

Living Streets Aotearoa



Submission on Island Bay to CBD Cycle Route, stage 1

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **7 May 2014**

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

Submission

1. In general we support initiatives to improve road safety that conform fully with NZTA's Pedestrian Planning and Design Guide, but we do not support the conversion of existing footpaths into shared paths unless appropriate alternative provision is made for pedestrians.

2. Given that background, we support in principle proposals to make cycling safer such as proposed facilities such as the Island Bay cycle route, but not aspects that detract from the pedestrian domain.

3. An aspect of concern is the treatment of bus stops. If it is not acceptable for cyclists to overtake buses on the right, any arrangements must ensure that pedestrians, including bus passengers, are not disadvantaged by arrangements to allow cyclists to overtake on the left.
4. The two bus stop options proposed are to have the shelter on an island, or on the footpath.
5. We oppose the footpath option, in that the shelter would obstruct the footpath at a point where it will be narrowed by the creation of a cycle path, and put people boarding or alighting from buses in conflict with cyclists at a time when they will be focused on the bus, not on cyclists.
6. We do not oppose the island option if adequate provision is made for pedestrians, ie there is space for both a footpath and a cycle lane in an arrangement that conforms fully with the Pedestrian Planning and Design Guide. To achieve sufficient width it may be necessary to stagger bus stops so that they not opposite each other.

We would like to be heard in support of our submission.