

Living Streets Aotearoa



Submission from Living Streets Aotearoa to Greater Wellington on Long term plan 2018

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Submission

Living Streets Aotearoa welcomes this opportunity to submit on the Greater Wellington long term plan.

Public Transport

Wellington needs a public transport system that:

1. Is fully integrated, with an efficient network design.
2. Is connected to a high quality walking network, so public transport can be easily and safely accessed on foot
3. Allows the easy carriage of buggies/pushchairs, wheelchairs, and bicycles
4. Has high penetration, so most people can walk to public transport.
5. Provides services that will allow the average household to be car free. That is essential, given that 30% of New Zealanders do not have a drivers licence, car ownership is a high cost for low income households, and the rising proportion of GHG from transport.
6. Is affordable, so that fares are cheaper than using a car including for families. That is essential for transport equity and TDM reasons.
7. Is very reliable. Reliability (including services operating, people being able to get onto services rather than excluded because of crowding, and transit times being predictable) is critical to users. That requires either dedicated routes or priority for buses, as well as good operational standards.
8. Is comfortable, including the quality of the vehicles, stops, and walking routes to stops.
9. Has good management of service disruptions, notably bus replacement of trains.
10. Is legible, including accurate RTI systems, good signage at stops, a more logical numbering system for services.

Priority changes that are needed over the next period are:

1. Successful transition to the new contracts. We are concerned that the transition may create significant disruption for passengers, particularly if it generates industrial action by drivers.
2. Good outcomes from LGWM, particularly to create a dedicated spine with no traffic impacts on bus transit, and to create the long term programme for creation of high capacity mass transit (in our view light rail is the preferable option).
3. Introduction of new electric buses that minimise vibration/noise/emission impacts in the golden mile.
4. Agreement on changes to the heavy rail system that should either be actively planned for now (and funding then sought), or that should be done if there are other changes occurring (e.g. easing curves where rail is being altered by road development). The highest priority for major changes are double tracking Paekakariki/Muri, double tracking Trentham/Upper Hutt, electrification to Otaki, and loops on the Wairarapa line to allow more efficient use of existing service capacity. Unless there are clear plans for major changes, funding will never be gained.
5. Work to ensure that as much freight as possible is on rail, and that the port and rail system are highly resilient. That may include further development of log transfer sites and inland ports.
6. Re-opening of Muri station, at least for evening short trains. Most of the platform is safe, and there is no reason to force users to do a long and unsafe walk from Pukerua Bay at night.
7. Work to gain government approval for congestion charging or similar TDM measures, to counteract the likely effect of TGM.

Resilience

Resilience requires, in addition to well-functioning public transport, well connected walking infrastructure that meets a minimum standard and is accessible to all. This will provide consistent and predictable facilities for pedestrians of all abilities. Living Streets sees Greater Wellington having a leading role in ensuring that pedestrian facilities across the region meet the basic minimum standards set out in the New Zealand Pedestrian Planning and Design Guide, RTS 14 for vision impaired pedestrians and NZS 4121:2001 for accessible buildings.

This will enable resilience during climate and physical events and to accommodate the changing New Zealand demographic (with more older people).

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