

**Submissions on
Wellington Regional
Pedestrian Strategy**

No	Submitter
1	Celia Wade-Brown and Mike Mellor – Living Streets Aotearoa
2	Brian Roberts, New Zealand Automobile Association Ihc
3	Lindsay Daysh, Transit New Zealand
4	Janet McKay, Regional Public Health
5	Stephen Rainbow, Wellington City Council
6	Sherilyn Hinton, Kapiti Coast District Council
7	Diane Morris
8	Rachel Brown
9	Porirua City Council
10	Greater Wellington Regional Council

Living Streets Aotearoa



www.livingstreets.org.nz

PO Box 11-663 Wellington
March 2004

Dear **Ms** McConnell and members of Greater Wellington Regional Council,

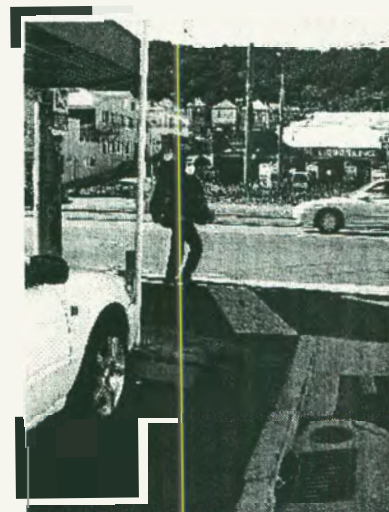
On behalf of Living Streets Aotearoa, thank you for the opportunity to make a submission on Greater Wellington's draft Pedestrian Strategy. We appreciated being part of the first stage of consultation but feel there **is** more substance to be added to the Strategy and its Action Programme.

Celia Wade-Brown (**LSA** President) & Mike Mellor (Living Streets Wellington Contact)

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Contents of Submission

- General points and background
- Comments on the draft Strategy
- Comments on the Action Programme
- Examples from elsewhere
- Illustrations of Wellington problems
- Living Streets Aotearoa Inc. Objects



Note – the terms 'walking', 'pedestrians' and 'walkers' are generally intended to include people in wheelchairs, pushchairs and those using other mobility aids,



General matters

Living Streets Aotearoa (Wellington) welcomes Greater Wellington's Walking Strategy.

However, it needs more attention to the reasons why we should encourage walking. We must state up front WHY we want "more pedestrians in a convenient, safe and pleasant environment", to make the Strategy persuasive to a broad range of stakeholders.

More walking by more people, in absolute numbers, distance and modal share, is crucial to the attainment of the New Zealand Transport Strategy in terms of environmental sustainability, efficient use of energy, public health, safety and the cohesion of communities.

The tribulations of a land transport system that gives undue priority to the private car are manifold:

The primary road toll – especially tragic are deaths of children on roads and driveways.

The secondary road toll – deaths and enforced inactivity due to air pollution and its effects.

The tertiary road toll – the dire consequences for people who no longer choose to walk or allow their children to walk because it has become dangerous, inconvenient, unfashionable, uneconomic or uncomfortable to walk.

Huge expenditure from central and local government on transport infrastructure and avoidable health costs.

Unravelling of social fabric in communities where neighbours no longer know each other.

Increasing inequity between those who drive and those who do not, by reason of age, disability, economic factors or choice.

Furthermore, transport run-off, reduction in productive or ecological land value, global warming and habitat destruction are well known. Turning the tide by a few percent each year, rather than the current alarming increase in fuel consumed (e.g. from 107.9 million litres in Wellington City in **2001/02** to 138.9 million litres a year later) is both possible and desirable. Fuel efficiency, technological improvements and skilful driving are not enough.

The "Benefits of Walking" section in the Auckland Regional Pedestrian Strategy is also a helpful list. Their research showed that a significant advantage of walking was knowing exactly how long a trip would take versus the uncertainties of public transport or peak car travel.

The recent focus on walking and cycling is welcome but there will only be significant change in modal share if this strategy is part of an implementation of the Regional Land Transport Strategy that focuses on Travel Demand Management and integrated approaches to modes. Furthermore, action by a wide range of sectors and agencies is essential for sustained behavioural change.

We recommend the aim should be a steady increase in walking's modal share rather than an impossibly rapid revolution. Encouragement for pedestrians must happen at the same time as, say, discouragement for more commuter car-parking so that the public are not pushed into antagonism to transport changes. Many changes to traffic priorities and funding such as better footpaths, Safe Routes to Schools and walking school buses are commonsense and attractive. These small-scale, low-cost activities should be advanced at the same time or earlier than applying congestion charges and increasing parking fees so that people have a real choice. This

will require support funding for programmes and co-ordination, i.e. salary, as well as construction and maintenance of infrastructure.

Changes to mileage allowances paid by all sectors and to salary package provision of cars and car parking would have a critical effect. Levelling the playing field so that walking and cycling allowances at a similar level are payable without disadvantage would alter behaviour by choice rather than compulsion. For example, in July 2003, the Remuneration Authority refused to alter the mileage allowance for elected local government members so walking or cycling allowances could be paid. Given a free car park and a 70c car allowance per kilometre, it's financially attractive to drive rather than cycle, walk, take the train or bus. We hope that Greater Wellington will consider altering its mileage allowances, lobbying the Remuneration Authority and ending the practice of including cars and car parking in staff or elected members' packages.

