

Living Streets Aotearoa



Submission from Living Streets Aotearoa Water Sensitive Urban Design

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Date: **25 October 2013**

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.

Wellington is the local walking action group based in this area which is working to make city and suburban centres in the region more walking-friendly.

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

Submission

We fully support the concept of Water Sensitive Urban Design and look forward to greater use of these designs in public space to enhance the 'streetscape'. We believe that WSUD is a key part of creating great public spaces.

We would like to ensure that good footpath design is incorporated into design of WSUD and would like to see reference to the NZ Pedestrian Planning and Design Guide included. Community involvement in design of public space should also be included to ensure great walkability.

Potential walkability issues can easily be remedied in the design phase, for example:

- If permeable less even paving is used for footpaths then special consideration of visually and mobility impaired pedestrians should be a priority.
- Rain gardens and tree pits should avoid trip or hole hazards when they are flush with the footpath (poor examples see Lower Cuba St/Centreport)
- Positioning of plantings along or on footpaths should not obstruct the through path and be predictable (i.e. consistently placed) so that mobility and visually impaired pedestrians can easily negotiate them, as well as providing a useful path.

Permeable paving is an excellent method to manage vehicle speed and should be included as a treatment in this guide – vehicles generally have no problem negotiating these types of uneven surfaces.

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