

# Living Streets Aotearoa



## Submission from Living Streets Aotearoa to Greater Wellington Regional Council, Hutt City Council and Waka Kotahi, and Kiwirail on RiverLink resource consent applications September 2021

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### General

Living Streets Aotearoa supports the Riverlink applications in so far as the following conditions are met:

- Neutral or negative carbon emissions, both during construction and as an outcome of the project
- The walk, public transport and bike mode share is increased
- Better walk and public transport connections between the western hills and Hutt city centre are created
- Environmental impacts are minimised and mitigated
- Urban placemaking is improved including improved access for all to the river front

We would like decisions to reflect:

- Best practise walking infrastructure is created which is separated from cycling infrastructure. The use of New Zealand best practise guidelines, namely the NZ Pedestrian Planning and Design Guide 2008 (or later), RTS 14 Guidelines for Blind and Vision-impaired pedestrians, and NZS 4121:2001 (or later) Design for Access and Mobility – Buildings and Associated Facilities.
- Best practise accessibility requirements are met or exceeded so that any ramps are easily used by manual wheelchairs, and lighting and wayfinding is excellent both in the day and at night for all users including the visually impaired.
- The pedestrian, road and cycle bridge replacing the existing Melling bridge meets the same accessibility requirements as the new pedestrian and cycle bridge.
- Access to the new pedestrian bridge from the railway station is across a wide road. This design already looks like it needs traffic calming so that pedestrians have

priority on this critical time-sensitive access route to the station. A raised pedestrian platform zebra crossing would be a minimum design solution at this point.

- Any entrances or exits from a railway station car park are well away from the pedestrian access and bridge.
- Better connections are made with the western hills from the railway station. Intersections at Tirohanga and Harbour View Roads are designed to improve pedestrian access with no slip lanes or other unsafe designs.
- Access to the riverfront is improved and shared paths are not used in what should become a popular public place.
- Green spaces are maintained or increased.
- This is an opportunity to showcase and use only native plants in the green spaces to support improved biodiversity.
- The plaza area design looks heavily concreted and will need more green space or at least shading to make it pleasant to be in.
- Climate change impacts (material used as well as expected reductions in motor-vehicle use) targets should be included, keeping traffic moving is not one of these.
- Improved safety is a minimum requirement not an aspiration. Safe speed limits are needed and should be included, we would expect a maximum speed less than 30km/h on the access road around the new railway station. Designs suggest sweeping high speed curves will continue to be used and better designed tight corners with right angles will be safer. Priority around the railway station must be clearly for pedestrians.
- Designs are future-proofed both by the use of best practise outlined above and so that the improved urban design can be expanded as resources allow in the future for further improvements to the Hutt city facing towards the river.

We would like to be heard in support of this 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](http://www.livingstreets.org.nz)