We are pleased the strategy recognises both the recreational and utilitarian aspects of walking but they should not be viewed as altogether separate. Walking through parks may well be part of a longer journey with a specific destination. Similarly, as the draft notes, walking is often part of a multi-modal journey – it's impossible to have public transport without walking as a supporting mode. Current statistics do not capture this combination since only the longer-distance portion is captured. It may therefore be appropriate to alter funding allocation criteria so that footpaths (and cycleways) that are not part of a roading corridor may attract Transfund subsidy. Co-ordination between different parts of local government such as Recreation and Transport, Purchasing and Policy is important.

Given the fastest increase in general traffic is in the discretionary, recreational area, including weekend travel, there needs to be considerable focus on encouraging walking to/from other destinations than work and school, whereas modal share statistics focus on the peak weekday periods only.

We note that the increased safety and increased modal share are mutually supportive and can form a positive feedback loop or "virtuous cycle". The best example of this is the relationship between walking's modal share and the relative risk index. The perception and reality of personal risk and traffic danger are higher where there are fewer walkers. Both objective and subjective factors are important here in determining behaviour, *"Accordingly, policies that increase the numbers of people walking and bicycling appear to be an effective route to improving the safety of people walking and bicycling."* (ref. Peter Jacobsen, 'Safety in Numbers' Injury Prevention 2003:9 pp205-209) For example, within California, Berkeley's Journey to work share is 14.9% and relative risk index is 0.8 (the smaller the better), Sacramento's figures are 2.8% and 2.1 and at the bottom of the table, Lakewood's share is 1.0% while its relative risk index is **4.5**.

Comments specific to the draft Strategy

An additional table showing the relationship of different strategies, as well as the list of roles and responsibilities would be helpful.

There are a number of possibilities about the relationship of this Strategy to other national, regional and local strategies and policies and we request that thought is given to what documents are required at which level and which are the lead documents. We also request clear relationships between the different agencies, public organisations and NGOs. If each TLA had a specific contact for matters pedestrian, that would be helpful.

In the area of Walking, we see the following public agencies as regionally important and therefore would like the list of roles and responsibilities to be increased accordingly: Greater Wellington, TLAs, Transit, Transfund, Regional Public Health, Living Streets Aotearoa, CCDHB, LTSA, Police, EECA., NZ Planning Institute (especially w.r.t. CPTED) plus some or all of the following organisations: Obesity Action Coalition, Chamber of Commerce, Age Concern, and possibly also specific health organisations such as Cancer Society, Heart Foundation and Diabetes NZ. Economic and community interests also need some representation of their interests and sharing of their information where possible. For example, the New Zealand Property institute has a comprehensive pedestrian count report that may be used as a basis for rental determination for retail space.

A quarterly walking forum hosted by Greater Wellington would be helpful, especially in the first two or three years of this strategy's existence. Different aspects could be focussed on separately e.g. weekend issues, retail/downtown urban design, suburban retail access and one on school issues, for example. Different stakeholders would be added to the core group listed under roles & responsibilities.

Non-Transport docs	National Transport	Regional Transport	Local Transport
Health Strategy	NZTS	RLTS	TLA Transport Strategy
Sustainable Development for NZ 2003	Walking & Cycling	Pedestrian Strategy (e.g. Canterbury, ARC, GW)	Pedestrian strategy (e.g. Dunedin)
NEECS	Safe Routes to School		Safer Routes project

Within the NZ Health Strategy, for example, there is already recognition of the need to work intersectorally: *"The Government recognises that good health and wellbeing rely on a range of factors, many of which are outside the health sector. The sector must, therefore, seek to move towards more intersectoral ways of working to ensure these linkages can be made, both centrally and locally."* (emphasis added)

When walking is discussed, the fact that pedestrian injuries are not decreasing as much as other categories is brought up and sometimes Wellington's higher numbers are highlighted as "the worst pedestrian statistics in NZ". This approach, while technically correct, is offputting to potential walkers (especially children and their parents) and ignores the higher number of walk trips here. It also ignores the fact that for a given distance, it's safer on foot than in a car. We congratulate GW for pointing out the comparative risks of injury in the statistics provided in the Strategy document.

The strategy needs overall targets as well as performance measures for suggested actions. The system-wide indicators on p.11 need to be more specific in their measurement so future interventions can be targeted e.g. if 13-18s are walking less but primary school children are walking more, we would target programmes differently.

We suggest they be developed with reference to existing trend data, particularly the Census, and have 1, 3 and 10 year targets. These should fit well with budget planning timelines. Exact measures should be based on data easily available and comparable to other regions. The ones below are suggestions of the sort of thing to measure and are a mix of outcomes and outputs, rather than a definitive requirement. Census data is a key source so we may need to lobby for clearer pedestrian and transport questions to be asked – or increase the existing GW & TIA surveys – which need more co-ordination with each other.

