



# Generation Zero

## Submission to: **Traffic Resolutions - Swan Lane and Garrett Street**

We support these proposed traffic resolutions with some changes.

This project could create public space for Wellington that successfully meets a number of needs in the area. This is an area where people love to sit outside and enjoy food and drinks; spilling out of local cafes, bars and eateries, creating a bustling, community vibe. . It is important that this traffic resolution helps to enhance this existing sense of place.

We can see this intention in the efforts to add bike racks, plants, improve the street lighting and furniture etc, but would like to see Garrett Street pedestrianised.

We commend the proposal to incorporate water sensitive urban design (WSUD) into street upgrades. This should be a requirement for all future street upgrades. WSUD provides multiple benefits, it reduces stormwater volumes, it increases the stormwater network's capability to manage flood flows, and stormwater gardens improve the look and feel of the street.

If incorporating WSUD becomes a default requirement for street upgrades Wellington City Council (WCC) and Wellington Water (WWL) should work together to see how this can be done on a catchment basis rather than street by street. Using rain gardens for WSUD should also be used as an opportunity to create green corridors for birds and other animals and should also be included in this 'catchment level' planning.

We have some concerns that this traffic resolution does not adequately prioritise pedestrians in accordance with the councils sustainable transport hierarchy, and instead places undue weight towards preserving private vehicle parking and goods vehicle access. We think the following changes could significantly improve the proposal:

1. All of the car parks on Garrett street should be removed to clearly signal that the street is prioritised for pedestrians. Even a small number of car parks will result in a high number

of vehicles entering the street to search for available parking. There is no shortage of parking nearby with 5 private car parking areas immediately adjacent to Garrett Street and Swan Lane, including the large Wilsons multi-story parking garage. On the block of Cuba Street there are 28 on-street parking spaces present.

We think that a mobility parking space could be appropriate to provide greater accessibility to the area. While further reducing the number of car parks will impact council revenue, we think it is inappropriate to prioritise revenue over safe accessible use of city streets.

2. In order to further reduce vehicle traffic, WCC should work with Wilsons Parking to provide alternate access to their site at 9 Garrett street via Bute Street instead.
3. We think the provision of four loading zones in addition to the two existing loading zones is excessive. Swan Lane provides good access for delivery vehicles to the area and businesses should be encouraged to receive deliveries there instead of through additional loading zones on Cuba and Garrett Street. Relocating heavy delivery vehicle traffic to neighbouring side streets will improve safety for pedestrians and cyclists.
4. The raised table proposed for the entrance to Garrett Street should continue across Cuba Street. Cuba Street has recently had it's speed limit reduced to 30km/h and a raised table is necessary to make the design of the street fit it's newly set speed limit. Our observations at the site showed that this location is already a high frequency crossing point for pedestrians travelling east-west or changing sides of the street. Continuing the raised table across would support walkability, safety and accessibility.
5. As a proposal to increase walkability we think the plan should include wider footpaths, especially in areas of high pedestrian traffic such as along Cuba Street.
6. Proposed landscaping elements and informal crossing points as indicated on the traffic resolution plan imply limitations on the points at which pedestrians can cross Cuba Street and Garrett street. This is concerning as it will reduce walkability by forcing pedestrians to cross the street at right angles only, instead of the current situation that permits pedestrian movements across the street in all directions.

Landscaping elements and crossings designed in this way will have the adverse effect of speeding up traffic as current pedestrian behaviour is restricted. Landscaping elements and informal crossing points by the raised tables at Glover Park and Cuba Street should be designed to facilitate pedestrian movements in all directions.

7. Glover Park already has significant accessibility issues and so it is essential that proposed raised tables are flush with the footpath to provide access for wheelchair and mobility device users.

Thank you for the opportunity to feedback on these proposals.

Nga mihi nui,

Generation Zero Wellington