

Living Streets Aotearoa



1 April 2011.

Submission on the Auckland City draft Annual Plan From Living Streets Aotearoa and Walk Auckland

Background

Living Streets Aotearoa is a national organisation with a vision of *More people choosing to walk more often.*

The objectives of Living Streets are:

- [To promote walking as a healthy, accessible, cheap, sociable and environmentally-friendly means of transport and recreation.
- [To promote the social and economic benefits of pedestrian-friendly communities.
- [To work for walking-friendly communities with improved access and conditions for walkers, pedestrians and runners.
- [To advocate for greater representation of walker and pedestrian concerns in land use and transport planning and urban design.
- [To raise the profile of walking through education, debate, campaigns, publications, seminars and conferences.
- [To foster consideration for people with special mobility needs.

Walk Auckland (based in Waitemata Local Board area) and Living Streets North Shore (the North Shore based walking action group / branch of Living Streets Aotearoa) are working to make all areas of Auckland City more walking-friendly. For more information, please see: www.livingstreets.org.nz walkauckland.org.nz

Key Points

Living Streets and Walk Auckland supports and encourages;

- [Local Board direction that 'strongly advocates for a healthy , and sustainable city with, effective transport choices including accessible public transport and increased provision for cycleways, walkways and shared spaces.
- [Increased provision for walkways including at the Waterfront, foreshores of Orakei basin and Hobson Bay, Milford Reserve and on the Auckland Harbour Bridge.
- [Auckland Transports walking initiatives

- [The walkway/cycleway on the harbour bridge should be included in the key projects for Auckland Transport.
- [The mayor has prioritized certain activities for Auckland Transport which includes “to progress work on walking/cycling bridge under the Auckland Harbour Bridge”.
- [Traffic signaling should be more responsive to pedestrians so that when a pedestrian pushes the button to cross the road, the traffic controls respond promptly to stop the traffic to allow the pedestrian to cross.
- [Pedestrian priority at crossings in the CBD (such as at the Wellesley St / Queen St intersection) should be extended across the region so that the pedestrian crossing phase always occurs immediately after traffic flow in each direction

Areas for more Funding.

- [Walkways should be designed to be used by old people and children. The population is ageing and walking space should be not put these people at risk. Refer http://www.walk21.com/conferences/conference_papers_detail.aspx?Paper=609&Conference=The%20Hague and http://www.walk21.com/conferences/conference_papers_detail.aspx?Paper=695&Conference=The%20Hague
- [Walking should be measured. The Public Life Study of Auckland done by Gehl Architects is a good start. Auckland City must count pedestrian activity so it can account for and value the walking and sojourning areas. Pedestrian areas are valuable for transport, mental health and physical health.
- [Footpaths should be maintained to a high standard. Slips trips and falls in the walking environment cost New Zealand \$1.7 billion per year (O’Dea & Wren, 2010). A trip for an old person can ruin their quality of life and create a huge cost; the trip can occur by just a 10mm difference in surface. Refer <http://www.livingstreets.org.nz/node/4684>

We would like to speak to our submission.

Yours Faithfully

Andy Smith
President.