Measure	1 year target	3 year target	10 year target
Primary school walking to school	20%	50%	80%
% of primary schools with SRTS			100%
% of intermediate schools with SRTS			100%
% of primary schools with WSBs			100%
13 – 18 walk 5km or more a week			90%
18 – 65 walk 5km or more a week			90%
% of over 65s who agree it's easy to get around their suburb on foot			90%
Walkability of suburban centres	5% assessed	10% assessed, 5% actioned	70% assessed, 50% improved
Audit of major transport facilities (train stations, ferry terminals, Lambton interchange etc)	20% assessed	100% assessed	100% improved
Modal share for journeys under 2km	30%	50%	70%
Lambton Quay pedestrian count (see WCC pedestrian count) & other places e.g. waterfront	3000	3500	4000
Number of public seats	Baseline	Increase	Increase
# of walkways in the region e.g. Skyline Track, Hutt River Trail	Baseline	Increase	Increase
% of walkways with maps available (paper & online)		100%	
% of suburbs with pedestrian map published (by TIA or voluntary sector) e.g. Newtown, Ngaio	10%	40%	100%

Comments on the Action Programme

Existing suggestions

- RCA Pedestrian reviews

We suggest that an independent body is also useful for leading community street audits, as well RCAs monitoring their own performance. The aspects listed to be covered are comprehensive. Developing a programme could be advanced to December 2004.

Public transport pedestrian access reviews

The scope needs to be increased to include air ports (Wellington & Paraparaumu), ferry terminals (East/West & inter-island), taxi stands as well as rail stations and interchanges. Rather than starting with all bus stops, we suggest the review starts with the termini and key connections between services.

GW needs to focus on the conditions for pedestrians within its rail stations. In particular, working with private enterprise to have cafes (possibly "cart-coffee" rather than permanent, news vendors, buskers, advertising and so forth would enable a revenue stream and more "eyes in the public realm" to be present. Principles of Crime Prevention Through Environmental Design are paramount to station refurbishment and access. More marketing could be made of nearby recreational opportunities, in conjunction with Tranzmetro.

Land Development Review

Issues of densification and smart growth are important as well as pedestrian access within developments. The ARC pedestrian strategy, for example, specifically prefers grid development to culs-de-sac development. Both the high level District Plan provisions and design guides and the individual resource consent applications need inspired vigilance.

WSB/ SRTS

Agree with expanded support here. Local development of administrative templates etc might help. We may need to lobby Staff, Boards of Trustees and Home/School Associations of schools that have not implemented these programmes with positive information re the effect of active modes on receptiveness to learning opportunities, and the place of mapping/navigation within the school curriculum and its practical local application. A target percentage of schools with each programme is necessary.

- Local level programme implementation

We agree that input must be made to the political decision-making but suggest it needs to be from all the stakeholders, not just GW. For example, Regional Public Health could be eloquent in championing Walking School Buses. The existing maintenance programmes need a boost generally – as do footpath extension programmes – WCC has 170 or so recommended footpath extensions on its list but can only fund 20 or so a year.

Advocacy should include non-budget times too – e.g. Living Streets made a submission on the recent Open Spaces Access Plan from Wellington City and also on the Hutt Corridor plans. More comment from health and recreation agencies would be helpful.

- Central government

Agree we can participate in national programmes to promote walking (note 'cycling' is left in error!). Comment should not be restricted to Transport sector.

- Information sharing

We agree this is crucial. LSA offers its website as a place where information links can be posted, while the data resides with the agency which produced the statistics. Survey data needs to include hospital info and resident surveys. Online regional GIS could be a collaborative development, showing pedestrian shortcuts for each TLA.

Comments on the Action Programme

New suggestions

1. Regional Walking Forum (quarterly?).
2. Encourage TLAs to provide free for mobile numbers for reporting cars blocking footpaths.
3. Regional pedestrian signage standards.
4. Make large scale walking information maps available for local schools for their suburb – this would relate to mapping aspects of the primary curriculum and would be a valuable resource.
5. Work with EECA to help create a GW Travel Plan and encourage all TLAs and other significant-sized organisations, e.g. hospital, universities, colleges, large private businesses such as EDS, to have one as well, so the place of walking is seen within the organisation's overall needs.
6. Fund promotional material to encourage walking.
7. Funding for research into barriers, motives and satisfaction may be necessary. This must relate where possible to Quality of Life in NZ Cities measures.
8. Establish a database of key walking statistics, including roads with no footpath, number of pedestrian injuries due to inadequate footpath maintenance so forth, GW's role would be to co-ordinate data collection except for some specific attitudinal & behavioural surveys.
9. Advocate best practice to TLAs e.g. show them Plymouth Council's very specific targets <http://www.Plymouth.gov.uk/content-1761>
10. Plan for increased accommodation at/near Transport nodes. Given GW owns the stations, perhaps better development could be facilitated nearby.
11. A Regional Walk to Work Day (maybe on the same day as Walk to School Day) – or first Wednesday in March? (Walking to bus/ferry/cable car/train station counts!).
12. Regional support of Stepping Out! in March each year.
13. GW pay foot mileage allowance as alternative for employees and members.
14. Remove car-focussed elements from staff pay packages.
15. Support WCC's aim of reduced speed limits on certain routes and encourage other TLAs to follow suit.
16. Support Living Streets (Wellington)'s "Train Walks", "Cable Car Walks" and "BusWalks" proposals to promote off-peak recreational activity in combination with public transport.
17. Develop better level-of-service measures than merely surface roughness e.g. footpaths clear of parked cars, length of wait for pedestrian phase at traffic lights.
18. Support Shopmobility schemes in all city and town centres.

