

# Living Streets Aotearoa



[www.livingstreets.org.nz](http://www.livingstreets.org.nz)

## Submission to Greater Wellington Regional Council on the Draft Wellington Regional Public Transport Plan 2021 – 2031

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### Submission

Thank you for the opportunity to submit on this 10 year public transport plan.

Living Streets supports the strategic priorities to provide for mode shift, decarbonise the fleet and improve customer experience. Indeed all of the objectives and policies are to be lauded. We appreciate the steps that have been taken to remedy the recent challenges with changes in bus services, particularly in Wellington. However with an ambitious target of a 40% increase in public transport, walking and cycling mode share by 2030 we believe more nuanced policy and detailed information is required to achieve this.

It is not clear which parts or areas in the region and network need to increase mode share by 40%, is this evenly spread across the region and across modes? Clarification of this would assist targeting actions to achieve that goal.

Living Streets recommend that walking is given more prominence in the plan, it needs to be central to access to bus stops in particular and to railway stations. The RPTP uses a hierarchy with pedestrian priority yet the actions taken don't support that. Currently we have park and ride for car users that is free, at some very large car parks and often with poor pedestrian routes through the parks. These car parks are prioritised and occupy the most valuable TOD land next to stations; instead encourage walking to the station or bus connectors. There has been provision of bike and ride despite a lack of capacity on many train services. There does not seem to be any data on how passengers arrive at or depart from bus stops or train stations. Overseas data suggests that walking is significantly more important for public transport use than other modes. We strongly urge that this data is collected as a priority to help target appropriate actions for mode shift.

We recommend that walking access to bus stops and railway stations receives much more attention and priority in this plan.

We also note that no gender analysis of passengers has been included, and yet many overseas PT services are used more by women, and this is an important consideration in the design of the network and service.

It is not clear how the layered approach with core, local and targeted services provide for week round service. Is there analysis between peak and off peak use, or week day and weekend use. Our observations suggest that weekend travel should be a target, to school sports and other recreational activity. More early morning and later in the evening services are also required. Access to regional parks with a bus service at the weekend should be included so that all Wellingtonians can access the often out-of-the way regional parks.

Good customer service and accessibility is important to a good service. We note that frequently buses still don't pull into the kerb sufficiently to allow easy access, and that more training for drivers is required on general interaction with pedestrian – potential passengers. Some drivers are truly excellent and should be used to role model.

We also strongly recommend that all new vehicles have automated disability ramps so that drivers do not need to manually operate the ramp. This is awkward for all.

### **About Living Streets Aotearoa**

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).