

Living Streets Aotearoa



Submission from Living Streets Wellington

On Shaping the future of Newlands Centre: Draft Newlands Centre Plan

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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 LSA 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 e.g. 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.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz

Submission

Shaping the future of Newlands Centre: Draft Newlands Centre Plan

Living Streets Wellington supports the aim of the proposals. The provision of viable and attractive town centres within walking distance in suburbs such as Newlands is an essential element in creating more sustainable and people-friendly urban form.

We strongly welcome the proposals to improve pedestrian access to the centre, and the attractiveness of pedestrian-related facilities within the centre.

Where pedestrians and cars are mixed, whether within parking areas or accessways, it is vital that the spaces are designed to ensure that cars do not reduce the amenity and safety for pedestrians. Too many of Wellington's shopping centres, supermarkets, etc are designed so that pedestrians have to enter using the same space as cars, or walk a greater distance to get to a dedicated pedestrian entry, and then cross a car parking space that has no clear pedestrian route. Given the road rules, it is vital that the relative priority of each mode is clear, so that it is clear who should give way to whom - we therefore welcome the statement on this on page 16.

It is also important to provide good pedestrian links to public transport. Shoppers will often be burdened by their purchases, and need to be able to get to the bus without negotiating steps, kerbs, humps, uneven surfaces, etc. It may just be a problem with the diagram, but we note that the key pedestrian linkages on page 15 do not connect to any of the bus stops. The short term proposals on page 18 provide a better linkage, but the route to the Bracken Road stop is fairly indirect. It is also important that the bus stops are visible from well within the centre, so a user can know whether they need to run for their bus or not. We suggest the provision of real time information signage within the centre, so that shoppers can spend more time in the shopping centre and less time waiting at the bus stop.

We would be interested in knowing what form the "improved safety for pedestrian access across Newlands Road" will take. We note that there is no similar proposal for Bracken Rd to allow pedestrians to reach the bus stop on the other side of the road easily. Has moving that bus stop closer to the centre been considered?

We strongly support providing improved toilet facilities, and locating them next to a bus stop.

Thank you for the opportunity to make our comments.

We would be happy to present an oral submission if there is the opportunity to do so.