Finally, we note that none of this year's Transfund allocation to Walking & Cycling appears to have come to the Wellington Region. A key performance indicator could be that we receive an adequate share of that national funding in this region.

Examples from elsewhere

From Hong Kong Pedestrian Strategy:

Pedestrian Design Objectives

In more detail, the Strategy proposes the adoption of the following design objectives:

- Pedestrian routes should be clear and direct - they should be free of barriers and take pedestrians directly where they want to go;
- Designs should ensure pedestrian safety - footways should be separated from traffic wherever possible and need to be well-lit;
- Pedestrian routes should be readily accessible to the disabled;
- Designs should minimise pedestrians' exposure to noise and air pollution from vehicles;

Pedestrian routes and networks should be an integral part of designs to improve public areas as a whole

The Caloundra City Draft Bicycle and Pedestrian Strategy

Caloundra City's population is expected to approximately double over the next 25 to 30 years. Without a major shift in the level of private car use, the adverse impacts on the environmental, social and economic fabrics of the City will be substantial. Unrestrained use of the private car may also result in the need for significant amounts of new roads. The Bikeway and Pedestrian Strategy has been formulated to create a sustainable, energy-efficient alternative to the private car for many of the travel needs of the City, thereby reducing the impact of car travel arising from the City's growth.

An example from their implementation plan is : City Services – Update **GIS** information to accurately reflect the bicycle and pedestrian network as it evolves.

strategies

The Five Basic Strategies

The actions localities can take to achieve this new vision of more integrated communities that provide both livability and accessibility can be grouped into five basic strategies:

1. Compact and balanced communities,
2. A greater mix and intensity of land uses,
3. An integrated transportation network,
4. Pedestrian-friendly development standards, and
5. Incentives to reduce driving.

Cities and counties can establish **compact and balanced communities** through a pattern of development and open space that limits the size of urbanized areas and organizes land uses to work closely with a more transit-oriented transportation system. Not only is there a greater match between jobs located within the community and housing that meets the needs and income of the workers that will fill those jobs; these balanced communities will contain more of the shopping, services, civic, and recreational uses that residents and workers demand so that trips can be kept short. And by organizing those uses into transit corridors, activity centers and defined and compact neighborhoods, cities can encourage more walking, bicycling and transit use; auto-oriented uses are directed to more auto-oriented corridors and districts. Communities can also incorporate natural areas into the urban fabric and use these natural features and major traffic corridors to better define neighborhoods and centers.

Especially in downtowns, near transit stops and within other activity centers, a **greater mix and intensity of land uses** would bring people closer to work, shopping, school, and entertainment, thereby making it easier to walk and bicycle to those destinations.

With an **integrated transportation network** that emphasizes walking, bicycling and transit use as much or more than the private automobile, communities can begin to provide real alternatives to the continued rapid growth in automobile use, improve the quality of their neighborhoods, and support their existing downtowns. Integrating walking, bicycling and transit facilities into the design and redesign of the circulation system can maximize accessibility for all modes of travel.

Pedestrian- and transit-friendly development standards that lead to a more pleasant environment are essential for reclaiming the street as public, civic space. These standards include orienting buildings to pedestrian areas (both to sidewalks and within parking lots), providing an interesting pedestrian environment, limiting the number of driveways, and planting street trees.

Programs that provide incentives to reduce driving support the other strategies by encouraging drivers to get out of their cars and use other means to reach their destinations. Automobiles are heavily subsidized now--one study estimates that gas taxes would need to be increased \$1.80 to offset these subsidies. Programs to remove or balance automobile subsidies are key actions in this category. Measures that encourage people to walk, bicycle and use transit are also essential aids.

Individually, these strategies will help reduce the reliance on—and environmental impacts of—the private automobile. They have even greater impacts when they are used together. Pedestrian-friendly design standards, for example, will support a greater mix of uses by creating an attractive environment that encourages walking between those uses. Likewise, limiting urban sprawl will encourage the redevelopment and intensification of mixed-use activity centers.

Supporting Actions

Many approaches are available to carry out these strategies, and some of them apply to more than one strategy. They become more effective when combined into a balanced, coordinated program tailored to local conditions.

The following table lists many of the key actions that local governments can take.

