

Living Streets Aotearoa



Submission from Living Streets Aotearoa to Wellington City Council on Wellington City long term plan 2021-2031 early engagement

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Submission

Living Streets Aotearoa thanks the Council for this opportunity to engage early on the long term plan. This is a much better approach to achieving cost-effective outcomes than the usual reactive process.

There are a number of priority areas that should be included in the long term plan funding. Adequate provision for implementing Let's Get Wellington Moving should be.

However in the meantime improvements are desperately needed to improve infrastructure and services for pedestrians and walking. We support these cost effective measures:

- Increase funding for walk to school initiatives. A target is needed to increase the number of both primary and secondary school students walking to school, or walk and bus to school. Children deserve a healthy, active and safe childhood that will lead to lifelong healthy habits.
- Continue to improve data collected on pedestrians in Wellington, it is essential for good management. Data is needed on many aspects of pedestrian use including scooter use of footpaths and the impacts on pedestrians of footpath vehicle use.
- Maintain adequate funding for parking wardens so that infringements on footpaths are enforced. This is essential to ensure Council policy is implemented.
- Fully fund footpath maintenance so that any work undertaken on footpaths brings existing infrastructure up to the minimum standards (currently it just replaces like with like). Funding is available from NZTA for this work, and work should meet NZ Pedestrian Network Planning (previously the NZ Pedestrian Planning and Design

Guide and RTS 14). This will improve accessibility for all and should be considered the minimum acceptable.

- To support age-friendly city initiatives (both for young and old) we need longer time to cross roads at signalised crossings. This should be a cheap desktop adjustment that will improve both safety and amenity for all pedestrians. For longer term using 'smart technology' can tailor crossings to suit the pedestrians using them and improve flow for traffic
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- To improve safety and support connected pedestrian routes a programme to ensure all flights of steps have the treads with light-coloured edges and slightly raised rough surfaces to ensure that the edges are not slippery
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- Give priority to pedestrians at signal controlled intersections so that there is no need for a beg button. It should be assumed that pedestrians are always present in CBD areas. There will be other locations in suburban shopping areas such as the Karori shops where this could also apply at least during peak times.
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- Improve wayfinding and connectivity for both locals and visitors so that all "No exit" streets with footpaths or steps leading to nearby streets are marked with a pedestrian icon and name of the street walking route gives access to. These should be located at the entrance to the street and easily visible.

Specific projects that should be progressed now include:

- an accessible front door to the Wellington Railway Station (determined as needed by a Living Streets 2016 community street review of the area)
- complete the Karori shopping centre redevelopment with more pedestrian-friendly focus
- provide a proper pedestrian crossing over Cobham Drive near the sports centre
- fix the Johnsonville library pedestrian crossing so it is on the desire line
- improve Lambton Quay wayfinding (to the Terrace, to key destinations etc)
- I would also like to see a complete set of crossings for pedestrians at the Hill Street and Molesworth Street intersection. Currently there is only a crossing on three sides. I have seen a few near misses at that intersection.

Safer speeds

Living Streets commends WCC for introducing the 30km/h inner city speed limit. This is the first important step to creating a better, safer inner city. To ensure this speed is followed and bedded in please fund further work to promote, educate and design speed calming measures in the inner city. It would be a shame if the regulation were not followed up with further work.

Work should commence on further areas for safer speeds, such as a suburb trial in Mt Victoria of 30km/h speed limit. Reducing crashes and the impact of crashes is a cost effective method to manage travel.

Supporting public transport use and the walk to work

Wellington has great train and bus services. Promoting use of these services reduces congestion on roads and is the safest way to travel. A target rate for public transport use (target 18%) and to increase the number who walk to work (target 25%) would be useful particularly as a post Covid-19 lockdown.

Support public transport journeys (because they extend walking trips)

- with more bus only lanes that prioritise walking and public transport, (e.g a peak lane on Taranaki St and one past the hospital on Riddiford St, the roads are wide enough to accommodate in these two areas now)
- Courtenay Place bus stop 5000 - remove free-standing electronic advertising hoarding so that people seated in the adjacent shelter can read the RTI screen
- Upland Rd Adshel structure by St Michael's Church - remove the electronic advertising hoarding so that people seated in the shelter can read the RTI screen

Most of these projects are likely to be low cost and are potentially transformative, with scope for carbon reduction and environmental improvements. We would be enthusiastic to work with Council on initiatives such as these.

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