

# Living Streets Aotearoa



[www.livingstreets.org.nz](http://www.livingstreets.org.nz)

## Submission to Wellington City Council on Traffic Resolutions March 2023

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Thank you for the opportunity to comment on these traffic resolutions.

### **TR 18/31/35/37/41/51/53/57/58/64-23**

Living Streets Aotearoa support the bus lanes (TR18, Kent/Cambridge) and marking out bus stops (35, Tawa bus replacement; 37, Townsend Rd; 41, Karepa St; 51, Maupuia; 57, Miramar North; 58, Newlands; 59, Ottawa Rd; 64, Broadmeadows) and mobility parking (31, Cuba St; 53, Bay Rd).

### **TR 49-23 Rongotai Road mid block crossing**

Living Streets does not support moving the existing pedestrian crossing to the proposed new location unless pedestrian crossing facilities are also provided across Rongotai Rd adjacent to the eastern side of the Onepu Rd/Evans Bay Parade intersection, close to the Kilbirnie bus stops and town centre.

The current crossing is the closest pedestrian facility to this intersection, and moving it away without adequate replacement will make crossing the road here, where there is significant demand, less safe. Moving the crossing to the proposed new location will make it further away from the main bus stops and the crossing-less eastern-side of the Onepu/Evans Bay Pde intersection. It should not be moved until there are crossing facilities at that intersection.

### **TR 60-23 Shared path near Cable St, outside New World supermarket**

Living Streets note that the shared path proposal (TR60 near Cable St) does not meet WCC policy on the sustainable transport hierarchy and other transport related policy, is not consistent with the Pedestrian Network Guidance, is not appropriate use of a footpath in an dense urban area, proposes replacing a pedestrian-only footpath, with no further infrastructure changes, to a shared path with bicycles whether push or electric assist.

We do not support the use of shared paths in urban Wellington.

We suggest that the cycle network team go back and reconsider other options including routing bicycles along Cambridge Terrace, Wakefield St and Chaffers St to the waterfront where there is already a bike ramp at the traffic lights to the waterfront.

In any case no shared path should be permitted unless significant infrastructure changes have occurred to allow adequate space for pedestrians to walk safely apart from bike users. This includes a substantially enlarged island in the middle of the intersection.

We also note that shared paths are required to be properly signposted as such at each end.

**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](http://www.livingstreets.org.nz).