STRATEGY	AVAILABLE ACTIONS
Compact and Balanced Communities	<ul style="list-style-type: none"> • Establish urban growth boundaries around existing communities • Encourage the development of housing targeted to the incomes and needs of workers within the community • Identify transit corridors and activity centers and separate auto-dependent uses from them • Require specific plans to ensure coordinated planning for the development of activity centers
Greater Mix and Intensity of Land Uses	<ul style="list-style-type: none"> • Increase the density of housing and employment especially in activity centers • Increase the mix of uses within communities: <ul style="list-style-type: none"> ▪ Allow a broader range of uses within zoning districts • Apply zoning in a more fine-grained fashion • Encourage more on-site services (day care, dry cleaning, cafes, health clubs) within employment centers and office parks • Add housing within walking distance of employment areas • Encourage infill and intensification:

- second units
- sale of air rights over public lands
- redevelopment of vacant or underutilized lands

- Direct civic uses to and create public spaces in community activity centers
- Discourage auto-oriented uses in pedestrian- and transit-oriented areas
- Prepare plans for and implement a dense, interconnected network of streets and pathways:

Integrated Transportation Network

- connect to key core sites
- have short, regularly-shaped blocks and frequent intersections
- limit the use of cul-de-sacs
- provide direct bus access to potential riders and key sites

- Keep vehicle speeds low and improve safety:

- traffic calming techniques
- narrow vehicle ways
- reduced turning radii
- reduced “optical width” of street
- reduced intersection width
- more frequent, well-marked mid-block crossings
- wider, frequent sidewalks
- wider inside lanes for more bicycle space
- eliminating “free right turn” lanes where pedestrian use is high

- Provide a dense pedestrian network:

- include mid-block passageways where blocks are longer
- provide shortcuts and alternatives to walking along high-volume roadways
- require clearly marked pedestrian paths through parking areas directly to building entrances

- Establish transit routes that are located to serve and link activity centers with priority for transit vehicles, direct routing, and few turns
- Limit freeway expansion, particularly where expansion would compete with regional transit corridors.

Pedestrian- Friendly Development

- Orient buildings and entrances to the pedestrian network
- Encourage visually interesting building

Standards

facades —windows, building articulation and interesting materials —instead of blank walls

- Encourage frequent building entrances
- Encourage front porches
- Reduce building setbacks for both commercial and residential buildings

- Locate parking areas to the rear or, if screened, to the side of buildings
- Coordinate and connect adjoining parking areas
- Limit driveways crossing pedestrian paths
- Locate residential garages to rear of lot, at least behind the building front plane
- Provide pedestrian amenities (benches, awnings in commercial areas, appropriately scaled signs, kiosks)
- Provide street trees along roadways and to help mark pedestrian paths through parking lots
- Use on-street parking to help separate pedestrians from moving vehicles
- Provide adequate lighting and visual surveillance

Incentives to Reduce Driving

- Limit the amount of parking allowed and encourage the use of shared parking
- Reduce subsidies to parking through parking cash-out programs and increase the cost of parking
- Allow bicycles on buses and rail transit
- Require bicycle-friendly facilities (bike parking, on-site showers)
- Include bicycle and pedestrian facilities in street design and reconstruction
- Establish shuttles to connect employment and shopping areas to fixed-rail transit stations
- Assign local government staff to oversee programs that promote walking, bicycling and transit use city-wide
- Conduct public outreach or awareness programs to encourage the greater use of alternative travel modes and to involve citizens in applying these new development principles

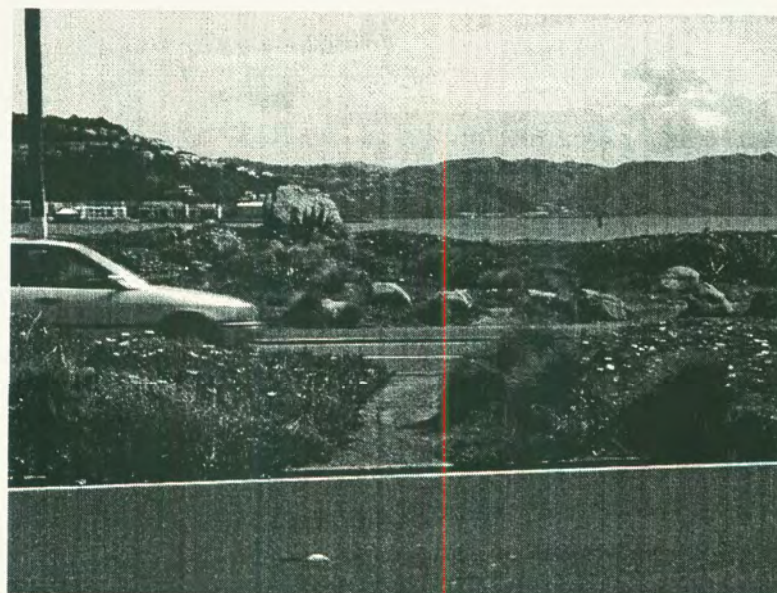
illustrations of Wellington problems to be overcome

Walkway in Island Bay that appears on few maps and has no signage at either end.



Typical obstruction of footpath

Airport subway not signed from airport, poor access to airport, insufficiently cleaned and lit (though improved since some years ago).



Desire lines showing pedestrians not catered for across SH1.

