

MDCA Proposal for an enlarged safe accessible pedestrian access to create connectivity between the Mapua Wharf and the Mapua Waterfront Park

Concerns at current situation and TDC proposal

- No obvious safe accessible (for pushchairs/wheelchairs) pedestrian walkway between the two areas TDC has a clearly stated “parking strategy” but no apparent “pedestrian strategy”. This appears to contravene the Mayor’s stated intention for this to be a “family friendly area”
- The installed ramp and stairs from and into the Park are the obvious provided access and naturally attract people to use them.- especially those with pushchairs and wheelchairs. This is unsafe as pedestrians arrive onto and leave from a roadway
- WE do not accept the TDC’s stated concern about parked cars alongside the proposed pedestrian plaza reversing when leaving being “ a hazard”. All vehicles currently using these parks reverse out to leave and this would be unchanged with the current “turning area” removed
- No clear connectivity between the two distinct areas of the Mapua Waterfront Precinct – this is the main aim of the TDC established Waterfront Precinct Advisory Group
- The planned change to a vehicle free status for the Mapua Wharf area in order to meet amended H&S requirements, and the recent TDC Council decision to close the boat ramp to vehicles,makes vehicle –free access to the whole waterfront precinct more viable and necessary

Community’s Proposal

- TDC adopt a “pedestrian strategy” to complement its “parking strategy”.
- Re-designate the area from the current roundabout to the ramp/stairway park access as a “car parking area” (no longer a roadway) This will support :
 - 1) the growth of local businesses with passing customers walking by (as is evident in business on the Wellington Waterfront)
 - 2) TDC’s stated “family friendly” intentions and
 - 3) the McIndoe 2011 plan with the pedestrian plaza between the two areas as agreed to by TDC & the community
- No carparks other than the Disability Carparks on the wharf side of the ramp/stairs will be affected and these could be moved to the other side of the ramp into the carpark
- indicate by signage that **there is no** :
 - 1) vehicle access to the wharf (other than delivery and boat launching vehicles)
 - 2) turning available
 - 3) no exit
- support moving the bollards to the carpark side of the ramp/stairway to mark the end of the carpark and start of the pedestrian plaza/accessway