

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa - Wellington

### Wellington Long Term Plan 2015, Karori and Tawa plans, and Urban Growth Plan

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#### Submission

Living Streets Aotearoa would like to see Wellington in 2025 meeting the goal of our organisation – more people choosing to walk more often and enjoying public places. This is entirely consistent with the guiding principles for the Urban Growth Plan to:

- keep our city compact, walkable and supported by an efficient transport network
- maintain the features that support our high quality of life
- protect the city's natural setting and reduce the environmental impacts of development and transport
- make the city more resilient to natural hazards, such as earthquakes, and the effects of climate change.

This would mean that Wellington 2025 would have fantastic walking routes to all parts of the city, with well-connected 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 and walk or run along, and easy places for pedestrians to cross over the vehicle-paths. There would be a variety of walking environments from urban macadam (Golden Mile) to 'natural' surfaces (Mt Victoria town belt or Hataitai to town walk) 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. the Basin Reserve with its 3 large secondary schools and 2 primary schools would look like a child-pedestrian friendly place and not a car speedway).

Pedestrians and public transport would be the priority along the entire 'Golden Mile', which would encourage continued strong economic activity in the CBD.

Suburban centres would be designed for pedestrians, connected to their suburbs by walkways and public transport, and would feature high quality public spaces for recreation and socialising.

The wonderful waterfront would be easily accessible from the town side and walkable all the way down to the interisland ferry, with clear signposting of key destinations along the way (replacing the current notices for cheap vehicle parking). This would be the core of the Great Harbour Way, extending from Pencarrow to Red Rocks.

The transport system would be treated as an integrated whole to first serve the access needs of the people of Wellington – 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 (including pricing). Pedestrian ease rather than vehicle congestion would be a key indicator of transport success.

Innovative solutions including smart technology would ensure that households could meet all their needs without car ownership. Wellington would be known as the walking capital.

We would like to see the following provided for every project proposed in these plans before it is adopted:

### **1 Performance measures**

These should answer how we (the residents) know if the projects meet their goals. For walking this will include the funding for walk projects, and how success will be measured (e.g. crashes footpath falls, physical assaults, numbers of seats, shade/shelter, and toilets per km footpath, gradient-slope/crossfall standards met 95%, crossing time minimum and cross wait times, access to public transport and local services).

### **2 Goals/targets**

What is the measureable goal or target for each project.

For walking we want to see

- an increase in walk2work mode share by 10% to 30% over the 10 years to 2025,
- 100% of short trips done on foot (under 2kilometre).
- 100% of schools with a school travel plan.
- A comprehensive survey of walk activity completed every 5 years to identify opportunities and barriers to walking.

### **3 Minimum footpath standards**

That all projects meet the standards of the NZ Pedestrian Planning and Design Guide, NZS 4121 Design for access and mobility (access at the front of buildings not 'round the back' like at Wellington Railway Station), 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.

We have the following comments on the various plans

## **Urban Growth Plan projects – priority one**

### **- Urban regeneration – LTP project 3**

We support urban redevelopment that provides clear benefits for Wellingtonians. Pedestrian design principles should be at the forefront of these projects. We would like to see low cost trials and pilots done before expensive underground works are started. This would allow more projects to be done and any design issues to be identified before costly work is set in concrete.

1 Victoria Street precinct – we note the cost estimate for this has increased to \$14 million

2 Lombard Lane – we support this project and particularly the sensible plan to do the public funded work after the private redevelopment at modest cost (cf Victoria St). This approach by council working with a developer adds certainty to both parties that improvements will be made and is a good model for other projects.

3 North Lambton Quay – we support increased capacity and priority for pedestrians in this very congested area at reasonable cost. We will be particularly keen to see the minimum standards of the NZ Pedestrian Planning and Design Guide used here – a clear wide dedicated footpath is needed with pedestrian priority at crossings.

4 North Kumutoto site 10 – we have previously submitted on this proposal and would hope to see great pedestrian access on any project along the waterfront.

#### **5 Shelly Bay redevelopment**

We support careful development of this area providing better walk and public transport links are created. Shelly Bay should be considered as a potential camp ground for Wellington. We prefer a lower priority for this project to ensure that full consultation and consideration comes first.

#### **6 Te Aro regeneration – Kent Terrace to Taranaki St**

We support review of this area to improve planning requirements and to maintain its heritage and other walkability characteristics.

7 Adelaide Road – we would like to see consultation and design for this project brought forward as it is key to increase walkability on this route, and we would expect that this is a key consideration for the project yet it is not mentioned in this document. .

#### **8 Cambridge and Kent terraces**

This is a key walk route and we would expect to see walkability improvement mentioned as a priority in this brief. We would like to see pilot and trial of design undertaken before costly alterations are made (this can be done from a paint pot).

9 Laneways activation – we support making the laneways safer for pedestrians to use.

## **- Transport improvements**

We note there are no short term projects for walking nor any mention of walking in the 'Real Transport Choices' section. There needs to be, with walking projects and integration of transport necessary to achieve a compact walkable city.

### **Our walking network**

Walking is the primary and universal mode of transport, and the full implementation of a walking network would have many benefits, some of which are identified and are similar to the cycling network. One barrier to greater walk mode share is lack of awareness of where pedestrian links are and where they go to, not helped by inadequate signposting and waymarking. There are many walkways, paths and pedestrian routes that are not so marked, including those effectively hidden by leading off streets with "No exit" signage, a message relevant to vehicles, not always to people, and conceals useful routes.