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FILE REF:	
TP 103/07/03	
Doc. No. 198959	
Referred to	Date/Int
L. McConnell	FFM

15 MAR 2004

Lesley McConnell
 Policy Advisor
 Greater Wellington The Regional Council
 PO Box 11646
 Wellington

11 March 2004

Dear Ms McConnell

DRAFT REGIONAL PEDESTRIAN STRATEGY

Thank you for your letter dated 1 December 2003 regarding the draft Regional Pedestrian Strategy.

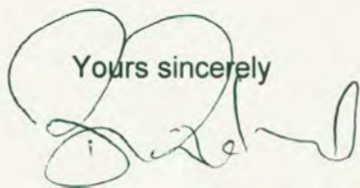
The Wellington District Council of AA New Zealand would like to commend Greater Wellington the Regional Council on what has been achieved to date but implore that more is done.

Council also noted that completion of the Inner City Bypass would assist with safety of pedestrian traffic in most other parts of Wellington.

Improved lighting is also a major factor in road safety and an improvement in signage would assist pedestrians to find their destinations more easily, although good progress has been noted in this respect. Council also suggests that attention be paid to where people actually cross the street to determine the best place for pedestrian crossings. In many cases even although the crossings are available further up the street people will cross in the most appropriate place for them.

We thank you for the opportunity to comment on the draft Regional Pedestrian Strategy.

Yours sincerely



Brian Roberts
Regional Manager

Please quote our ref: LG/9/WRC Wellington Regional Council

12 March 2004

16 MAR 2004

Lesley McConnell
Greater Wellington Regional Council
PO Box 11-646
Wellington

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Doc. No.	Referred to	Date
	J. Hewitt	
	L. McConnell	CSM

Dear Lesley

Draft Regional Pedestrian Strategy

Thank you for the opportunity to comment on the above draft strategy.

Transit is fully supportive of the principles contained within the document. The only comment that we wish to make is in respect of the recommended action relating to an RCA Pedestrian Review.

It is considered that the TLA's should lead the Pedestrian review as the significant majority of pedestrian access matters fall roads within Council jurisdiction. There will often be the need to address State highway access and pedestrian issues as part of the Council review and Transit would be more than willing to provide necessary input and consider agreed actions or improvements that result.

The alternative of Transit carrying out it's own review on State highways may not provide the co-ordinated approach to pedestrian accessibility that will be needed.

I am happy to discuss the above further.

Yours sincerely



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Received 30/3/04 by email JM.
30th March 2004

Submission – Greater Wellington Regional Council's Draft Regional Pedestrian Strategy – Regional Public Health, Hutt Valley Health District Health Board

Regional Public Health (RPH) provides public health services that aim to improve, protect and promote the health of populations within the greater Wellington region. While Regional Public health is sited with and part of the Hutt Valley District Health Board, RPH is also responsible for the provision of public health services for communities residing in Capital and Coast DHB and Wairarapa DHB localities.

Regional Public Health (RPH) welcomes the development of the draft Regional Pedestrian Strategy and is pleased to be involved in the submission process in supporting this positive regional development for the Wellington Region. We see the development of a regional pedestrian strategy as a positive step to develop a combined and integrated framework for the various Road Controlling Authorities (RCAs) and other interested agencies in the Greater Wellington Region. With an over-riding strategy, a more comprehensive and sustainable pedestrian culture can potentially emerge.

PART ONE:

Strategy Development

As the vision aims for "more pedestrians in a convenient, safe and *pleasant* environment" we suggest that parks and recreation services be involved in the development and implementation of the pedestrian strategy. This is with the aim of encouraging pedestrians to use parks and gardens as a pleasant thoroughfare.

PART TWO:

Objectives (Page 8)

At present the objectives are more like strategies in that they are not measurable. Objectives should be specific, measurable, achievable, realistic and timeline based (SMART) with strategies in which these can be achieved. The outcomes that are used in the draft could be written into the objectives, for example;

1. Improved level of service for pedestrian facilities (determine what the level is now and then attempt to improve this by a certain amount)
2. Increase number of pedestrians walking to work, school etc. Compared with car and bus e.g.
 - an increase from 44% to 65% of trips less than 1 kilometre by pedestrians and cyclists
 - an increase from 33% to 48% of trips up to 2 kilometres by pedestrians and cyclists
3. Improved safety for pedestrians i.e. reduced casualty numbers (for example by 30% by the year 2007)
4. Improved perception of pedestrian safety for children, currently 40% of parents would not let their children walk to school and a target could be that 20% be reached by 2007.

We suggest that the e existing objectives are retained as strategies to achieve the above modified objectives.

General Comments:

Although inherent in the strategy that a region wide desire to increase the modal share of pedestrians would result in a decrease in private transport use, we would advocate that the strategy clearly states an aim to reduce the number of cars. This could be encouraged through other means such as an increase in; public transport use, car-pooling, and park and ride schemes etc. Walking is not a stand-alone transport mode. It is important to recognise the way alternative transport modes can be linked together.

Anecdotal evidence suggests buses are involved in a number of pedestrian casualties in Wellington central city. Part of the action plan should involve liaising with regional bus companies to reduce the speed of buses in high use pedestrian areas such as Lambton Quay and Willis Street.

