
ORDINARY MEETING

OF

CITY STRATEGY COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 9:30 am
Date: Thursday, 23 November 2017
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

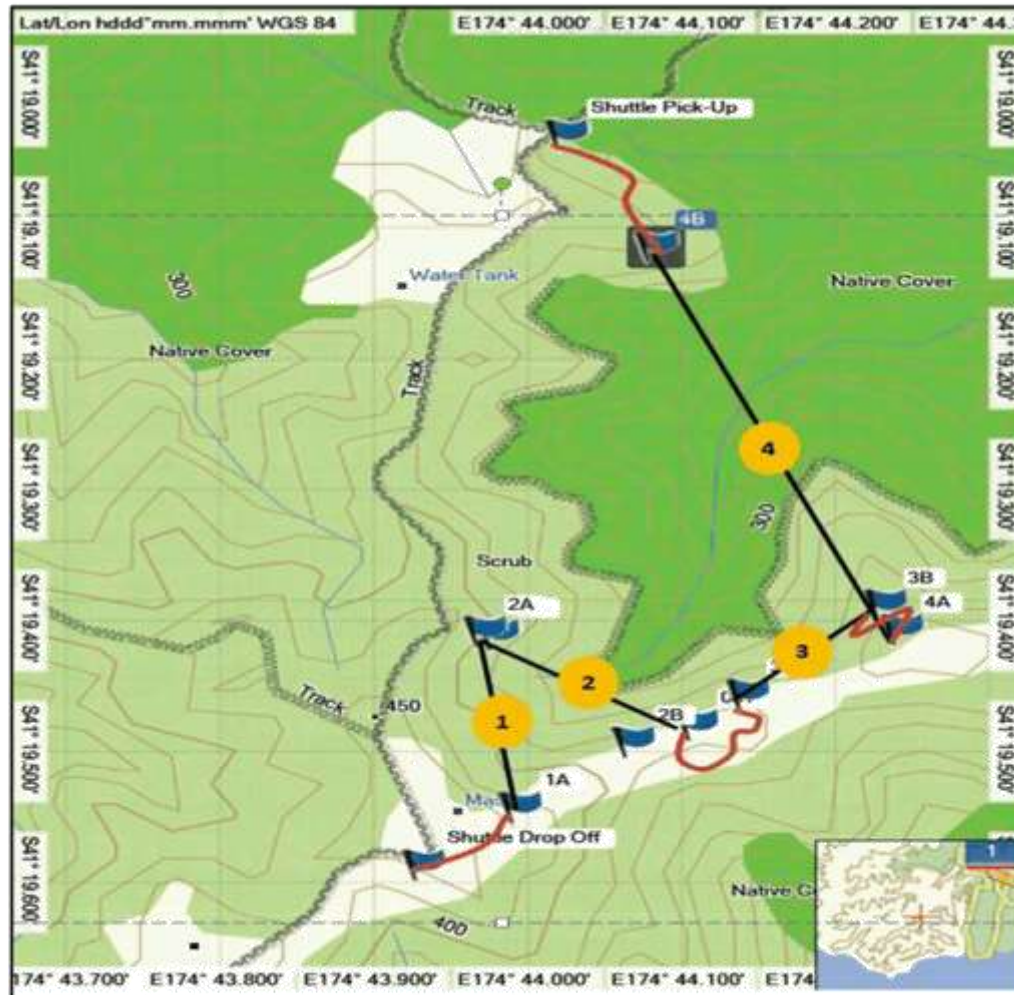
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Mark O'Connor - Proposed Lease of Council Land for Commercial Zipline - Southern Landfill	2
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Wellington Zipline Adventures



Outline:

- Who we are
- What we are proposing
- Why this area
- Where we are at
- When will it happen







Conservation:

- Restore areas affected by construction of tracks and decks
- Initiate trapping programme
- Systematically restore sections of the site through removal of invasive plant species and replanting with natives
- Work with Zealandia on improving birdlife (halo effect)
- Education and interpretation



Submission from Living Streets Aotearoa on
Hutt and Central City cycleways Traffic Resolutions

Contact person: Ellen Blake
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Date: 16 October 2017

Submission

Living Streets Aotearoa thanks the committee for this opportunity to submit on these significant traffic resolutions.

TR 156-17 Hutt Road

We support the provision of on-road vehicle parking so that the footpath can be used by pedestrians. We need to see parking enforcement along this road and in Westminster Street consistently enforced to keep an unobstructed footpath. It should not fall to individual pedestrians to have to ring every time a vehicle obstructs the way.

TR 119-17 Featherston Street

We support the cycle lane provision on Featherston Street.
We note that the road is being widened at the Whitmore St intersection pedestrian crossing and would like to see the pedestrian cross time increased to accommodate the extra time to cross this already wide road.

A further pedestrian crossing should be added to the west side at Whitmore Street to complete the crossings at the intersection.

The following two resolutions are not minor in nature and represent a significant policy trend on how WCC intend to manage cycleway development. They largely represent an anti-pedestrian bias taking away from pedestrian amenity and safety and using pedestrian infrastructure for second rate cycle provision.

TR 120-17 Basin Reserve

We oppose this traffic resolution in its entirety. It should not proceed.

Living Streets was not consulted on this proposal despite being part of the one meeting for the central city cycleways proposals.

This is not a solution to create a sustainable cycleway, but will create a conflict point on this already busy footpath.

The Basin Reserve, and the footpath in particular, should be a child-friendly area to cater to the large number of students in this area most of who walk and catch the bus to school.

There is no information on pedestrian use of this area despite the proposal having significant impact on pedestrians and proposing use of footpath infrastructure. This is a complete lack of analysis on which to make decisions.

We do not support combined pedestrian – cycle crossings as they do not work well for pedestrians having to not only watch for motor-vehicles but contend with unpredictable cycle movements. This can be seen on the Adelaide Road – Basin Reserve crossing. In principle, crossings should be separate to match the separate destinations of pedestrian and cyclist.

A rough surface temporary path is not a proper footpath substitute and there is current illegal use by cyclists and no proposed way to prevent this.

The Basin Reserve area is directly part of the LGWM project, as it was the failed Basin flyover that started that process. A multi-modal solution to the whole area is required not a piecemeal second-rate unconsulted proposal that will damage walking in Wellington.

We look forward to a well thought out properly consulted proposal that caters to the current and future demands of the pedestrian users of this area. This will necessarily mean that some better current and future demand pedestrian data is gathered before any further proposals are made.

Improvements to the existing very short 'shared path' do not require a traffic resolution, and the pedestrian crossing can be improved at any time.

TR 121-17 Post Office Square

We do not support this proposal as it stands.

Living Streets was not consulted on this proposal despite being involved in the one meeting for central city cycleway improvements.

This is a case of legitimising existing illegal behaviour. A proper cycleway should be created if there is seen to be a demand for one rather than take away from public pedestrian space. We suggest taking road space so that a contraflow cycle lane is available and change the traffic lights so that a cycle phase is included. Post Office Square has been allowed to degrade being used for vehicle parking with little 'stickability' amenity.

The pedestrian crossing time should be just for pedestrians, this is the busiest lunchtime pedestrian crossing in Wellington.

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