

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa to Hutt City Council on Hutt City long term plan 2018

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### Submission

Living Streets Aotearoa thanks the Council for this opportunity to submit on the long term plan. We would like to make these proposals additional to the letter sent from Living Streets on 25 March 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 Government Policy Statement on Transport. This should relieve pressure on Council budgets and allow increased spending on pedestrian infrastructure with a matched contribution. There is also available a Walk and Cycle Activity Class for new initiatives to support more walkable places. Appropriate standards and design guides to ensure this infrastructure is accessible are available with the NZ Pedestrian Planning and Design Guide, RTS 14 for vision impaired pedestrians, and NZS 4212:2001 for accessible buildings.

Good data is the basis for good decisions and target setting. 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 target to increase the

walk to school mode share in the long term plan to increase the walk to school mode share is important.

A school travel programme for every school in the Hutt would be a step in the right direction to get students more active. Improvements in physical and mental health and alertness of students and congestion would all improve with more walking to school.

### **Safer speeds**

Living Streets support the review of speeds in the Hutt and would like to see a reduction in speeds especially outside schools to 30 km hour. We also support the reduction in speeds on all roads to an appropriate safe design speed. We support implementation of the Speed Management Guide. Speed is a key factor in reducing road crashes, and the impact of those crashes reduces with lower speeds.

In conjunction with other agencies, we support better information being made available on the consequences of speed on crash impact and risk.

### **More accessible streets**

Living Streets sees the new GPS on Transport as an opportunity for the Hutt to improve accessibility on footpaths. For instance ensuring all intersections have drop-down kerbs from the footpath to allow easy access for buggies and wheelchair users, and all drop-down kerbs have tactile markings for vision impaired people.

Accelerating footpath maintenance work should be considered in light of this new GPS on Transport funding. This will allow for improvements that will particularly benefit the health and safety of the ageing population.

More public seating should be provided in all towns to enable those with mobility issues to walk around being part of the community with appropriate rest stops.

We support an increase in street tree planting. More street trees will help alleviate climate change impacts by helping with stormwater management, and improves walkability by providing needed shade.

We support funding projects to green the rail corridor with more plantings. This should improve liveability and reducing the impact of rubbish dumping.

Part of making streets more accessible is good wayfinding through signposting and provision of maps at appropriate high use areas. More information on walking times and a map at the railway stations would be helpful.

Living Streets support Hutt City continuing to include funding for improving footpath accessibility at a similar rate to previous years, \$50,000 per annum (\$500,000 over 10 years). The proposed new funding through the GPS on Transport will be able to supplement this funding.

The Walk and Cycle the Hutt Policy is due for review in 2019. The new approach in the Government Policy Statement on Transport and ability to boost funding needs to be considered in this Policy and reflected in the Long Term Plan.

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

The Hutt has good train and bus services which will shortly commence on the new Public Transport Operating Model (PTOM) framework. Promoting use of these services reduces congestion on roads and is the safest way to travel. A target rate for public transport use (target 5%) and to increase the number who walk to work (target 10%) would be useful.

The new PTOM is a good opportunity to promote the increased use of public transport. We support Hutt City in conjunction with other agencies, to achieve these targets using innovative means to attract higher patronage on services, such as free trials, free week-ends, and family passes to special events.

Living Streets would like to see audits around train stations and main bus stops to further promote pedestrian access and greater public transport use. Audits use community members to assess 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.

Petone Railway Station in particular has a poor pedestrian connection with Jackson Street and the Petone foreshore. An audit here would be a good first step to identify improvements.

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

We support the investment in housing, including social housing and encourage Hutt City to develop greater density on the valuable land around stations.

### **Living Streets supports separated walk and cycle paths**

Living Streets supports dedicated pedestrian-only footpaths, and cycle lanes, as this is best practise design and allows for future proofing to cater for increases in walk and cycle modes. We do not usually support the 'shared path' approach as these provide a poor level of service for pedestrians and can be a barrier to many, particularly older people. [Crashes with serious injuries](#) do occur on shared paths. The incidence of pedestrian-cyclist crashes will increase with these paths.

We do support Hutt City investment in the Great Harbour Way and would like to see continuing pressure on partner agencies to proceed with "fixing the gap" between Petone and Ngauranga. The 800 metre walk along the shoulder of SH2 from Petone is an unpleasant experience on an otherwise wonderful flat coastal walk. The new path would preferably provide separate walk and cycle paths to meet best practise standards, and provide some green screening from motor-vehicles and for shade.

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)