

# Living Streets Aotearoa



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

## Submission to Wellington City Council on August 2021 Traffic Resolutions

Contact person: **Mike Mellor**  
Email: [wellington@livingstreets.org.nz](mailto:wellington@livingstreets.org.nz), [mmellor1@gmail.com](mailto:mmellor1@gmail.com)  
Phone: **027 684 1213**  
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Thank you for the opportunity to submit on these resolutions, as listed at <https://wellington.govt.nz/have-your-say/public-inputs/consultations/open/traffic-resolutions-august-2021>.

### 1. General comments

We appreciate the way that pedestrian impacts (perhaps impacts is not an appropriate word in this context: effects may be better) are listed specifically, and we have some suggestions for further improvements, as follows:

- a) as well as the effects on pedestrians, it would be appropriate to identify effects on the other categories in the sustainable transport hierarchy where there are category-specific effects. For instance, a number of these TRs have specific consequences for bus operations, but there is no consistent way that these are identified;
- b) we suggest that these effects are listed in order of their position in the Council's sustainable transport hierarchy, so pedestrian effects would come first and general traffic last, rather than the other way round;
- c) a review of what constitutes an effect on pedestrians would be helpful. For instance, we are unsure why *people are encouraged to exit their vehicle and park adjacent to the footpath* (TR93-21, Wadestown Rd) or *double parking and queuing for parking will be reduced as parking turnover and availability of parking will be increased* (TR94-21, Courtenay Place) are seen as pedestrian effects (positive or otherwise); while the addition of a new traffic light phase, which we suspect would have an effect on pedestrian wait times, is said to have no effect on pedestrians (TR84-21, Brooklyn).

### 2. Specific comments

#### **TR94-21, Courtenay Place P30 parking**

This is a very odd proposal. As part of LGWM, Council has agreed that private vehicles will be removed from the Golden Mile, of which Courtenay Place is part, improving safety and accessibility for the public, and supporting business growth in the city centre. Yet this proposal does precisely the opposite, increasing private car traffic through increasing parking turnover and availability of

parking. This is a glaring inconsistency, a short-term proposal that is designed to achieve precisely the opposite of the agreed multi-agency longer-term plan. In addition, we cannot see how it could be positive for pedestrians, as the proposal claims. We submit that this proposal must be withdrawn.

**TR92-21, Lyall Parade mobility park**

We support better access for mobility users.

**TR91-21, Kelburn Parade bus stop relocation; TR90-21, Cambridge Terrace bus layover; TR80-21 Thane Rd no stopping**

We support measures to improve facilities for buses and their passengers.

**TR84-21, Ohiro/Todman/Cleveland intersection**

As noted above, it is hard to see how the introduction of a new phase into the traffic light cycle will have no effect on pedestrians, particularly with respect to waiting times, and it is disappointing that this aspect is not mentioned. We have no view on the changes in general, but we strongly oppose any reduction in pedestrian levels of service. This would be in conflict with Council's sustainable transport hierarchy, and should therefore be specifically drawn to councillors' attention when considering this resolution.

**TR25-21, Longcroft Terrace no stopping**

We support this resolution for the stated effect on footpath parking and hence on pedestrians, and we look forward to similar initiatives in other parts of the city that have similar footpath parking issues. We would note, however, that *removes the need for vehicles to park on the footpath* is unfortunate phrasing: parking on the footpath is a choice, not a need.

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).