

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Wellington Living Streets on Kapiti Coast District Council Long Term Plan

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Thank you for the opportunity to comment on the Kapiti Coast Long Term Plan.

Living Streets Aotearoa respectfully request that the Kāpiti Coast District Council delete the Paraparaumu link road proposal from its 2021-41 long-term plan in its entirety and reallocate the \$24.9 million in funding for this project to the two other, currently underfunded, expenditure areas *outlined* below.

Paraparaumu Link Road Proposal

The proposed Paraparaumu link road is a counterproductive proposal that would serve only to increase motor vehicle traffic to, from, in and around Paraparaumu town centre and reinforce the car as the mode of transport of choice in Paraparaumu and throughout the district. This is directly contrary to national, regional and local policy and would have major adverse implications for traffic congestion, emissions of greenhouse gases, air pollution, noise pollution and public health. Building arterial roads increases rather than reduces traffic congestion through incentivizing the high carbon emitting, inactive transport choices. The link road proposal should be discontinued in its entirety and the access choices to the west of Paraparaumu town centre should be made at the appropriate time, when the town centre expands, and the streets planned (as local access streets rather than as arterial roads) as an integral part of that town centre expansion. This could be fully paid for by the relevant developers, rather than prematurely by the council.

Funding Reallocation

1. Footways and Footpaths

A very substantial increase in the funding for the creation and renewal of footways and footpaths across the district from the \$4.6 million proposed. Urban streets and roads across the district should usually have footpaths on both sides of the street or road, and footpaths

should be of generous widths, level, smooth, well drained, well lit and free from clutter and from unnecessary, unused and excessive vehicle crossings, so that they meet the NZ Pedestrian Planning and Design Guide. We do not support shared paths as suitable infrastructure for pedestrians in urban areas.

2. Transformation of the Revoked State Highway 1

A very substantial increase in the scope and quality of the Category 3 works and the Category 2 works that the council needs to undertake to play its part in transforming the revoked state highway 1 through the district from the \$6.0 million proposed. Transforming the revoked former state highway 1 through the district into a local road that provides proper and continuous facilities for pedestrians separate from cyclists and decent amenities for those using the district's retail and community facilities along the road, and particularly in Paraparaumu and Waikanae town centres, is critical to the sustainable economic and social growth of the district's communities, and it should not be compromised by a lack of investment. It should be done well and done once. A state highway cannot become a local road without transformative change and this needs to take place both when Waka Kotahi is still directly involved in the revocation process and when traffic volumes on the road are reduced by the provision of the expressway. Without transformation of the road it will very swiftly return to its traffic-dominated state. Transforming the revoked state highway 1 into a local road will be of vastly greater benefit to the district than any new link road

3. Increase in programmes to support active school travel

To meet climate action mode shift targets and improve health and liveability in the district, we support funding of a programme of activities to increase the numbers of children walking to school.

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