

# Living Streets Aotearoa



www.livingstreets.org.nz

## Submission from Living Streets to Wellington City Council on the Bike Network Plan 2021

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### General

Living Streets supports the proposal of a best practice bike and micromobility network for Wellington. We particularly support providing a safe, separated space for bikes and micromobility so that footpaths are safe for pedestrians and that the sustainable transport hierarchy is followed.

### Sustainable Transport hierarchy and 'shared paths'

This means that shared paths are not a solution for Wellington. The bike network plan shows that some sections of the existing bike network need an upgrade. Living Streets recommends this includes upgrading all sections that were former footpaths, and are now shared paths including:

- along Moorefield Rd between Onslow College and Johnsonville
- through Tawa
- Wakely Rd path between Ngauranga Gorge and Newlands
- Ngauranga Gorge paths on both sides of the road, these are high speed cycling environments
- the Waterfront between Aotea Quay and Oriental Parade
- along Kemp St in Kilbirnie, between Evans Bay Parade and Rongotai Rd
- Crawford Road
- Brooklyn Hill Road
- Arthur Street and along Karo Drive
- the new dog-leg around the Chaffers New World is yet another proposed shared path.

As an integral part of this plan WCC should implement the sustainable transport hierarchy by ensuring that provision for pedestrians is not made worse by the new network, and that any changes to pedestrian facilities are fully consistent with the Pedestrian Network Guidance.

More generally, a best practice approach should be adopted for all sustainable modes including pedestrians and bus passengers, so separation and a multi-modal approach is key. This includes bus passengers having priority at all bus stops (and light rail stops in the future) and safe access on and off the bus.

## **Path surfaces**

Decisions have been made to use different surface material on existing pedestrian/cycle paths around Wellington that disadvantage pedestrians. Use of rigid hard concrete makes walking unpleasant for any distance and is not necessary to differentiate the not best practice unseparated paths. It makes no sense that pedestrians, those who are in closest contact with the surface and cause the least wear should have the hardest, roughest, hardest-wearing and most expensive surface. Recent research<sup>1 2</sup> shows that walking surfaces are being investigated to provide better, more appropriate surfaces. In the interim we strongly recommend that asphalt is used in preference to concrete. Concrete is not appropriate for walking.

## **Parking**

All bike and micromobility parking should be located on the road or vehicle space and not on the footpath.

## **Routes**

A Quays – Cable – Wakefield Street bike lane is essential for any bike network in Wellington and is a significant omission in the plan. A bike lane could occupy the middle of the road along the Quays if the west kerbside is used for the Public Transport spine. The waterfront side of the median could be repurposed for other vehicles.

Consideration should be given to primary bike routes on different roads from public transport routes. For instance, Tory Street instead of Kent and Cambridge or Taranaki St as the main route from the south. A repurposed Vivian St would provide a great east-west link.

## **Pedestrian interface**

We support best practice spatially and grade-separated facilities for pedestrians and micromobility vehicle use.

All public space users need access to toilets, shade, shelter and seating. These elements of good placemaking should be included in improvements, as should the use of tactical urbanism to get the design right before significant change is made.

The link between LGWM MRT and Golden Mile projects and the bike network is not well made. How will bikes and other micromobility interact with the MRT route? Why is the bike network shown along the Golden Mile which is a public transport and pedestrian priority route?

## **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](https://www.livingstreets.org.nz)

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<sup>1</sup> <https://www.pearl.place/>

<sup>2</sup> [https://www.knowledgehub.transport.govt.nz/assets/TKH-Uploads/HubPresentations/Designing-mobility-systems-for-People-and-Planet-event\\_Tyler.pdf](https://www.knowledgehub.transport.govt.nz/assets/TKH-Uploads/HubPresentations/Designing-mobility-systems-for-People-and-Planet-event_Tyler.pdf)