



**Submission to Wellington City Council on the
Draft Long Term Plan 2021**

Contact person: **Ellen Blake**
Email: wellington@livingstreets.org.nz
Phone: **021 1067139**
Date: **10 May 2021**

Thanks for the opportunity to comment. As noted on the submission form, we support the full funding of the Te Atakura – First to Zero climate action plan (Decision 4).

The remainder of this submission discusses our preferred approach to funding Wellington transport projects, and specific activities we would like to see funded in the Long Term Plan.

Introduction

We support the emissions reductions and mode shift targets and assumptions of the Climate Change Commission's draft advice to Government, the Regional Land Transport and Public Transport Plans, Let's Get Wellington Moving and Te Atakura – First to Zero, which include:

Climate Change Commission

Increase share of distance travelled by walking, cycling and public transport by 25%, 95% and 120% respectively by 2030

Regional Land Transport Plan

30% reduction in deaths and serious injuries
40% mode shift to walking, cycling and public transport
30% reduction in carbon emissions

Furthermore, Te Atakura identifies investing in rapid transit and improving public and active transport infrastructure as having major GHG reduction potential by 2030 – and a key objective of Let's Get Wellington Moving is to move more people with fewer vehicles.

Living Streets Aotearoa supports safe footpaths for pedestrians and safe, separated lanes for cyclists, so that more people are willing to take up these low-carbon modes of transport. We also support extending the present safer speeds areas. Walking has a particularly important role to play in conjunction with public transport, and we submit that bus priority is an important area which needs to be advanced in the near future to accelerate emissions reductions.

We submit that any new transport funding in the long term plan should be for a 'complete streets, multi-modal programme' of walking, cycling and public transport improvements to meet these targets and assumptions - bearing in mind that climate action, safer streets, and increasing sustainable mode share are all council policy as is reducing private vehicle travel an outcome for LGWM. The components of this should include:

- safe, best practice standard, well-lit footpaths free of obstructions
- safe, separated cycle and microbility lanes
- bus priority lanes and other bus improvements
- placemaking interventions.

As a general principle, we do not support shared paths, although in some circumstances where the volume of pedestrians is comparatively low they may be appropriate, e.g. Te Ara Tupua.

Proposals

We submit that the Long Term Plan should include funding for the following activities:

- Education and enforcement to ensure that drivers comply with Safer Speeds (30km/h and below) zones.
- Roll out of further 30km/h speed zones, again with associated tactical urbanism, education and enforcement.
- Establishment of bus priority lanes, and other measures such as priority at traffic lights, throughout Wellington, including but not limited to those areas covered by Let's Get Wellington Moving
- Creation of better walking access (including signage) to bus stops and railway stations, to make it easy for pedestrians to use public transport and help solve the "last mile problem"
- At all intersections that have "No Exit" signage that applies only to vehicular traffic, install signage that shows that this does not apply to pedestrians, e.g. by indicating which street(s) or significant location(s) the pedestrian route leads to.
- Safety, visibility and weathertightness audits and improvements to all bus shelters – for example, checking whether they have invisible glass edges that are a hazard to the sight impaired, and whether the bus and RTI screen are visible when sitting in the shelter
- Create raised platform and zebra pedestrian crossings on busy crossings

- Safer speed limits outside all schools, in line with Waka Kotahi's requirements, and creation and support of more school walking initiatives such as walking school buses
- Auditing and reducing the risk to pedestrians at vehicle accessways/driveways across footpaths e.g. Adelaide Road and The Terrace in particular
 - Remove redundant accessways and bring footpaths up to standard
 - Make all accessways have stop/ give way to pedestrians signs on the property boundary (to meet NZ Road Rules).

About Living Streets Aotearoa

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 Living Streets Aotearoa 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 including 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.

For more information, please see: www.livingstreets.org.nz.