



Submission from Living Streets Aotearoa to Porirua City Council on Porirua Traffic Bylaw 2021

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **8 November 2021**

To sui.moe@porirucity.govt.nz

General comments

Living Streets supports Porirua City Council's initiative to update the Traffic Bylaw 2021.

Living Streets supports the Porirua City Council rationale for charging for parking, as all vehicle parking is a cost to the community both in terms of public road space allocation and management. We also support parking charges at the Railway Station but understand this is outside the Porirua City Council ambit. Research supports increases in retail sales the more people walk around a shopping area for instance by leaving their car at home or parked further away. These customers will pass and visit many more shops the more they walk and as a bonus add to the vibrancy of a street or place.

Living Streets supports making Titahi Bay a safe beach for all users with the removal of most car access and parking. We support implementing a speed restriction for any remaining vehicles on the beach to 10km/h.

Access to Titahi Bay beach can be improved for disabled people with the use of beach mats and beach wheelchairs, these could be removed over winter, and with nearby disability parks. These allow people to be able to roll into the water across the sand¹.

Living Streets does not expect the 'Accessible Streets' Road Rule proposals to include any change that increases vehicle numbers on footpaths. This is following recent initiatives by the Government to improve access for disabled people with the creation of a new Ministry for Disability. Universal design principles require safe design for all pedestrians, including children and those who are aged or disabled. This means provision and retention of separated dedicated footpaths for all pedestrians, and as appropriate separated places for small micromobility vehicles like bikes and scooters.

¹ <https://firstport.co.nz/news-and-articles/articles/accessibility/guide-to-accessible-beaches-in-new-zealand/>
<https://www.stuff.co.nz/travel/experiences/beaches/300407683/the-best-accessible-beaches-in-new-zealand>

Porirua City Council's Road Safety Strategy has previously committed to take actions to support health, wellbeing, and liveable places, and that Council makes safety a critical decision-making priority is commendable.

Mode shift suggestions

This Traffic Bylaw will support a mode shift to the healthy, most carbon neutral way of getting around, on foot, as long as it does provide for safe, accessible, dedicated pedestrian footpaths free of moving and stationary vehicles. This is the most basic and fundamental requirement for all pedestrians to move about their communities.

Specific comments

Definitions

Escooter – this definition is unnecessarily restrictive as the current iteration of escooter is clearly not like a push scooter. Escooters weigh in excess of 18 kgs, have brakes, lights and are powered and potential speeds over 30km/h. Use of the term micromobility may be a useful addition.

Footpath – please reference and use the definition in the Local Government Act 1974 or Land Transport (Road User) Rule 2004 (as for road, cycle path etc). There is no definition for footway; there is a definition of accessway in the Local Government Act 1974. This will ensure that the most current definition is applied.

Public place – it is good to see a definition of and recognition for public place.

Shared path – please use the Road User Rule definition – include that a shared path is designated as such by a resolution of Council. That is, a process is used to create a shared path or stop a footpath and rename it shared.

Transport station – this is an unusual use and would be better explained as a public transport stop.

Specific parts

Part 2 Functions of the Council

6 Resolutions

We would expect these to cover creation of shared paths.

Part 3 Parking

9.1 (a) Support this ability to manage parking of escooters and this should include all micromobility devices. This will allow for only docked (in dedicated parking spaces) micromobility.

9.3 and 9.4 recommend removing this exemption for loading to allow parking on footpaths. This is completely contrary to the earlier section and to the NZ Road Rules and negates the purpose of a footpath.

There is no need for 9.4 if parking is not permitted on footpaths.

If section 9.3 and 9.4 are kept then Parts 12 and 14 will need to apply also to footpaths. The requirements for 'method of parking' has higher standards than that currently required on footpaths!

It is essential for the desired mode shift from private vehicles to more carbon and people friendly modes like walking to maintain proper dedicated and protected footpaths.

12.4 Support this section as it is key to avoid motorbikes parking on footpaths.

Part 4 Traffic

17.3 Remove this section as a vehicle should not stop on a footpath and this implies that they can.

17.4 Remove this – there should be no parking on footpaths particularly for loading or unloading. Loading can take as long as ‘a piece of string’, with household removal often done over several days (see attached photo).

17.5 Remove this as an explanation is not needed. Bikes etc are not permitted on footpaths except in the one circumstance described for delivering mail on a push cycle.

18 We support the creation of shared paths and cycle paths by resolution of Council. Shared paths are not generally best practice in urban areas and should only be created for specific more rural places and low use situations. They inevitably lead to conflict between usersⁱ (ref NZPPDG). Shared paths are not accessible for all pedestrians as many people will simply not use them unless there is no other choice.

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

ⁱ New Zealand Planning and Design Guide 2007 section 6.4.4 Shared-use paths