

Living Streets Aotearoa



Submission from Living Streets Wellington

on the Adelaide Road planning for the Future document

Organisation: Living Streets Wellington
Contact person: Mike Mellor
Address: Po Box 25 424, Wellington 6146
Email: info@livingstreets.org.nz
Phone: 04 385 8280
Date: 10th October 2008

We wish to give an oral submission.

About Living Streets

Living Streets Aotearoa (LSA) is a national organisation with a vision of “More people choosing to walk more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.”

The objectives of LSA 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 e.g. 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.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz

Submission

1. Living Streets Wellington **support** the overall vision outlined in the Draft Adelaide Road Framework.
- 2 A. Key outcomes and Initiatives: Strongly agree
 - Especially the connection east to West and access to the Town belt (may need to upgrade of Town Belt behind Newtown Hospital)
 - Need clear signage to open spaces
 - Strongly support Drummond Street improvements – could steps co-exist with zig-zag ramp for wheelchair and buggy access?
 - Support local ethnic groups having some say – e.g. Vietnamese garden.
- 2 B. Strengthening community: Strongly agree
 - Agree with achieve street frontages
 - Agree with sheltered spots to sit e.g. Drummond Street.
 - Increase focus on Massey campus relationship and colleges (WITS, Wellington College, Wellington East)
- 2 C. Transport Corridor for multiple forms: Strongly Agree
 - Reduce speeds while recognizing arterial function
 - Can calm traffic while retaining capacity (ref Dan Burden and Gil Penalosa studies)
 - Support good provision for cyclists – not least to get them off the footpath.
 - Note pedestrian access East to West as well as predominant North/ South flow)
 - Improve access for walking and cycling from Adelaide Road to Basin Reserve
 - Pedestrian refuges need to be clearly visible so they don't have to protrude into cycle space (may mean less car parks)
- 2 D. Recognising Heritage: Strongly Agree
 - Shops at corner of Adelaide, Riddiford provide key context for entering Newtown.
 - Adelaide Hotel and wedge building also sign
 - Not sure about rear of buildings
- 2 E. Employment: Strongly agree
 - making area more walking friendly and encourage retail and cafes etc
 - existing employers should be encouraged to provide cycle stands etc especially Sport Wellington
- 2 F. More High Quality Residential Growth: Strongly agree
 - Existing examples of apartments are not necessarily high quality!
 - Balconies and windows can offer surveillance of the street environment
 - Vehicle access must be designed to maintain good footpaths – not uneven for garage entry (like Aro Street Apartments)
 - Green spaces including green roofs, planted balconies etc can maintain ecosystem services even with considerable densification.
- 3 A. We support the council's role outlined in the draft framework.
 - May need to partner to develop good examples of environmentally friendly buildings. Bold leadership eg public transport priority and upgrades is essential *before* densification.
- 3 B. Other key roles: Keep involving community including low income groups!
- 4 A. We support the actions outlined in the draft action plan except
 - More maps up (A21). Living Streets Wellington is happy to work on street/ paper maps
 - Also needs more emphasis on excellent public transport to lead development.
- 4 b. no comment
5. Other comments

The vision would be a huge improvement for the current messy, run-down, unattractive area.
We look forward to speaking on our submission.