



**Submission from Living Streets Aotearoa  
Porirua Draft Annual Plan**

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**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)

**Submission**

We note the Long Term Plan includes in principle support for a writers walk in Porirua and a performance measure to increase foot traffic recorded at city centre locations (new measure) This recognises importance of pedestrians in a vibrant and resilient city centre.

The LTP assumes road safety coordination funding from NZTA and we note this has been removed. We support work to restore this funding.

'Alignment of services we deliver with strategic outcomes':

We note transport is not considered to contribute to a healthy harbour (page 32) yet not only does it provide the means to get to the harbour, but pollution from roadways is a key contributor to harbour pollution (think dog poo on the road, oil and car emissions washed down the drain etc). The LTP recognised runoff from roads as an issue.

We support the measures in the Draft Annual Plan 4.5.2 to make Porirua more walkable; the redevelopment of the Canopy area as part of the City Centre project, and the East Porirua Safety project improvements.

We note there is an increase in rates to cover provision of the local roads to connect with the Transmission Gully new expressway in Whitby and Waitangirua, the most significant project in the area for a generation. We submit that these new link roads should be designed to comply with the NZ Pedestrian Planning and Design Guide, and cater for linkages between 'villages' in Porirua.

As part of the Transmission Gully project there will also be changes on the important walking link (the only walk route) to Tawa, and at the SH58 intersection with Transmission Gully. Improved pedestrian provision should be made at these areas also to comply with the NZ Pedestrian Planning and Design Guide. This should be factored into funding for these projects.

#### City centre redevelopment

The LTP notes there is an expectation for parking demand to continue despite Porirua having a high percentage of parking availability in the city centre. We suggest some demand management approaches are tried including charging, and that this can be used to fund other city centre improvements.

Porirua has a very low rate of adults walking to work, only 600 or 2.6% walked to work (2013 Census), compared to a national average of 10%. This is a decrease by one third from the previous census. This is a serious issue both for health and transport provision. As well 10% of households in Porirua do not own a car.

**Comment [WU1]:** Refer to research on health effects here

There are 61% (8655 adults) of workers in Porirua who also live here – this makes a good target group to promote active travel to. We recommend funding to promote active travel in workplaces in Porirua, which could be linked to a road safety coordinator role.

Walking is a life-long activity so should also be promoted in schools through a School Travel programme. An expanded HEHA programme could incorporate this role.

We support adequate funding to meet the LTP objective of maintaining the distance of footpath renewals each year. The NZ Pedestrian Planning and Design Guide highlights the importance of well maintained, well designed footpaths to encourage walking.

#### Funding

Finding funding for improvements is always difficult and we have identified two areas where additional funding may be obtained.

Motels and shopping plaza properties pay the same rate as residential properties for water and sewage yet must have considerably greater usage. This is one potential area to increase rating.

Parking charges – there is no information on the level of parking fees received from the substantial amount of parking within central Porirua. This is an area to increase revenue and provide some demand management for parking. Active transport modes could then be encouraged through funding for the Wi Neera to Onepoto harbour-side footpath and separated cycleways.

**Comment [WU2]:** Can refer to Angus work here

We would like to be heard in support of our submission.