

Living Streets Aotearoa



www.livingstreets.org.nz

Living Streets Wellington

Submission on Wellington 2040

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Living Streets Wellington would like to see Wellington in 2040 meeting the goal of our organisation – more people choosing to walk more often and enjoying public places.

This would mean that Wellington 2040 would have fantastic walking routes to all parts of the city, with well connected public transport connecting the walkways. Children and adults of all ages and abilities would be out on the streets walking to and from their daily activities, socialising, keeping healthy and caring for their environment.

This would mean that there were well designed footpaths for pedestrians to stroll and speed walk/run along, and easy places for pedestrians to cross over the vehicle-paths. There would be a variety of walking environments from urban macadam (Golden Mile) to 'natural' surfaces (Mt Victoria townbelt or Hataitai to town walk) that are well signposted.

Schools and child care centres would be at the hub of well connected walkways with high volume pedestrian traffic along them (e.g. the Basin Reserve with its 3 large secondary schools and 2 primary schools would look like a child-pedestrian friendly place and not a car speedway)

Pedestrians and public transport would be the priority along the entire 'Golden Mile', which would encourage continued strong economic activity in the CBD.

Suburban centres would be designed for pedestrians, connected to their suburbs by walkways and public transport, and would feature high quality public spaces for recreation and socialising.

The wonderful waterfront would be easily accessible from the town side and walkable all the way down to the interisland ferry, with clear signposting of key destinations along the way (replacing the current notices for cheap vehicle parking). This would be the core of the Great Harbour Way, extending from Pencarrow to Red Rocks.

The transport system would be treated as an integrated whole to first serve the access needs of the people of Wellington – with public transport and walking infrastructure well integrated and ubiquitous. Active transport would be favoured over passive private modes, with a range of incentives to get people onto their feet (including pricing). Pedestrian ease rather than vehicle congestion would be a key indicator of transport success.

Innovative solutions would ensure that households could meet all their needs without car ownership, including by access to car-share schemes.

Wellington would be known as the walking capital.