

Living Streets Aotearoa



Submission from Living Streets Aotearoa to Wellington City Council on Newtown Connections

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Submission

Living Streets Aotearoa thanks the council for this opportunity to submit on the proposals to improve the transport connections through Newtown and Berhampore.

We support the improvement of cycle connections between the southern suburbs and the city centre. We support in general the concept of package B with the addition of a route along Hansen St into Tasman St that would join with a Tory St cycle route. A short extension northwards along Rintoul St to access SWIS should also be included (see diagram below)

We support adequate on-road bike parking that is separate from the footpath. On-footpath bike parking encourages on-footpath cycling and is just one more item of clutter for pedestrians.

We would like to see these proposals assessed in a multi-modal context rather than just a focus on cycling mode. To do this the impact on public transport (buses) and pedestrians should be included in the option analysis. If improvements to bus use or for pedestrians are intended these need to be made clear and a clear statement of the benefit / targets for these sustainable modes included, along with measurement of those targets.

Speed

All roads included in the proposals that have constrained space should have safer speeds, with a 30km/hour speed limit. These would include Hanson St, Tasman St, Wilson St, Russell Tce, Waripori St, Rintoul St, Luxford St, and Adelaide Rd from Berhampore to John St.

Buses

Buses should have priority starts at all traffic signals, with bikes separated from buses along Adelaide Rd to and from the Basin. Morning and evening peak bus lanes should be created along Riddiford St and Adelaide Rd, continuing right up to the relevant intersections rather than stopping short (as now) and allowing buses to be blocked by other traffic.

Bus stops should have a safe waiting and embarkation area for passengers that is not on a cycleway.

The north-south cycle route

Rintoul St and Constable St are the key bus routes to and from Newtown and should mostly be avoided.

On Adelaide Rd there should be a cycle escalator from Luxford St northwards up the short sharp hill, connecting cycle lanes to the north and south. To the north these lanes could then hook onto Hanson St with a main route down Tasman St and into Tory St, in addition to the Adelaide Road cycle lane.

Tasman St is an essential cycle route to allow Mt Cook travellers a better option into the city centre.

Cycle route to/from the east

Wilson St is a good route away from Constable St's main bus route, and the cycle route should continue to the end of Wilson St or along to Mein St, whichever is most feasible to cyclists

Pedestrians

Improvements in these areas for pedestrians need to consider improving footpaths with more dedicated space for pedestrians, as many footpaths are already cluttered and constrained. Ongoing management of the footpath needs to be addressed, particularly parking and clutter issues. Many improvements of pedestrian crossings at intersections are required in this area to promote the goal of increased sustainable transport use with priority over private vehicle users.

It needs to be remembered in designing footpaths that they are not simply transport corridors for people on foot. They are the public space in which multiple activities occur – conversations, waiting, resting, making phone calls, checking directions, window shopping, bus boarding, etc. They need to be designed to support those uses and create a space where positive social interactions occur.

Some of the roads under consideration have space constraints with a priority given to private motorcars. This has caused considerable disruption to pedestrian movement along, for example, Adelaide Rd with cars frequently parked on the footpath. Any option should improve this situation.

Cycleway design should be to a good standard and be grade separated from the footpath with clear pedestrian priority at crossings, at bus stops and in shopping areas. (This has not been achieved in Island Bay). Footpaths should maintain or increase their width to encourage walking and cyclists should not be able to run onto them. Footpaths should be made of flexible walkable surfaces such as asphalt, and use colour (e.g. bricks) to delineate edges and texture to indicate a clear path for people with vision impairments. Footpaths should have seats added in key areas, such as the top of hills. Any provision for café-style tables and seating should require use of additional new space, not the existing footpath (could use parking space for instance, as on Courtenay Place outside the Hannah Playhouse).

An option for separating pedestrians and cyclists that could also be considered is the creation of a narrow stormwater garden to replace the gutter, with the plants providing urban water benefits and a soft barrier to prevent cyclists and pedestrians straying into the adjacent space.

Adelaide Rd/Riddiford St area

The Adelaide Rd/Riddiford St pedestrian crossing outside the Countdown supermarket needs to be improved. This should have a better-aligned crossing, with vehicles waiting further back up Adelaide Rd, a change in traffic-light cycles to prevent the frequent red-light running on this crossing, and an improved footpath on the eastern side so that the crossfall is not steep and a pram or wheelchair can easily wait near the crossing. Adelaide Rd heading north should be narrowed to its previous already wide size to assist with crossing. The footpath on the eastern side of Adelaide Rd- Riddiford St needs to be decluttered as it is getting very narrow, with driveways removed to make it safer.

The Adelaide Rd/Riddiford St/John St intersection pedestrian crossings should have a scramble crossing to improve safety and reduce pedestrian wait times in this high- pedestrian-activity area.

At the John St/Hanson St intersection the slip lane should be removed to provide an improved pedestrian crossing experience with only one leg to cross. This would require the road to be narrowed here. An alternative would be to have a zebra crossing on both sides of the central island so pedestrians are not delayed.

Riddiford St hospital vehicle accessways need to be considerably improved to prioritise pedestrians, with a reduction in lanes at both accessways. Pedestrian waiting time should be reduced at the signalised crossing with a continuous pedestrian cross signal with the flow of traffic.

