

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa - Wellington Greater Wellington Regional Council Long Term Plan

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We support many of the aims of this LTP but need to see greater actual support for these 'packages' that emphasis an integrated approach to programmes with transport integrating with sea travel and urban planning.

We do not support funding for any RoNS project. The Basin Reserve flyover Board of Inquiry has made its decision to turn down the application. The Ngauranga to Airport plan identified the Basin as needing improvements for public transport, walking, and cycling. The LTP should have plans to address the identified needs in this area. Not funding RoNS will free up funds for these other important projects and reduce the need for so much borrowing.

### **Package 1 Public transport infrastructure**

We support a greater emphasis on bus travel over the next 10 years as Wellington users mostly travel by bus and are the greatest number of people, in addition to support for rail. We support retention of the popular clean trolley bus system at least to the end of its working life – this is the financially prudent course we expect council to follow.

We support more bus shelter provision provided it is compliant with the NZ Pedestrian Planning and Design Guide and does not impede pedestrians – as many of the recent shelters do. There are many ways to design and place shelters to benefit both pedestrians and passengers, and this is another aspect of prudent financial management to spend our money well.

We support providing way-finding at all railway and bus stops – the current information provision is woefully inadequate. It is important for patronage increase to help people find where they want to go. E.g Let's have a sign at the bus stop and Wellington Railway Station to show people how to walk to the Greater Wellington offices! Signage should be readable from both sides. An example of good practise can be found at the Tawa railway station, including the

western approach to the railway station which shows where the station is on the regional transportation network and with the timetable information displayed prominently on large 'easy to follow' display boards. This however also needs to be accompanied by information as to prominent landmarks in the immediate vicinity of the Tawa station - eg the shopping centre, community centre, library, major public buildings and public parks etc so that a tourist from anywhere can know where to go after they have disembarked.

We support providing ample capacity on buses for wheelchair and baby pushchair users as a priority, and room for large items such as suitcases, before money is spent on cycle racks.

We support an increase in train services and retention of services to all stations over the entire week.

We support double tracking and smoothing lines to allow trains to go faster, e.g the Hutt line along the Hutt Road.

We do not support any more 'park and ride' car facilities and the existing ones need to be reconfigured to provide pedestrian priority to the stations.

We would like to see all public transport stops be wheelchair accessible:

- all railway station entrances (including the main Wellington Railway station entrance) should be fully accessible. The practice of disability access by the 'back or side door' needs to be changed to a fully inclusive human rights approach of a 100 percent accessible approach (through the front door).
- all ramped entrances and exits at railway stations - such as at Porirua station and a number of others - need to be reconfigured to meet the requirements of NZS 4121. Currently some ramped accesses can only be used by powered wheelchair users (and not human self-powered chairs)

### **Package 3 Getting more people on public transport**

We suggest that the vision for public transport should be about providing a great service to users that serves their needs rather than about reducing car congestion. The emphasis is wrong.

We support integrated ticketing that allows one fare to be paid per journey with 'free' transfers (not pay each leg of it) and makes boarding more efficient

We support more accessible travel options so everyone can access the services they need, and support the additional wheelchair hoists to be installed in taxi vans to meet demand for the Total Mobility Scheme. We suggest that more is required and the user component of the service be reduced to a quarter of the fare cost (rather than the current half of the fare cost) and that Greater Wellington Regional Council should meet the difference. There are many people who are disabled and who are housebound who would benefit from cheaper and better service.

We support more ambitious measures than these proposed and would like to see a target for PT use of 50% of all trips made by PT.

We would like to see all bus stops and railway station become smoke-free. We understand railway stations are already meant to be smoke-free but this is often not the case. A performance measure to require compliance for this is required in service contracts. We also suggest the following:

- the loudspeaker system to periodically remind listeners that smoking is forbidden on platforms
- security staff should be in evidence more frequently and should be targeting this behaviour
- the Greater Wellington Regional Council should submit a local Bill to Parliament (in the same way as any other local authority can) with the local Bill to have the power for appropriately authorised officers at Wellington Railway Station to be able to confiscate smoking materials where there is evidence of non compliance (a sort of variant for the "instant fine" regime for littering offences under the Litter Act). The very action of submitting such a local Bill to Parliament would of itself have an educative effect.

#### **Package 4 Getting out and about**

We support a programme being developed that promotes walking and this should focus on a great walk experience rather than alleviating car congestion. A prerequisite to this is to undertake some comprehensive surveying of pedestrians and those who think they don't walk to find out the opportunities and barriers to increasing walk mode share.

A minimum standard for all walk infrastructure and design should be mandatory and strongly advocated for by Greater Wellington, the NZ Pedestrian Planning and Design Guide, RTS 14 and NZS 4121.

This walk programme should be more ambitious with measureable targets for walking including some dedicated funding (currently GW spends less than \$1000 a year on walk promotion). Walk2work mode share in Wellington should increase to 30% over the LTP period and to at least 10% in every other district, with a 20% goal overall regionally. A 50% walk to school goal is needed region-wide.

We would like to be heard in support of our submission.

#### **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 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](http://www.livingstreets.org.nz)