

Living Streets Aotearoa



Submission from Living Streets Aotearoa on Eastern Cycleway proposal 2016

Contact person: **Mike Mellor**
Email: **wellington@livingstreets.org.nz**
Phone:
Date: **23 May 2016**

Submission

LSA welcomes proposals to encourage active modes of transport, and we see these proposals as heading in the right direction. The proposed routes seem overall to be logical and sensible, and we have the following comments.

1. Seatoun route: we have no preference for either route.

Whichever option is taken it is important to improve the environment for both cyclists and pedestrians in the tunnel under the airport. At present cyclists have to use the footpath at both ends because of the gates blocking the roadway; and motorbikes use the subway, creating noise and emissions issues (a motorbike is doing just that in the online videos of this route). We submit that:

- the gates at both ends be replaced by bollards, spaced so as not to impeded bikes but to discourage motorbikes; and,
- that signage be placed at each end making it clear that motorbikes are banned (and encouraging pedestrians with some good wayfinding information including times).

2. Miramar route: our strong preference is for the Cobham option, providing a much-needed safe crossing of Cobham Drive for both cyclists and pedestrians. This is the only direct route between central/northern Miramar and Rongotai/Kilbirnie.

The need for a crossing is demonstrated by the number of walk desire lines worn across the central island by people crossing the road despite the obvious danger from four lanes of 70km/h traffic (we note the recent pedestrian fatality here). Our preference is for a safe crossing just to the west of the ASB Sports Centre, avoiding the need to also cross Troy St. We prefer a surface crossing unless a well designed functional bridge or subway is provided - the City to Sea bridge

from Civic Square is an example of an easy to use pedestrian bridge (although it is too narrow to share with cyclists).

General: We note that the Urban Growth Plan adopts the sustainable transport hierarchy in Wellington. This means that pedestrian considerations should come first and encouraging more walking in a more walkable environment is required.

3. We are concerned that shared paths are given as options along the routes. Dedicated footpaths are required to provide a good pedestrian environment; shared paths provide a much lower level of service for pedestrians.

- * We fail to see how shared paths could be perceived to provide the quality of cycle route that needs to be provided to attract significant new cyclists in any great numbers or improve walkability;

- * cyclists travelling at speed immediately adjacent to driveway and foot entrances to roadside premises would present significant safety risks to all users

- * allowing cyclists to use pedestrian space lowers the standard of service for pedestrians. This is a lesser approach than the one taken with the Hutt Road cycleway with footpath separation. We want more walkable spaces not less.

- * allowing cyclists on footpaths in some places encourages illegal use of the footpath by cyclists in the others

- * Cobham Drive is a wide road with plenty of space to make a dedicated cycle path.

We support a safe road approach that makes it safe to cycle on the road with no need for shared paths.

- * the current Cobham Drive shared path (which hosts the Meridian Wind Walk) is substandard, and the parallel unsealed footpath is unusable in places, either having been fenced off allegedly because of erosion, or because the surface has been so cut up by mountain bikers that it is too muddy to walk on in wet weather (not that we have any of that any more!); We suggest a better on-road cycle path is created as part of this project and the footpath reinstated and made good.

4. All paths should meet NZTA's guidelines especially the NZ Pedestrian and Design Guide; and

5. Bus stops: where the cycle route goes past bus stops, safe and convenient provision must be made for passengers boarding and alighting, at least meeting NZTA's draft bus stop guidelines at <https://www.nzta.govt.nz/about-us/consultations/guidelines-for-public-transport-infrastructure-and-facilities-interim-consultation-draft/>. Passengers must not have to board from and alight directly into the cycle lane, as happens at the southernmost stop in Victoria St. We suggest pedestrians and bus passengers have priority, and any cycle lane be on the roadward side at bus stops.

We would like to be heard in support of our 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