1 to inbound route 52/58: at stop A
outbound routes 22/24 to inbound route 52/58: as b) outbound above
outbound trains to inbound route 52/58: as c) outbound above.

Our comments with respect to the stops:

Stop A is well situated, but for passengers to/from the mall the shortest route will be across the carpark. We suggest that a direct walking route along this desire line is marked out: it is unreasonable to expect people to take the longer route along existing paths.

Stop B is also well situated, but if relying on the existing verandah alone waiting passengers will have no shelter from the wind. This needs to be addressed.

Stop C: as noted, the width of the shared path past the stop is a concern, but the proposed “solution” of indenting the stop will on the face of it make things worse. We note that the plan shows “new footpath” along Moorefield Rd, and we submit that that is what it should be, not what would appear to be a substandard shared path with a significant pinch point.

In summary, we support the proposal, with the following modifications:

1. A safe crossing of the mall vehicular entrance/exit, indicating priorities;
2. A direct walking route between stop A/railway station and the mall entrance;
3. Confirmation that the “new footpath” along Moorefield Rd will be just that, not a shared path;
4. Protection from the wind at stop B;
5. When stop D comes into operation, moving of the pedestrian crossing to an adjacent position.

TR 49-18 Hobart Street, Caledonia Street & Devonshire Road, new bus stops

We support these proposed changes.

In addition, we propose that:

1. Traffic priorities at the Hobart St/Caledonia St/Devonshire Rd intersection be changed so that Hobart St, the new bus route, becomes the main route;

2. Islands be added on Devonshire Rd at this intersection

TR 50-18 Cleveland Street (Brooklyn Hub), new bus stops

As with previous similar TRs, we note that there has been no explicit consultation with the people for whom this facility is designed, bus passengers. While local transferring passengers such as from route 17 Kowhai Park (this route does not serve Morningside, as erroneously stated in the proposal) may have been covered by consultation with the local community, this will not be the case for passengers travelling from further afield, such as Owhiro Bay on route 29. This continues to be a serious and concerning deficiency.

Also as with previous similar TRs, the bus frequency information differs from that given by Metlink, in this case at <https://www.metlink.org.nz/on-our-way/wellington-city/new-wellington-city-bus-routes/7-kingston/>. The proposal says that on Sundays route 7 will operate “every 15 minutes day time and 30 minutes evening”, but Metlink says 30/60 minutes respectively.

And again, no explicit consideration is given to what transferring buses will entail.

We support the proposal, but note that all inbound and probably some outbound transferring passengers will need to cross between stops A and B, where no pedestrian facilities are proposed to be provided. We submit that there should be a raised platform here, as is proposed for Harrison St, immediately in front of stop B.

TR 51-18 Russell Terrace, Mount Albert Road and Lavaud Street, new bus stops

We support this proposal, but note that there do not appear to be any parking restrictions proposed adjacent to the two southernmost stops, meaning that vehicles could be parked right up to the stop, preventing the bus from pulling fully into the kerb. This needs to be rectified.

TR 52-18 Frobisher Street and Severn Street, new bus stops and removals

We support this proposal, but note that the weekday evening frequency is given as 15 mins, when as noted in TR 51-18 it is hourly.

TR 53-18 Strathmore Avenue, new bus stop

We support this proposal but note that the parking restriction leading into the Strathmore Ave stop is of substandard length, and neither of the Leveson St stops have any adjacent parking restrictions. These need to be fixed, to avoid parked vehicles preventing buses accessing the kerb properly.

TR 54-18 Turnbull Street, no stopping at all times

The proposal is deficient in that there is no clear indication of how the proposal will relate to the existing situation, but in general we support increasing pedestrian safety.

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