



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

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### Submission

Living Streets Aotearoa welcomes this opportunity to make a further submission on the Greater Wellington long term plan. We would like this submission to be read in conjunction with our earlier [one sent in January](#) 2018.

Good pedestrian infrastructure, slower speeds, encouraged by good urban design, make towns and cities safer and more attractive and encourage visitors and residents alike to linger, enjoy and spend. Walking is people's favourite leisure activity so better connected suburbs and parks, footpaths and reserves will be popular with residents.

Living Streets have successfully lobbied Government for a Funding Assistance Rate for footpath maintenance, this will be included in the local roads maintenance class in the new GPS on Transport. There is also available an increase in funding for the Walk and cycle activity class for new initiatives to support more walkable places. Appropriate standards and design guides are available with the NZ Pedestrian Planning and Design Guide, RTS 14 for vision impaired pedestrians, and NZS 4212:2001 for accessible buildings.

Living Streets sees GW having a key role in ensuring that the opportunities the new funding in the GPS on Transport presents is well-used in Greater Wellington using the best standards available. This long term plan and the Regional Land Transport Plan must reflect the new opportunities available.

Good data is the basis for good decisions. There is now an international standard for measuring walking that can assist in identifying and monitoring progress on walking initiatives <http://www.measuring-walking.org/>.

## **Walk to school**

Living Streets is concerned by the nationwide drop in the numbers of children walking to school. From 1989/90 to 2010-14 the numbers of 5 to 12 year-olds walking to school plummeted from 42% to 29% (MoT data). This is something we can take action on and a more ambitious target in the long term plan to improve the walk to school mode share is important. Currently this is across the board a 4% target for active travel to school. This is far too modest and should be refined by district to have a specific 'walk to school' target for each district.

A school travel programme for every school in Greater Wellington would be a step in the right direction to get students more active. This should be a priority for GW and targets set to meet this goal. Currently no target is provided. Improvements in physical and mental health and alertness of students and congestion would all improve with more walking to school.

We would like to see GW focus equally on walk to school as on cycle or scooter to school by supporting the same number of walk-shops for every bike or scooter skills trainings at a school.

The GW long term plan states it wants to grow numbers walking. This needs a clear target to be able to monitor the effectiveness of programmes for this.

## **Safer speeds**

Living Streets support the review of speeds in the Wellington Region and would like to see a reduction in speeds outside schools and shopping areas to 30 km hour. We also support the reduction in speeds on all roads to an appropriate safe design speed. Speed is a key factor in reducing road crashes, and the impact of those crashes reduces with lower speeds. GW has a leading role in ensuring this work is undertaken within a reasonable timeframe.

## **More accessible streets**

Living Streets sees the new GPS on Transport funding as an opportunity for Greater Wellington to improve accessibility on footpaths. For instance GW should ensure all bus stops have Kasell kerbs to allow easy and close bus access. Together with driver training this will improve access for many bus users including buggies and wheelchair users. We applaud the work occurring in Miramar.

Work on better bus stop design that provides seating and shelter in appropriate locations without interfering with through pedestrian movement would be a useful development and should attract funding from the new Walk and cycle activity class. This could be a model for all NZ.

Part of making streets more accessible is good wayfinding through signposting and provision of maps at appropriate high use areas. For example, improved signposting at all railway stations would be useful. More information on timetables, connections and walking times with a map would be a useful minimum.

There is no target for the walk to work in the long term plan. We recommend there is one that incrementally increases mode share over the life of this plan.

## **Supporting public transport use and the walk to work**

Promoting use of public transport services reduces congestion on roads and is the safest way to travel. A target rate for public transport use across the region and by city or district should be developed and included in the long term plan. Targets specifically for the journey to work as well as other journeys on public transport would aid with designing effective programmes.

Living Streets would like to see audits around all train stations and main bus stops to see what improvements can be made e.g. more shelters and seating, wayfinding signs and maps for visitors, timetable information, and minimum footpath standards to access the stops. Funding should be available for this work from the new GPS on Transport. In order to get the most cost-effective benefit, we suggest that stations are prioritised for audits based on the traveller numbers.

[Community Street Reviews](#) are a useful cost effective tool to identify pedestrian improvements (such as those mentioned above) undertaken by users.

Many of the region's train stations are draughty and uninviting, despite some improvements over the last decade. Toilets and a waiting room etc. are good for travellers too. For example, Carterton railway station has a nice warm place to wait in the dark mornings.

A map of where local walking routes and facilities are is essential at every station, especially if there are walking shortcuts. Porirua station is much improved with its underground mural but there is no apparent signage for Awa Tawa, the pathway south to Tawa. There is no signage at Petone station to the popular Jackson St precinct for visitors from the capital and the pedestrian crossing through the bus turning area is unpleasant.

We suggest GW works with local Councils to improve the immediate surroundings and access to local destinations. For example, Masterton District council is planning to improve access from the railway station to the Town Centre. Using the Community Street Review approach means these improvements can be designed in conjunction with residents.

An opportunity to help with the housing shortage as well as provide surveillance is to partner with developers to build medium density attractive apartments at many stations. Existing car park can be put to better use. Ngauranga, Waterloo, Carterton, Johnsonville, and Porirua are all examples where improvements would more than pay for themselves if this approach was taken.

We support the development of the Great Harbour Way and would like to see GW champion this more strongly, especially between Petone and Wellington. Build it wide enough to separate people on foot from people on bikes and ensure there are spots to shelter and rest. Toilets and access at Ngauranga railway station (in advance of any attractive waterside apartments) would be a good start.

## **Rates**

We support the review of the revenue and financing policy to make rates allocations more transparent.

## **Climate change**

Living Streets would like to see GW adopt a target reduction in GHG from transport. There should be a separate target for emissions from public transport services, a core function of GW.

We support the work to reduce the GHG emissions from GW's own work, and a baseline needs to be included for meaningful measurement of this work.

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)