

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Living Streets Aotearoa to Hutt City Council on the Integrated Transport Strategy

Contact person: **Ellen Blake / Paul Gruschow**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **14 April 2022**

Submission

Living Streets Aotearoa supports the vision and road map, supporting a people-centred, and cohesive future-focused decision-making, that improves everyone's experience and options. Transport is about movement but is more than that with the network significantly impacting whether public space creates a liveable place.

The issues identified at the front of the Strategy are increasing congestion, a disconnected network, and poor transport infrastructure. Vehicle congestion points to the lack of viable options for people to get around in a more socially cohesive way using sustainable transport. We agree the walking network is becoming increasingly disconnected across fast flowing busy and wide roads. Footpath and pedestrian crossing infrastructure could certainly use a leg up to meet current best practice standards.

It is therefore important to have a plan for the walking network and to prioritise that in this integrated strategy. Where is the analysis of the existing walking network? A focus on walking which is at the top of the sustainable transport hierarchy is essential for an equitable future focused strategy, providing for all people. Walking improvements must be seen as worthwhile in its own right and disaggregated from cycling and other micro-vehicle activity. The key question to ask is what barriers are in the way of people walking now and how to overcome that to meet mode shift targets.

The public transport network page map is hard to understand, is that saying there is no train service for Tirohanga - Belmont people (Melling rail line) but there is for Kelson?

Guiding principles - The principle that says new development should prioritise sustainable modes ahead of increase to road capacity is supported and needs to be implemented in the rest of the ITS.

The focus areas need to be tightened up with targets etc.

The principle to 'balance' car use with other travel options should be removed. Car use has been prioritised for many years and now more sustainable climate friendly options need to be prioritised.

It would be good to see disaggregated targets for walking, cycling and public transport use so they can be planned for appropriately. Information [at this tool](#) shows graphically some of the things that need to be fixed.

The limited data shows 23% of kids walking to school, this is an opportunity to improve. The 53% of people working and living in Lower Hutt should be targeted to find out how they might be enticed to walk to work or other daily activities. The graphic on access to the railway stations between 1996 and 2017 would make a great target if the trend was flipped with an improvement in the next 5 years (the only change noted is more cars since 1996, so more information on what is needed to make walking better).

The big projects mentioned mostly benefit car use (Transmission Gully, Melling, cross valley, Petone to Grenada) which should be avoided on climate change grounds alone, or bike focus ones (eastern harbour and Petone to Ngauranga). The three big projects noted will provide minimal improvements for people living and walking around Lower Hutt. Traffic calming and school routes need to be a focus. How will 15 minute healthy street neighbourhoods be supported?

The unfortunate focus on new vehicle technologies such as scooters is directly incompatible with supporting children, older and disabled people to get around on foot. Is the intention to provide safe vehicle-free footpaths, with scooter use and parking on the road? Priority for sustainable modes of walking, cycling and public transport need to be explicitly the focus.

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". Living Streets Aotearoa Wellington is the local branch.

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