

Living Streets Aotearoa



Submission from Living Streets Aotearoa to Kapiti Coast District Council on Kapiti Coast 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 GPS 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 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 in the long term plan to improve the walk to school mode share is important.

A school travel programme for every school in Kapiti Coast 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 Kapiti and would like to see a reduction in speeds outside schools 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.

More accessible streets

Living Streets sees the new GPS on Transport as an opportunity for Kapiti Coast 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 that will be available for footpath maintenance and walking programmes. 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.

Part of making streets more accessible is good wayfinding through signposting and provision of maps at appropriate high use areas. For example, improved signposting for the Te Araroa national walking track through Waikanae would be useful. More information on walking times and a map at the railway stations would be helpful.

- Drop down kerbs
- Tactile markings
- Accelerate footpath maintenance
- Public seating
- Wayfinding

Waikanae and Paraparaumu town centre upgrades

Living Streets supports the upgrade of Paraparaumu and Waikanae town centres to make them more liveable, pedestrian-oriented places as part of the revocation from state highway through-route roads. Narrowing and slowing traffic by improving design is an important part of this transformation.

Supporting public transport use and the walk to work

Kapiti Coast has good train and bus services. Promoting use of these services reduces congestion on roads and is the safest way to travel. A target rate for public transport use (target 10%) and to increase the number who walk to work (target 5%) would be useful.

Living Streets would like to see audits around 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.

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

Living Streets supports separated walk and cycle paths

Living Streets does not support the 'shared path' programme as these provide a poor level of service for pedestrians and can be a barrier to many, particularly older people. Dedicated pedestrian-only footpaths and cycle lanes should be the norm as this is best practise design. [Crashes with serious injuries](#) do occur on shared paths. The incidence of pedestrian-cyclist crashes will increase with this approach.

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