



**Submission from Living Streets Aotearoa on  
Wellington City Council Annual Plan 2017/18 and Triennium Plan 2016-9**

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**Submission**

Living Streets Aotearoa thanks the Council for this opportunity to submit on these plans.

We support the extent to which the Annual Plan and Triennium Plan will make Wellington a more liveable city, in particular those measures addressed at improving the natural and street environment, being the City of Culture (including strengthening the Town Hall), becoming more resilient, becoming the low-carbon capital.

We note that while transport is regarded as a key issue by WCC, it gets barely a mention in the draft annual plan documentation. Allocating 15 car parks to electric and car-sharing vehicles is a worthwhile step towards the essential goal of becoming the low-carbon capital, but as the only transport-related item it is distinctly unambitious. We submit that at least the following areas should have projects funded to address them, many of which we have advocated in previous submissions;

- a) Improvement of public transport, including such things as traffic light pre-emption for buses, offsetting as much as possible the effects of Regional Council's regressive and regrettable decisions that will replace the trolleybuses with diesel buses, including mitigating the increased emissions and noise, particularly along the Golden Mile;
- b) Enabling streets to become safe play spaces;
- c) Improvement of pedestrian crossings, such as the one across Rongotai Rd in Kilbirnie, near Pak'nSave; the missing section of uncontrolled crossing at Oriental Parade/ Cable St, and at the Abel Smith St/Cuba St intersection;

- d) Better control and management of facilities occupying pedestrian space, such as restaurants/cafes (all of which should be required to be non smoking) and advertising signs, chairs and tables;
- e) Provision and improvement of wheelchair access to public transport stops, such as to the southbound platform at Takapu Rd station;
- f) Better wayfinding, such as correcting the regrettably vehicle-centred approach of marking streets that are through routes for pedestrians but not for vehicles with unequivocal and inaccurate “No exit” signage. This is particularly important where the allegedly “No exit” route is a tsunami escape route, creating the potential for confusion at the very moment when such confusion could have serious consequences;
- g) The trialling of temporary street improvements on a trial basis, using street furniture such as bollards, planters and seats to create space for people. This could happen at such places as side streets connecting with the Golden Mile, reducing congestion that impedes buses; reducing the road width at the corner of Aurora Tce and Clifton Tce to make crossing the street easier; reducing the width of Maginnity St; enhancing the area under the motorway bridge over Thorndon Quay, including the (unsigned) walkway to Hobson St.

Most of these projects are likely to be low cost and are potentially transformative, with scope for carbon reduction and environmental improvements at least as great as is likely to be achieved by small-scale changes to parking provision.

We are very keen to work with Council on initiatives such as these.

Lastly, we note that the graphic on the plans’ documentation features many bikes, planes, a bus and a ferry but not a single walker (or any other human being); and that the transport part of the video shown at the Te Papa stakeholder forum showed just cars on motorways. These do not appear to us to be consistent with Goals 3, People focussed, or 5, More sustainable, and we submit that such mixed messages are not helpful.

### **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)