

Living Streets Aotearoa



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Submission on Traffic Resolutions

TR61-16 to TR77-16, various bus stops;

TR 80-16, Rugby Street, Sussex Street, Buckle Street, Ellice Street and Dufferin Street, Shared pedestrian and cycle path around the Basin Reserve;

TR81-16, Evans Bay Parade, Hataitai, Pedestrian Crossing Improvements at Kio Bay

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Thank you for the opportunity to make a submission on these Traffic Resolutions.

TR61-16 to TR77-16, various bus stops

We support these new bus stops, but we note that there is no indication of the standards or guidelines to which bus stops should be constructed, and hence no indication of whether they are compliant with best practice. We submit that all proposals that involve the planning or design of public transport facilities should conform with the relevant section(s) of the draft NZTA *Guidelines for public transport infrastructure and facilities*, with any nonconformances noted and explained.

This should result in well designed bus stops and shelters that do not impede pedestrian flow and walkability.

TR 80-16, Rugby Street, Sussex Street, Buckle Street, Ellice Street and Dufferin Street, Shared pedestrian and cycle path around the Basin Reserve

We do not support the change proposed to allow cycling on the footpath around the Basin Reserve. This traffic resolution should not proceed.

We are concerned that the proposal considers the road around the Basin Reserve as not safe for cycling. What evidence is there to support this?

This assessment of effects is inadequate. What considerations were given to pedestrian safety as part of the investigation? What effects on pedestrians have been assessed? What are the pedestrian volumes on this footpath? What standard is being used to claim that a 2.2-metre-wide path is adequate for sharing? They are not documented. The report merely shows that people will walk a shortcut in preference to a longer route.

We submit that all proposals that involve the planning or design of facilities used by pedestrians conform with the relevant section of the NZTA *Pedestrian planning and design guide*, with any nonconformances noted and explained.

Wellington City Council's Urban Growth Plan adopts the sustainable transport hierarchy which means pedestrian priority is given in transport projects. Improving walking infrastructure and walkability is now the priority. This proposal does not do that. We are concerned that WCC continues to disenfranchise pedestrians with poor-quality infrastructure.

Shared paths provide a lower level of service for pedestrians and cyclists, and are much less pleasant and safe to walk on.

Shared paths are not shown to improve safety for cyclists.

Particular reasons we do not support this proposal are -

- This would be against a basic principle to not compromise the safety of one group (pedestrians including children and disabled people) to maybe improve the safety of another group (people riding bikes).^{1,2,3}

- Evidence suggests footpaths are not a safe place for children or adults to ride.^{5,6,7}

*“Moving cyclists to footpaths will not reduce the risk to the cyclist, but it will present new risks to pedestrians.”*⁴

Living Streets Aotearoa supports safer roads for all with slower speeds in residential streets and shopping centres. A 30 km/hour speed limit in these areas would be safer for all road users.⁸

Provision should be made for separated cycle lanes where traffic speed and volume at present make cycling less pleasant and hazardous.

TR81–16, Evans Bay Parade, Hataitai, Pedestrian Crossing Improvements at Kio Bay

We support the new crossing in principle, subject to it conforming with the NZTA *Pedestrian planning and design guide* (see above). However, we are concerned that moving the bus stop so that it is close to a bend in the road will limit visibility for those who choose to cross the road near the stop, and we submit that the stop be relocated a shorter distance south than the proposal, further from the bend.

We also note that the proposal says “According to Greater Wellington Regional Council, the frequency of the service using these stops will increase with the introduction of the new bus network that may commence in July 2017”. However, according to the GWRC website there is no proposal to make any significant changes to frequency, but from January 2018 the hours of operation will be extended to include evenings and weekends, resulting in greater use of this stop.

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

References

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