The Rintoul St/Riddiford Sts intersection needs improvement for pedestrians crossing with particular consideration of the school crossing requirements.

All Riddiford Street pedestrian crossings south of Constable St should have a raised platform to give priority to pedestrian movements.

Parks

We support the provision of appropriate and safe roads for all users. This means that the public roads through Berhampore and Newtown must be made safer so that all users can be on them. We do not support the use of our parks as alternative commuter routes for cyclists, as in effect this continues to prioritise motor vehicles on our roads and detracts from the purpose of a park as a pleasant recreational natural area.

It is important that users of parks are enjoying the park environment, and that the park design encourages positive interactions. Shared paths tend to create conflict between cyclists and walkers, particularly where the cyclist is using the path as a transport corridor to somewhere else. Far too many shared paths in the region are substandard, discouraging walking, and creating a frustrating experience for cyclists. If there is room for a high quality shared path, there is room for separate paths. However additional hard surfaces in parks are seldom desirable, so taking park space to provide paved commuter routes should be avoided.

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

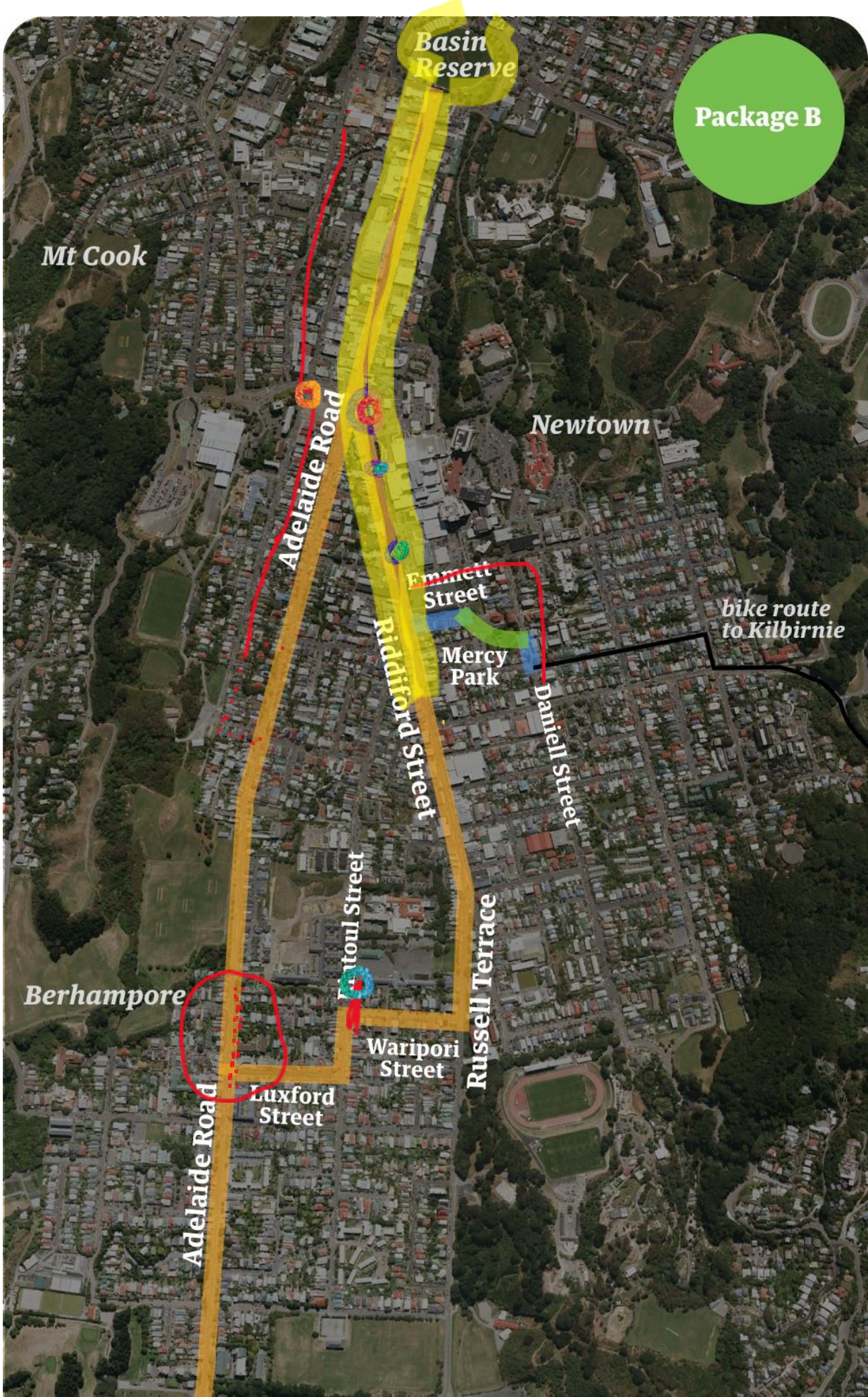
About Living Streets

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



Basin Reserve

Package B

Mt Cook

Adelaide Road

Newtown

Emmett Street

Mercy Park

bike route to Kilbirnie

Riddiford Street

Daniell Street

Toul Street

Russell Terrace


Berhampore


Waripori Street


Adelaide Road

Luxford Street

Index:


Bus lanes


Pedestrian improvement areas


Cycle route suggestions