

Living Streets Aotearoa



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28 April 2014

Submission on Greater Wellington RC Draft Annual Plan

Living **Streets Aotearoa** is the New Zealand organisation for people on foot, promoting walking-friendly communities. We are a nationwide organisation with local branches and affiliates throughout New Zealand. This submission has been prepared by the Wellington branch.

Annual Plan treatment of walking issues

We were highly disappointed to see that there is no “transport section” in the draft Plan, only a “public transport” section, and that the transport planning section of the “regional leadership” section is very brief and does not contain clear walking-related proposals.

Greater Wellington has a key role in ensuring good provision for pedestrians, and it is important that there are clear statements in the annual plan about:

- What work will be done for pedestrians
- What targets will guide that work

What the Plan should include

All the key roles of GW should be reflected, notably:

- Implementing your walking plan
- Supporting the development and implementation of walking plans by the TLAs

We note that while most councils now have walking plans, implementation is generally poor. GWRC should be monitoring implementation and levels of provision, making comments on council APs, and providing support for council planning and implementation work.

- Ensuring that the pedestrian provision in all parts of the region meets appropriate standards. This is a significant problem in the region. For example Wellington CC has adopted the NZTA guidelines (which Living Streets strongly supports as the best national standard for footpaths and related urban infrastructure), but often fails to follow it. Porirua CC has its own subdivision standard that isn't adequate (judging by what is being built in new subdivisions).

- Achieving regionally significant walkways

The key ones that have been identified are the Great Harbour Way, the Hutt River trail, the Tawa-Wellington trail, the round Porirua Harbour trail, and Te Ara Harakeke. Simon Kennett was doing some work on this.

- Maintaining and improving the walking journey planner and other information systems

It is vital that people wishing to walk have good information. The journey planner is an important tool. It needs to be supported by accurate maps of shortcuts and information on barriers to walking, topography, etc.

- Ensuring pedestrian connections to public transport are efficient, usable, and safe

We have been offering for some time to work with your officers to look at how to maximize the accessibility of the PT network by improving pedestrian access routes. In hilly suburbs, a well designed pedestrian network can allow people to always walk downhill from their bus. It can also provide improved access to frequent services for people who live near a poor service (e.g. suburbs like Breaker Bay with only commuter services). In addition, walking safety in the vicinity of railway stations and bus stops is a key issue for PT users (particularly women at night and school children using PT without adults), and addressing perceived and actual safety issues will help encourage PT use.

- Ensuring that major new developments are pedestrian friendly, and help encourage the use of walking as the preferred transport mode for short distance trips

A number of recent NZTA developments or proposals (e.g. Dowse interchange, TGM design work, Basin proposals) have not adequately addressed impacts on pedestrians, pedestrian facility provision, and related matters. GWRC has not been as active in those discussions as is desirable. For example in the TGM hearings GW did not provide evidence or comment on the impacts of additional traffic entering the Kenepuru Drive area, the impacts of the road on walking routes through regional parks, the impacts on walking around SH58, and walking provision around Mackays. Our organization and other NGOs were left trying to fill the gap. We are also concerned that in recent discussions regarding the Petone-Ngauranga walkway/cycleway, NZTA indicated that unless the walkway was part of the road, they would not have any responsibility for maintenance. Yet they should be taking responsibility for all modes of transport along the main corridors that are SHs.

The AP should also make clear how much is being spent on pedestrian/walking issues, and how that compares to previous years.

We strongly support the proposed spending on visitor services in regional parks, to increase their use for recreational walking. We would love to see addition of a new work item to provide public transport to parks for those people who live in carless households. This could be an events service, that has to be booked and paid for, with a different park each week or each month. Many of the regional parks (e.g. Baring Head, Battle Hill) are otherwise inaccessible for those people. Ironically, QEII park, which has the only PT museum in the region, is also inaccessible by PT.

The targets in the Plan should include an increase in walking as a transport mode (i.e. the targets in the RLTS) and targets for increases in walking activities within regional parks.

Speaking to the submission

We would like to speak to this submission.

The contact person for communication on this submission is
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