

Wellington Branch Committee
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Long Term Plan
Wellington City Council
PO Box 2199
Wellington

Wellington City Council's proposed Long Term Council Community Plan: Submission from Living Streets Wellington,

Introduction

Living Streets Wellington is part of Living Streets Aotearoa, which is an advocacy group with a vision of “More people walking more often and enjoying public places - young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.”²

Our submission is therefore focused on the provisions of the plan that affect walkers and encourage walking as a transport choice.

Living Streets Wellington would like to be heard in support of its submission.

Urban Form

Living Streets Wellington supports the proposals to utilise the principles of “smart growth” in Wellington City. Increasing density around public transport routes, developing “village” centres which provide most day-to-day services for residents, and other aspects of smart growth will improve the liveability of the city and encourage use of active modes (walking, cycling, etc).

² <http://www.livingstreets.org.nz/admin.html>

Pedestrian and recreation facilities

Living Streets Wellington welcomes the proposals to improve a number of pedestrian and recreational walking facilities.

One problem evident in the current council work is the lack of clear plans for the future shape of each part of the city. We would ask that the Council introduces better systems for ensuring that each small part of the city has a plan, available to residents, showing the intended future shape of the area – where will footpaths be added, what should the vegetation be like on banks and in reserves, etc. This will allow residents to comment on issues such as which footpaths are needed, and also ensure that residents can confidently contribute as volunteers to achieving those visions.

Car-parking

Living Streets Wellington has had meetings with the council on this issue in the past.

Parking on footpaths is not being tackled sufficiently. Bylaws do not impose the same types of penalties (e.g. towing of vehicles) for footpath offences as for road offences, implying that preventing safe pedestrian movements is a lesser crime than preventing safe car movements. And enforcement is inadequate. We would therefore like to see inclusion of a performance measure related to reduced impact on pedestrians of car parking.

Other transport issues

We welcome the commitment to travel demand management and increased modal share for walking, cycling and public transport. Wellington City is to be congratulated for not accepting the fatalistic approach that the Regional Council appear to be adopting in relation to public transport use. We would, however, be interested in seeing figures that show how your pedestrian modal share figures relate to those of the GWRC. Yours are based on numbers of trips into the central city, while GWRCs focus on the proportion of trips of a particular length. In general, we prefer the latter approach to expressing modal share.

Living Streets Wellington does not believe that any major new roading developments are needed in the city. Major increases in travel should be managed through development of improved public transport and travel demand management activities. Any minor roading works must be designed to minimise adverse impacts on other modes. For example options for the Aotea Quay area must be designed to prevent impact on the rail capacity in the area, and allow essential rail capacity increases to be achieved.

We do believe that major new public transport developments are needed. We note that the proposed LTCCP focuses only on buses. Living Streets Wellington would like to see recognition in the plan of the importance of:

- Maintaining and upgrading the Johnsonville rail system (either heavy or light rail).
- Improving the Kaiwharawhara part of the rail network to reduce congestion.

A major constraint in the passenger transport system in Wellington City is Lambton Quay. This is already carrying more buses than is desirable. We believe the LTCCP should include a project to tackle this problem. Light rail through to the airport would be our preferred solution.

Paula Warren
For the committee