

11 July 2008,

Re: submission on traffic ref 58-08, Marion St, Te Aro.

This submission is from the Architectural Centre, a group which represents both professional and non-professionals interested in architecture and design, and in the promotion of good design in Wellington.

The WCC proposals for Traffic Improvements need, we believe, further thought, especially in relation to the traffic marking proposals for Marion Street. Marion St, as it exists, is a relatively wide road, potentially dangerous road for the pedestrian traffic this road contains: and the proposed road markings and new car parking do nothing to alleviate that.



We would note the following in relation to Marion St: there is a large double crossing entry to the Marion St carpark, next to another vehicle crossing to the trade entrance of the Brothel and other day-time / night-time activities. These are both opposite a further vehicle entrance to 25a Marion St carpark and to Rostrevor House, and just down from another entrance to the Design Library carpark. In other words, there is a large volume of trade traffic using Marion St, coming and going at all hours of the day and night. Traffic enters Marion St often at reasonably high speed from both Vivian St (motorway offramp) and Ghuznee St (former motorway offramp). Combined with several trade stores, vans and couriers and trucks are also frequent daytime users, and night time use involves those cruising for sex in the red light district.

Currently there is a conflict between having angle parking on one side of the street and parallel parking on the other. There are no markings in the middle of the road. Vehicles reversing out of angle parking on one side often cause issues with vehicles parallel parking



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on the other side, and vehicles travelling along then have to swerve. There is also a 5 minute zone in front of the Post Office, highly popular, and so therefore subject to people doing U-turns in the centre, often conflicting with other parkers noted above. Although New Zealand driving standards often leave a lot to be desired, their demonstration in Marion St often seems to bring out the worst in people, and it is surely only time before a serious accident happens.



Pedestrian traffic in Marion St works in a completely different manner, and is reasonably large, combining as it does students from the nearby School of Architecture and Design, and general public pedestrian flow from the Swan Lane carpark off the popular Cuba St, through the pedestrian route at the Post Office, and then diagonally across to Rostrevor House at the junction of Vivian and Marion. In short, pedestrian traffic (mostly diagonal) is at risk from a continued stream of cars and vans coming and going from several directions. We are fortunate though that the street is wide and can accommodate new solutions with the application of fresh thinking.

We suggest that the WCC Roading department and their consultants should think more creatively for traffic and parking resolutions on this road, and consider installing some of the following possible options:

- one way traffic;
- parallel parking to both sides;
- diagonal parking both sides;
- diagonal parking down one side only (but certainly not swapping the side half way down the street as is being proposed);
- planting at the sides;
- planting down the middle;
- traffic islands;
- pedestrian crossings;
- parking in the middle instead of the sides;

and other options – we suggest that the Roading Department have a total rethink on how this street services the city and its inhabitants, both pedestrian and vehicular.

As further inspiration to the WCC Roading Department, we offer to them the following image of the Boulevard de Clichy in Paris, of similar proportions, wherein a wide centre aisle, reduced vehicle paths and reduced parking have allowed a generous island to be accommodated.



We trust that they have been suitably inspired, and look forward to their response.

Yours sincerely,

Guy Marriage  
President  
The Architectural Centre.