Absolutely

POSITIVELY

ME HEKE XI PŌNEKE
WELLINGTON CITY COUNCIL

Wellington

Wellington Regional Council

17 MAR 2004

Lesley McConnell
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FILE REF:	
TP / 03 / 07 / 03	
Doc. No. 199/349	
Referred to	Date/Int
L. McConnell	EM.

Ref:GWRC_RPI

15 March 2004

Dear Lesley

Draft Regional Pedestrian Strategy: Wellington City Council Submission

Please find enclosed the Council submission on the Draft Regional Pedestrian Strategy.

Council has made a detailed response to the components of the Strategy relating to the share of walking for short distance trips, pedestrian safety (particularly in the case of **high risk** groups), review of pedestrian access to facilities including public transport terminals, and the need to promote urban form solutions that encourage walking.

If you have any questions regarding the submission, please contact Cliff Naudé, the Council officer responsible for co-ordinating the response to the Strategy.

Yours faithfully



Stephen Rainbow
Director: Urban Strategy

WELLINGTON CITY COUNCIL SUBMISSION ON THE GREATER WELLINGTON REGIONAL COUNCIL DRAFT REGIONAL PEDESTRIAN STRATEGY

1 Introduction

Wellington City Council (WCC) welcomes the opportunity to comment on the proposed Greater Wellington Regional Pedestrian Strategy. WCC believes the strategy is useful in setting a broad strategic direction for walking in the region, while recognising that cities in the region have quite different transport systems and priorities.

Council would like to make the following points regarding the proposed strategy.

2 Walking to Work in Wellington City

Census data indicate that walking increased in terms of journey to work (JTW) trips between 1991 and 2001. Wellington was the only city in the Greater Wellington Region which experienced an increase in walking JTW trips over this time (see Figure 9 of the draft Regional Pedestrian Strategy) and the data for Wellington City are behind the increase in walking JTW trips in the region. This is a positive issue in terms of pedestrian activity in the region.

3 Pedestrian casualties

Pedestrian casualties in the Greater Wellington Region and Wellington City show a slight declining trend between 1993 and 2002, as shown in Figure 1 below. The decline in casualties in the region is due in part to the decline in pedestrian casualties in Wellington City because of the large number of pedestrians in the city. This implies that as the number of pedestrians increases, so the number of casualties decreases, reinforcing the “safety in numbers” notion.

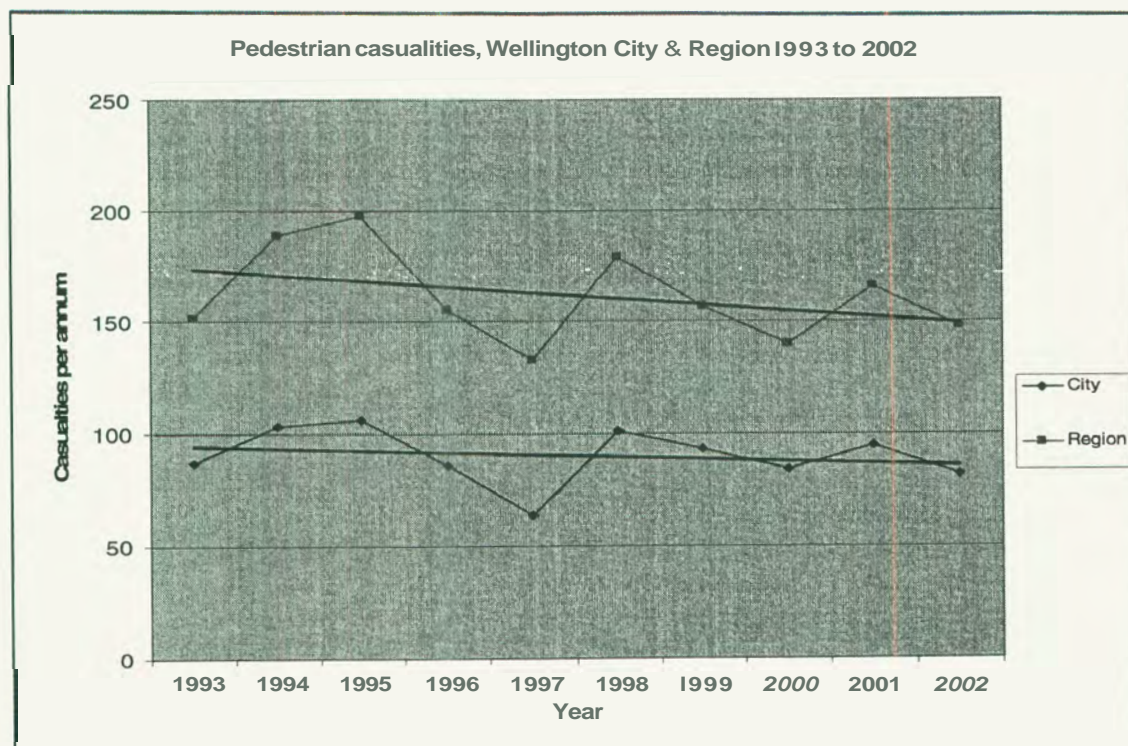


Figure 1: Pedestrian casualties, Wellington City and Greater Wellington Region, 1993 to 2002

4 Walking as a viable alternative for trips of appropriate length

The aim of the draft strategy to increase the share of short distance trips (less than 2 km) being made by walking is supported by Council because these are trips of an appropriate length for walking and which are currently undertaken by other modes, e.g. private car.

