

Living Streets Aotearoa



Submission from Living Streets Aotearoa Road stopping – Forres Street, Seatoun

Contact person: **Paula Warren**
Email: **paula@livingstreets.org.nz**
Phone:
Date: **29 June 2013**

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.

Wellington is the local walking action group based in this area which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz

Submission

Living Streets Aotearoa objects to the stopping and sale of part of Forres Street, Seatoun.

Specifically, this section of Forres St has the potential to be formed as steps or a zig-zag, providing a shorter walking route than existing between Beacon Hill and Seatoun Heights via

Tio Tio Rd and Fettes Crescent, and Seatoun Beach/Seatoun Wharf/Te Kura Kaupapa Maori o Nga Mokopuna/St Christopher's Presbyterian Church and Church Hall/J. G. Churchill Park, including the play area and the Wahine Memorial.

Generally, every proposed road stopping should be subject to a standard assessment. The following matters (and any others that are relevant) should be covered in each assessment:

- * the potential for the road proposed to be stopped to be used as a through-pedestrian route. The presumption should be in favour of preserving the potential route, of a width sufficient for a footpath or stairway to the appropriate pedestrian standards. If it has that potential, stopping should only be considered if the route is highly unlikely ever to be used as a through route - once it's stopped that potential has gone.

We would have no objection to excess width being stopped.

- * the potential to be used in widening footpaths, or providing footpath-related infrastructure (e.g. seating, bus shelters), or improving alignment of the footpath, or dealing with damage to the footpath (e.g. from slips). Again, the presumption should be not to lose that potential even if it is not able to be used immediately.

- * the potential to be used in restoration or amenity provision, including to improve the pedestrian environment (e.g. to plant shade or shelter trees), extending existing habitat, etc.

- * the potential to provide for off-street public parking. Often what the adjacent landowner wants land for is parking. In many of our narrow streets, it would make more sense for any excess road space to be treated as public parking spaces, and retaining control of the parking space asset is essential. These could be leased to the owner as an encroachment, or used as bookable spaces for trades people, coupon parking, etc. This extension of public vehicle parking space would allow council to provide better pedestrian amenities (e.g. wider footpaths, kerb extensions) as it would not be limited by lack of on-street car-parking. Public parking spaces will have greater benefit compared to private ownership in terms of stopping cars parking on footpaths.

We note that the potential for land to be used productively until it is needed for future public uses is not lost by a decision not to stop the road. The land can still be leased to neighbours.

We wish to be heard in support of our submission.