

## **Living Streets Wellington submission September 2009**

### **Regional Road Safety Plan**

Living Streets Wellington support the aim of making our roads safer for all users. Walking is the primary means of transport and used by all for at least part of every journey so improvements to road safety will aid pedestrians.

We would like to see improvements in safety for pedestrians walking along roadways (ie on footpaths) by a focus on removing vehicles from pedestrian paths, both parked vehicles and those driving along footpaths (an increasing problem with both bicycles and motorbikes).

Greater enforcement of existing rules regarding parking and use of footpaths, and more motorbike parks on the roadway would assist here.

We would like to see improvements in safety for pedestrians crossing over the road with reduced speed limits in built up areas, better design of roads to slow vehicles down, removal of multi-stage pedestrian crossings, reduction in wait times at pedestrian crossings, use of red-light cameras, use of 'shared space' in appropriate circumstances and other design measures.

### **Regional Travel Demand Management Plan**

Living Streets Wellington support the aims of this plan to use TDM tools to make transport more efficient for all users. Walking is a component of all journeys.

The introduction to the TDM Plan states the purpose is to reduce the demand for travel particularly by single occupant vehicles, and reduce negative impacts of car use. To achieve the aim to help optimize use of regions transport network and sustainable transport choices there is a need to not only focus on the negative aspects of cars and how to better manage them but to consider how to promote other modes of transport.

We support a reduction in the amount of parking spaces available in main urban areas and to cease increasing capacity of roads to bring vehicles into the main urban areas, this will shift demand to public transport and more active modes.

Land use planning must support compact urban areas well connected by public transport, better design of roads to promote walking and dedicated pedestrian walk paths free of vehicles.

Areas with high numbers of walkers supports vibrant communities and active economies.

In general, both these plans lacked concrete actions for the regional council to take and therefore ways to measure progress against them. One or two SMART measures in both plans would be welcome.

### **About Living Streets**

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of LSA are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: [www.livingstreets.org.nz](http://www.livingstreets.org.nz).