

Living Streets Aotearoa



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Submission to Wellington City Council on Te Haerenga Roa o Te Aro /Evans Bay cycleway proposal / TR121-21 Evans Bay Parade, Wellington

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Overall Living Streets supports these proposals to provide a safer, dedicated footpath and cycle path along this important route. The success of the project hinges on getting the details right and we have made a number of suggestions to achieve this.

Footpath

Living Streets support the proposals to provide a dedicated footpath along this very popular section Te Haerenga Roa o Te Aro of the Round the Bays walk, a favourite of Wellington pedestrians over many years. This will make it a safer and more pleasant walk and accessible to more pedestrians.

We would prefer to see actual separation between the footpath and cycle path, as paint /surface colour is not considered best practice. A textured edge between the two is the least requirement, with space and physical barriers the best practice.

Pedestrian crossings

Living Streets supports the replacement of the pedestrian zebra crossings and informal crossing points with the much safer raised platform zebra crossings. These are shown to reduce crash risk to pedestrians.

We support the new raised platform zebra crossing near 344 Evans Bay Parade which will service the retained bus stops in this area and is important to help bus passengers access the service.

Footpath surfaces

Living Streets strongly recommend that concrete is NOT used to pave the footpath as it is rigid and unpleasant to walk long distances along. A more flexible smooth surface such as asphalt is better for walking. This can easily be differentiated from the green kermit paint marking to identify bike paths (as shown in the designs), and as is used elsewhere in the city and New Zealand.

There is timber decking proposed but the plan is not clear where this will be located. Timber decking often provides a poor walk surface and should not be used on the main walking route.

Footpath width

Evans Bay Parade is classed as a primary/ arterial road in the District Plan and is a popular and busy pedestrian route. For a road of this type a minimum footpath width of 4.5 metres is recommended in the NZ Pedestrian Planning and Design Guide. This is similar to some parts of the original Round the Bays footpath (and latterly shared path), although it varied widely. This width provides for a pleasant walk side-by-side with others, and room to easily pass oncoming pedestrians. Amenities befitting such a significant route such as seats, are also needed where more space allows.

The proposed footpath, although the detail is not great, includes many sections that are only 2 metres wide and a maximum width of 2.6 metres, including near the driveway to the marina and 'free camping' site, and the intersection with Cobham Drive. The only wider and separated section is through the reserve at Cog Park. The minimum width for two wheelchairs to pass each other is 2 metres, which is about 3 people walking side-by-side.

The solution if there is not enough space for adequate footpath width on a primary road is to remove all street furniture from the footpath, and provide no frontage or kerb clearance. This would retain a best practise through route of 2.4 metres according to the guidance. Location of light poles, rubbish bins or other items need to avoid the footpath area along this route.

In addition there is no grade separation between the footpath and bike path in most places. This means fast moving bikes will be right next to pedestrians. Best practice is to provide separation.

Pedestrians and bus stops

Bus stops should be located where people need them and it is debatable that users will find fewer stops, as proposed, convenient.

All bus stops need to have safe spaces for pedestrians to wait and to board from. There are fewer bus stops retained on this route and yet not all have what is referred to in the plans as a 'buffer zone' or safe waiting area.

Belvedere Road bus stop has no safe waiting space and passengers must enter and alight from the bus directly into a cycle path. This is not best practice and has been shown to be problematic on Victoria Street and other places around Wellington. We recommend a redesign to ensure there is a buffer or safe waiting area.

Several bus stops are being removed and we strongly recommend that further pedestrian improvements are made to support the walkable catchment for these stops and allow bus users to more easily access the stops and their destinations.

Cog Park

This is a reserve area. The motor vehicle access is right next to the pedestrian crossing and there is no clear route for motor vehicles.

Vehicle accessways across the footpath need to be clearly pedestrian priority, including at all bus stops, Greta Point and at Cog Park.

Access to the bus stop at Cog Park does not appear well marked out with obvious connectors, and there is no direct route from the park to the bus stop on the other side of the road.

Pedestrian facilities

Seats with backs and sidearms to aid accessibility in all-weather materials (ie not metal) should be included, although there are few locations wide enough to accommodate this except for Cog Park and the small embayment. It is unclear from the plans if any further seating provision will be made in any location along the route.

Water fountains are required at regular intervals on Tahitai Round the Bays.

The complicated slip lane at the Cobham Drive intersection should have a raised pedestrian table zebra crossing to improve safety for pedestrians.

Parking

We support the more equitable allocation of road space and provision for safer walking, public transport and cycling.

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

About Living Streets Aotearoa

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.