1 Bus priority – we support bus priority measures and would like to see them accelerated. This is a key first step to public transport improvements

#### 2 Aro Street

We would like to see performance measures for this project that address the severance caused by Karo Drive and ongoing issues with this poorly designed new road. This should include Level of Service cross wait times at all intersections and adequate cross time. Living Streets should be involved in this project at the beginning.

#### 3 Cycle network

We support improved cycle facilities as part of an integrated transport plan for Wellington with good public consultation.

4 Petone to Grenada – we do not support this project

5 Inner-City RoNS – we do not support this project – it will adversely affect our compact and walkable city creating further severance.

## **Housing supply and choice – LTP 3 and 6**

#### 1 Special Housing Areas

We support new housing that meets good quality criteria in existing areas well connected to public transport. New housing should be encouraged close to public transport rather than at a distance away from public transport. Greenfields development must be the last priority.

#### 2 New medium-density areas

We support well planned quality medium density developments (Karori and Tawa – like J'ville and Kilbirnie) that meet the needs of existing and future residents.

#### 3 Northern Growth Area link roads

Will not be needed unless greenfields development is the only option left after the others are exhausted. This can be deferred.

Performance measures for new developments are required that

- meet minimum pedestrian design standards
- provide connectivity, permeability (walk only routes), walk access to local shops and services and public transport
- includes a range of housing that either meets Lifetime design criteria or full disability accessible design criteria as per NZS 4121.

## **Resilience**

1 Earthquake strengthening of heritage buildings – we support the efforts to maintain our heritage areas and provide an interesting walk environment with this project, including strengthening the Town Hall.

## **Priority 2 and 3**

We would like to see these projects as priority one as they are core business and essential to the success of many other projects

- infrastructure modelling
- supporting facility planning
- Venues review should be undertaken before any investment in new concert, convention or museum facilities starts
- Johnsonville, Kilbirnie, Tawa and Karori suburban centres should have a higher priority
- Network operating framework should proceed before any further changes to road allocations
- Pedestrian Accessibility Plan – we are not aware of this plan and look forward to assisting with its development – we expect that WCC will complete the actions of the Walking Policy (November 2008).
- P36 ‘continue rolling out safety improvements to make the city more pedestrian friendly’ . We are not sure what is included in this ‘roll out’.

## **Projects to improve walkability and achieve walk mode share increases not included in LTP or Urban Growth Plan**

### **Safer speeds**

- a 30 km/hour CBD zone is required which will provide improvements for all road users. This could include installation and monitoring of more red light detection cameras . It could also include pedestrian ‘countdown meters’ both to operate on a “time to cross” and a “time to wait” basis; further long ‘green cross’ phases at intersections (like on Cuba and Manners St); and other innovative crossing technologies (eg PUFFINS).
- Reduce speeds around all schools
- trial 30km/hour speed zones in whole suburban areas, e.g Mt Victoria

### **Increase walkability**

- the Great Harbour Way walk route needs to be developed - particularly around the bays and harbour require a safe and pleasant walk-only route that is accessible all ‘around the bays’

- we support promotion of walk events to highlight the benefits of walking - especially Walk2Work Day, a spring walk event, and for Wellington to make a conference bid for the Walk21 conference
- we support further development of the popular 'walk map' series extending the lunchtime walk range

### **Minimum standards**

- Implement the NZ Pedestrian Planning and Design Guide adopted by WCC in 2008
- Provide a city-wide Level of Service maximum pedestrian crossing wait times (e.g less than 20 second wait)
- Wayfinding - complete pedestrian exit signs on all roads (No Exits)
  - provide improved wayfinding at every major bus stop
  - improve wayfinding to/from airport to public bus and underpass
  - Correctly signpost 'shared paths' to meet the NZ Road Rules (Karo Drive, Buckle St - Taranaki St, Birdwood Road, Thorndon Quay, Cable St, etc, Oriental Parade - we would like to see this returned to footpath only)
- Ensure adequate funding to enforce NZ road transport legislation especially regarding vehicles on footpaths, and vehicles giving way at intersections.
- Ensure adequate funding to enforce the WCC Footpath Policy so that pedestrians have the benefit of verandahs for shade and shelter.

### **Specific locations**

- address pedestrian issues at Wellington Railway Station to provide pedestrian priority
- improve walk access to the Interislander ferry terminal
- address waterfront user conflicts – by creating a cycle lane along the Quays, and highlight the 10km/hour speed limit on the waterfront
- improve Johnsonville railway access for pedestrians
- develop a Kilbirnie to Evans Bay pedestrian route that addresses severance issues (ie across Cobham Drive).
- improve the main Kilbirnie bus stops so they are pleasant to wait at

### **Public transport interface**

- address bus shelter design and location issues and use of adshells on footpaths
- for a good pedestrian environment WCC should be advocating strongly to retain clean trolley buses
- improve wayfinding information at all public transport stops

### **Funding**

Provide a small fund for 'quick fix' pedestrian projects (that meet NZ Pedestrian Planning and Design Guide). Funds for walk projects can come from rejecting all RoNs projects, and, deferring other projects such as the Convention centre until the review of existing venues (priority 2) is complete.

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)