

Living Streets Aotearoa



www.livingstreets.org.nz

Submission to Wellington City Council on Karori cycleway and traffic resolution TR 147-23 proposals

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Living Streets Aotearoa is the biggest supporter of sustainable transport options being improved for Wellington. We support the WCC adoption of the transport hierarchy with pedestrians at the top and bikes and buses as the next priorities.

Good design requires that pedestrians have improved safe, convenient and pleasant connections throughout the city. There is a particularly important connection to public transport that needs to be maintained.

The design detail in the traffic resolutions does not provide sufficient detail to assess the proposals fully.

Living Streets supports the improved safety provided with raised pedestrian zebra crossings.

Living Streets do not support shared paths. Much as WCC is creating new separated cycleways to encourage more cycling, it is essential that WCC retain separated footpaths in their entirety for pedestrians to support walking.

Living Streets **do not support** the shared path at Upland Road intersection and its continuation across a pedestrian crossing near the Karori tunnel 'bus hub'. This creates conflict at many places.

Living Streets **does not support** the shared path at Birdwood Street which will cause conflict at the signalled pedestrian crossing. The safety audit indicates there is insufficient detail to see how this design will work.

Living Streets **does not support** the shared path at Chaytor and Karori Road.

Bus stops

Proposed bus stop designs are still using the deeply unpopular design where passengers/pedestrians need to alight and board from the cycle lane. This is not a good design and creates conflict between users and causes significant anxiety to many bus users. At the least bikes need to stop before the yellow bus box if a bus is at the stop, and remain off the slippery plastic matting so that passengers/pedestrians are not crowded. Passengers do not have time or sight lines to see what is happening on what should be a safe exit point from the bus. Living Streets would prefer to see other designs that do not cause conflict between pedestrians, bus users and cyclists trialled. The transitional cycleways project should be trying different designs to find one that works.

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.