

Living Streets Aotearoa



Submission from Living Streets Aotearoa - Wellington Porirua Long Term Plan 2015

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Submission

Living Streets Aotearoa would like to see Porirua in 2025 meeting the goal of our organisation – more people choosing to walk more often and enjoying public places. This is consistent with the four priority areas in the PCC long term plan, and we support them:

- Children and young people at the centre of our city decisions
- A healthy and protected harbour and catchment
- A great village and city experience
- A growing, prosperous and regionally-connected city

This would mean that Porirua 2025 would have fantastic walking routes in all areas, with public transport connecting the walkways. Children and adults of all ages and abilities would be out on the streets walking to and from their daily activities, socialising, keeping healthy and caring for their environment.

It would mean that there were well designed footpaths for pedestrians to stroll, walk or run along, and safe and easy places for pedestrians to cross over the streets and other vehicle-paths. There would be a variety of walking environments from urban macadam (Waitangirua) to ‘natural’ surfaces (Whitireia Park - Titahi Bay) that are well signposted.

Schools and child care centres would be at the hub of well-connected walkways with high volume pedestrian traffic along them (e.g. Mana, Bishop-Viard, Aotea colleges all child-pedestrian friendly places).

Town centres would be designed for pedestrians, connected to their outer areas by walkways and public transport, and would feature high-quality public spaces for recreation and socialising.

The wonderful coast would be easily accessible with clear signposting of key destinations along the way.

The transport system would be treated as an integrated whole to first serve the access needs of the people of Porirua – with public transport and walking infrastructure well integrated and ubiquitous. Active transport would be favoured over passive private modes, with a range of incentives to get people onto their feet. Pedestrian ease, rather than vehicle congestion would be a key indicator of transport success.

We would like to see the following in this plan before it is adopted:

Performance measures

These should answer how we (the residents) know if the projects meet their goals. The long-term plan has some useful measures that are easy to understand. These need to be supplemented with measures for walking that include:

- the funding for walk projects, and how success will be measured (e.g. reduction in number of injury crashes, footpath falls, and physical assaults in public spaces)
- the numbers of seats, shade/shelter, and toilets provided per km of the 330 kms of footpath (to promote walkability and being out in the community)
- the gradient-slope/crossfall standards of the NZ Pedestrian Planning and Design Guide met 95% and no complaints received (to avoid falls on footpaths, and ease of use for people with pushchairs or in wheelchairs)
- a standard crossing time minimum and cross-wait times of say Level of Service C (20 second wait)(to encourage safety for pedestrians and compliance with signals)
- percent of residents with access to public transport and local services (e.g. within 1km walk).

Goals/targets

What is the measureable goal or target for walking?

For walking we want to see

- an increase in walk2work mode share to 10% over the 10 years to 2025,
- 100% of short trips done on foot (under 2 kilometres) (support safer neighbourhoods)
- 100% of schools with a school travel plan that encourages walking
- A comprehensive survey of region-wide walk activity completed to identify opportunities and barriers to walking

Minimum footpath standards

That all projects meet the standards of the NZ Pedestrian Planning and Design Guide, NZS 4121 Design for access and mobility, and RTS 14 Guidelines for vision-impaired pedestrians, for all pedestrian facilities and infrastructure, i.e that is all roads. Pedestrians include all people on foot or in wheelchairs, whatever their age, physical, visual or hearing abilities.

Funding

Provide a small fund for 'quick fix' pedestrian projects (that meet NZ Pedestrian Planning and Design Guide). This can be used for example, to provide tactile markers at crossings, or kerb cut-downs for easy pushchair access.

Increase walkability

- support promotion of walk events to highlight the benefits of walking - especially Walk2Work Day, and a spring walk event to get people back on their feet after winter
- support development of 'walk maps' including from every railway station, and for the colleges
- we would like to see regular updating of the *Porirua walking and cycling tracks* brochure
- a Community Street Review process is undertaken around Porirua centre to identify improvements to the pedestrian infrastructure (and Living Streets Aotearoa is happy to help run this)
- to use the opportunity with Transmission Gully to provide improved walk connections all along the old SH1 and with the connector roads such as SH 58
- provide a footpath along the coast side from Titahi Bay to the town centre to enable better connection with the coast
- extend quality dedicated walk access around Pauatahanui Inlet to both north and south sides that meets NZ Pedestrian Planning and Design Guide standards. This regionally significant walk could be cost-shared with GW and NZTA

Public transport interface

- improve wayfinding information at all public transport stops with time-to-walk and destination information included
- provide toilets at railway stations
- railway stations to be fully accessible
- improve walk access from Kenepuru Station to the hospital

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