

Living Streets Aotearoa



Submission to the Greater Wellington Regional Council on the Draft Wellington Regional Public Transport Plan

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
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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

Submission

Living Streets Aotearoa supports the objectives and strategies in the Draft Wellington Regional Public Transport Plan, but submits that more attention should be paid to the complementary nature of pedestrians and public transport, and of how they interact.

We submit the following:

1. All places where PT and pedestrians interact must be designed in full conformance with the NZTA Pedestrian Planning and Design Guide.

2. Pedestrian access to and from bus stops, railway stations and ferry wharves be explicitly identified as an important factor in PT use, including disabled access.
3. Increasing the accessibility of the core network by improving pedestrian links should be a priority action, including signposting/waymarking links between stops/stations and the places of interest that they serve. This is of particular importance where off-road links are involved or where a route is not obvious, eg between Lower Hutt CBD and Waterloo/Western Hutt/Melling stations, all within easy walking distance.
4. All stations and main stops should have maps of the area, including details of other public transport. Where nearby stops serve the same destination(s), RTI screens at every one of these stops should show departure information for all of them.
5. There are references to vehicles larger than the current ones being used on core routes, but we could see no analysis of their effects on pedestrians both as PT users and as fellow road users. This is important in both the city centre and the suburbs.
6. All interchanges must be safe and convenient, and existing interchanges modified as necessary.
7. While current network coverage is mapped in terms of distance from core routes and stops, there is no such analysis for the proposed network - an important omission. This analysis must be done, preferably in terms of time (say 5 or 10 minutes) rather than distance. If distance is used must be walking distance, rather than straight-line distance: they can be significantly different.

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