



21 October 2014

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Wellington City Council
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Re: Proposed Traffic Resolution TR 64-14
Location: Willis Street, Abel Smith Street - Te Aro
Proposal: Shared space footpath

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

1. The proposal attempts to rectify a badly designed intersection, which - in prioritising cars over all other forms of transport - severely inconveniences pedestrian and cycle traffic. The recognition that this intersection is fundamentally appalling, and irresponsibly designed is commendable.
2. We appreciate the intention but do not consider this design, which reduces pedestrian space, and requires cyclists to give way to pedestrians to be optimum. Instead it appears as a small patch-up job, and is at odds with the Draft Wellington Growth plan which states the transport hierarchy "recognises in priority order: pedestrians, cyclists, public transport, moving freight and private vehicles" (p. 50).
3. We do not understand how this proposal will benefit cyclists. We can see how it might disadvantage pedestrians, given that theoretically there will be less space provided for pedestrians.
4. We assume that cyclists going into the CBD would require a direct route along Willis St, and that an appropriate design would achieve this. This points to the need to fundamentally redesign the intersection.
5. The diagram indicates a shared space across Karo Drive. The text states that this will be "shared pedestrian and cycle crossing." We are not sure what improvement is provided by officially saying that cyclists will now use the footpath that they currently use.


Conclusion

6. We generally support greater provision of shared spaces in the inner-city, but do not consider this to be a shared space in the fuller meaning of term. We encourage the council to require a redesign of this intersection - which is important to do if as policy documents indicate, the transport hierarchy is to prioritise pedestrian and cycle traffic over the private car. We also encourage the council not to support such meagre proposals, which do not advance the council's stated desire to provide desirable and well-designed spaces to encourage active sustainable transport. Please do not let this become a precedent.

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7. Thank you again for this opportunity to comment on the Proposed Traffic Resolutions - Traffic and Parking Restrictions, we must note however that we almost missed this consultation process as shared space proposals are not commonly hidden in the traffic Resolutions and we would have appreciated a more prominent signalling of this proposal. If you have any questions please do not hesitate to contact me.

Yours faithfully



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