

Te Whatu Ora, National Public Health Service –Southern supports the Option 2 proposal, which includes improvements to intersections, in-lane bus stops, crossing points and a painted cycle lane. Please find below our comments.

Cycle lane. Option 2 design concepts, image 3. The cycleways move onto the road near the in-lane bus stops. It can cause issues for cyclists as there are no continuous cycle lanes and the cycle lanes coincide with the in-lane bus stops. Need to consider a bypass for cyclists or a continuous cycle lane on both side of the street.

Intersection of Warrender St., Howe St. and George St. Signalised pedestrian crossings at Warrender St. on the West and George St. crossing on the South take longer to cross to complete the crossing safely. As walking speeds can vary due to factors such as pedestrian ages and physical conditions, we would recommend reducing the crossing distance with devices such as kerb extensions (but not causing issues for cyclists).

Raised pedestrian crossings. As it is a busy street with significant flows of pedestrians, we strongly support the proposed improvement to crossing points. The images in the proposal, however, are not clear whether these crossings are courtesy crossings or zebra crossings (pedestrian priority crossings). We recommend having both options depending up on the street environment without impacting on the general traffic flow.