



## Submission to Greater Wellington Regional Council on the Draft Wellington Regional Land Transport Programme Update 2018

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### Submission

Thank you for the opportunity to submit on the review of the Regional Land Transport Plan. If there is an opportunity, we would like to be heard in support of this submission.

We fully support the Regional Transport Committee's emphasis on:

- an increasingly resilient transport network;
- a high-quality, reliable public transport network;
- an attractive and safe walking and cycling network.

This fits well with our particular focus on walking, and on public transport.

We would note that putting walking and cycling in the same basket may be administratively convenient but glosses over the substantial differences between the two in terms of, for example, uptake, universality, comprehensiveness, user profile, and current and proposed investment levels. There is much greater linkage between walking and public transport: the vast majority of public transport trips begin and/or end with a walk. The primary exception to this is park and ride, where currently car use is heavily subsidised by parking being free to the user, an inappropriate use for public transport funding.

We also note that there appears to be no provision to modify the projects in any significant way or to propose new ones, and we look forward to having these opportunities.

We have had difficulty in identifying the scope of each of the proposed projects – it is unfortunate that greater information about each of them appears not to be readily available – but on the information available our prioritised list of projects is as follows. We have grouped projects

together, as the information that we have makes it difficult to rank them individually. For ease of understanding we have used the priority numbering given in the supporting documentation, using that numbering solely for identification, with no implication for any level of priority.

**Priority 1: project 1, Let's Get Wellington Moving, together with project 11, Kent and Cambridge Terraces and project 4, Adelaide Rd,** with the proviso that LGWM must support and prioritise sustainable modes. The old approach, exemplified by the Public Transport Spine Study's assumption that the RoNS roading projects would be completed anyway, thereby essentially considering public transport to be an optional add-on to roading projects, must be replaced by looking at accessibility, placemaking and the movement of people and freight, rather than primarily at vehicle mobility, taking full account of induced demand.

Being part of the public transport spine, Kent and Cambridge Terraces should be treated as part of LGWM, and in our view is unacceptable that a road corridor that is generally 8+ lanes wide provides an inadequate environment for public transport, walking and cycling. At the very least there need to be continuous protected bus and cycle lanes, with a proper walkway down the Canal Reserve (currently a nightmare to walk along), and easy and convenient crossing points. This could be such an attractive part of the city!

Adelaide Rd is again part of the public transport spine and should be considered as part of LGWM. It should have a focus on community and neighbourhood priority rather than vehicle congestion, and on providing good links across the road, providing for the needs of the residents of future residential developments.

**Priority 2: projects 3, new bus hubs; 5, suburban bus priority; and 22, integrated ticketing.** All three of these are essential for the new bus network to function properly as an integrated part of the regional public transport network.

**Priority 3: other public transport projects.** We support the other public transport projects, but we do not support project 12, park and ride development, unless it is broadened to include access to public transport by all modes. Singling out car usage for this heavy subsidy is inappropriate and contrary to the principle of sustainable transport. We do not object to parking being provided at public transport hubs, but it should be charged for in a way that does not prioritise the encouragement of car usage. It is very hard to see how this project could be rated as having any significant contribution to resilience; to having a high-quality, reliable public transport network; or to an attractive and safe walking and cycling network, yet is rated as Medium, High and Medium respectively. We would welcome an explanation of how these ratings were established.

**Priority 4: other walking and cycling projects.** We support the other walking and cycling projects in as far as they improve pedestrian facilities, but they are all essentially cycling ones and we do not see them as core projects from a walking point of view – the LGWM and public transport projects identified above are more significant.

## **About Living Streets Aotearoa**

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](http://www.livingstreets.org.nz).