



## Submission from Living Streets Aotearoa to South Wairarapa District Council on South Wairarapa 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 Council contribution. There will also be 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 South Wairarapa would be a step in the right direction to get students more active, and there are some good models to show how this can be encouraged for rural schools, eg Fernridge School in Masterton. Improvements in physical and mental health and alertness of students and congestion would all improve with more walking to school.

Living Streets supports the retention of the Youth Grants to allow for appropriate initiatives that support younger people.

- Walk to school targets
- School travel programmes
- Youth training, development and recreation grant

### **Safer speeds**

Living Streets 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.

- Slower speeds around schools
- Appropriate speeds for all roads

### **More accessible streets**

Living Streets sees the new GPS on Transport as an opportunity for South Wairarapa to improve accessibility on footpaths. For instance ensuring footpaths are smooth and 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.

Walkway upgrades should be considered in light of the new GPS on Transport funding that will be available for footpath maintenance and walking programmes. Improvements to walkways will provide better connectivity, eg, Featherston's extensive walkway network,

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.

- Drop down kerbs
- Tactile markings
- Public seating
- Walkway upgrades

### **Good subdivision design**

Living Streets would like to see all residential subdivisions in South Wairarapa have footpath on both sides of the road with at least 1.8metre width.

- Minimum standard footpaths for subdivisions
- Living Streets supports development of the Spatial Plan

### **Footpath maintenance**

The Infrastructure Plan should be adjusted to bring forward and take advantage of the expected additional funding available for footpath maintenance and development in the new GPS on Transport.

- Bring forward footpath developments

### **Greytown**

Providing a continuous dedicated pedestrian footpath along the east side of East Street near Greytown School would improve safety for students walking to school and help promote this active trip.

- Greytown school footpath

### **Featherston**

Improvements to the pedestrian crossings across SH 1 similar to the raised crossing design in Carterton would improve safety and amenity for pedestrians in this busy area.

### **Supporting public transport use**

South Wairarapa has train and bus services. Promoting use of these services reduces congestion on roads and is the safest way to travel. 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, 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.

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