

Living Streets Aotearoa



Submission from Living Streets Wellington

on the Wellington City Council Annual Plan

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About Living Streets

Living Streets Aotearoa (LSA) is a national organisation with a vision of “More people choosing to walk more often and enjoying public places – young and old, fast and slow, walking, sitting and standing, commuting, shopping, between appointments, for exercise, for leisure and for pleasure.”

The objectives of LSA 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 e.g. 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.

Living Streets Wellington is the local group based in the Wellington region which is working to make city and suburban centres in the region more walking-friendly.

For more information, please see: www.livingstreets.org.nz

Submission

Thanks for the opportunity to submit on WCC draft Annual Plan.

We would like the opportunity to present our submission orally.

We recognise that this is the third year of the previous LTCCP so are just making a few points. We look forward to full involvement with the Walking Plan development and the LTCCP for next year.

Areas of budget

We believe that some immediate improvements can be made even if the strategic measures are introduced in the following year. We'd therefore like to see more pedestrian signage (noting the WCC's positive response re walking accessways in Karori over the last year), increase in funding for zig-zag and rail maintenance. The Open Space walkways budget is welcomed but may not suffice for those routes used for transport/commuting since the underfoot conditions need improvement e.g. Hataitai to City walkway over Mt Victoria.

We recommend that the Living Streets Wellington project of Seven Suburban Maps a year be introduced. The Newtown & Berhampore Map has been successful and is into its second edition. We have a plan to cover all suburbs, not just those closest to the city since walking to the shops, the library, the school and the station or bus stops are useful as well as walking down Tory Street to the City.

Footpath management policy still seems to lack successful management. Over 50% of sandwich boards seem to lack current licences. We support the increase in fees but more importantly want better enforcement.

Footpath parking seems to be accepted into many places. An advertising campaign similar to the CCS mobility parking one would be welcome and continuous education is necessary together with more enforcement.

Street lighting needs to be considered from the walker's point of view as well as the road user.

The increasing numbers of cyclists must be better catered for on road so they don't encroach on footpath space. This may mean off road lanes, slower overall traffic and/or bus lanes.

Performance measures

We recommend that you keep the performance measure for percentage of children walking to school and that an increase is sought. The independence and health of children is important in addition to the reduction in emissions from fewer cars doing the school run.

We recommend that you include a measure of crash statistics relative to the mode share since the increase in numbers walking should not be used against the city in the crash statistics. More people walking more often will also increase driver expectations and so reduce the per km statistics.

We recommend you include a measure to get percentage of people walking to work from 18% to 20% by the following year.

Climate Change

The Stern Report says that there is an immediate need to reduce carbon emissions from transport.

Emissions from the transport sector (32% percent) are the key contributors to emissions in Wellington, according

Living Streets therefore calls for increased investment in public transport, cycling facilities, education and promotion, to meet the City Council's climate change goals and mitigate traffic congestion.

Living Streets calls for:

- Set targets and performance measures for travel demand management plans
- Extension of bus priority lanes
- Introduction of road pricing and congestion charging to discourage car use
- a cycling strategy that includes a cycling network and implementation plan
- Investment in public transport.

Reference: Stern N., 2006. Stern Review Report on the Economics of Climate Change, United Kingdom Treasury Department.