5 Pedestrian trips to school

Given the large number of school pupils that are transported to school by car, it is important that safety considerations be given adequate attention in order to persuade parents to let their children walk to school. Current initiatives such as the Walking School Bus can be expanded in the city, together with initiatives such as the Safer Routes to School Programme. Support of these initiatives by Greater Wellington will be required when advocating for funding. The strategy should also aim to set out explicit targets that can be used to measure the success of expanding the role and uptake of the walking school bus/saferoutes to school programmes.

6 High risk pedestrians

The Draft Strategy identifies the 5-20 year age group as a high risk group. It is important that efforts aimed at improving safety should be focused on this group. Another group of pedestrians at risk is that of the elderly and persons with disabilities and the safety requirements of this group also merit attention.

7 Pedestrian access to public transport terminals

Council's view is that pedestrian access to public transport terminals is of critical importance given the investment in the Lambton Public Transport Interchange and should therefore enjoy a high priority in the strategy. This would include access by persons with disabilities.

8 Road Controlling Authority Pedestrian Review

The support of GW is required by Road Controlling Authorities (RCAs) in their review of pedestrian access to various facilities/destinations and the associated application for funding to Transfund.

9 Public Transport Pedestrian Review and Programme Implementation

The review of access to public transport nodes and subsequent improvement programme requires the involvement of GW as well as Wellington City Council in a partnership framework. GW has a vital role in not only funding the review, but also supporting the RCAs in securing funding for the Implementation Programme arising out of the review.

10 Walking School Bus/SafeRoutes to School Interagency Group

The Interagency Group identified for involvement in the group needs to include Transfund, as well as advocacy groups such as Living Streets Aotearoa.

11 Funding contributions

TLAs already fund pedestrian infrastructure in their areas. What is required is support from GW for pedestrian improvements and initiatives arising from the strategy and the funding of the programme of initiatives arising out of the strategy, rather than the funding of projects on an ad hoc basis.

12 Safety education

In enhancing pedestrian safety in the city, an approach to education involving both drivers and pedestrians is crucial because of the number of people walking in the city, both from home and public transport interchanges such as the railway station.

13 Direction to TLAs on urban form and the “walkability” of cities in the region

The Draft Strategy should provide more direction to TLAs in the region regarding urban form that will actually encourage walking. Examples of policy options that might assist pedestrians in reducing walking distances between trip **origins** and destinations would be the encouragement of greater population densities and residential and retail developments around transport nodes. Wellington City has experienced a trend toward inner city living which has resulted in greater numbers of people walking to work in the city (in terms of increased journey to work trips) according to Census data. Increased population densities also enhance the viability of public transport systems.

14 Conclusion

Council generally supports the Draft Regional Pedestrian Strategy and requests a continued close involvement with GW in the finalisation of the strategy, the review of pedestrian facilities in the region, the review **of** public transport access to public transport terminals and future project work programmes and funding.

11.10.03

31 March 2004

Greater Wellington – The Regional Council
Access Planning
PO Box 11646
WELLINGTON

ATTENTION: Lesley McConnell

Dear Lesley

SUBMISSION ON DRAFT WELLINGTON REGIONAL PEDESTRIAN STRATEGY

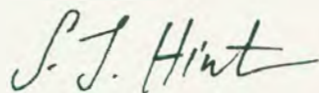
Thank you for providing the opportunity for the Council to comment on the Draft Wellington Regional Pedestrian Strategy.

Please find attached the Council's submission, approved by the Council's District Development Committee at its meeting on **30** March 2004.

Overall, the Council is very supportive of the draft strategy and commends Greater Wellington on taking this first step in proactively addressing pedestrian issues in the Wellington Region. The Council's main concern, as outlined in the submission, is to ensure that we work together on pedestrian issues (in conjunction with cycling) within the Kapiti Coast District in order to promote and encourage walking, and that any regional activities are supportive and add value to the current activities of the Council.

If you have any queries in relation to this submission, please contact me.

Yours sincerely



Sherilyn Hinton
POLICY PLANNER
email: sherilyn.hinton@kapiticoast.govt.nz
ph: 04 9045 600

Submission on the Draft Wellington Regional Pedestrian Strategy – by the Kapiti Coast District Council

March 2004

General Comments

Thank you for the opportunity to make a submission on the Draft Wellington Regional Pedestrian Strategy.

The Draft Strategy is an easy to read, focused and succinct document. In general, the framework and direction outlined by the Strategy are supported. Addressing the needs of pedestrians is an important issue region-wide. It has also been highlighted as an important issue in the Council's own Long Term Council Community Plan "Choosing Futures" community consultation process.

The Strategy's vision statement and general objectives are supported. These are seen to be consistent with the vision and objectives identified in the Council's Cycleways/Walkways/Bridleways Strategy, as well as the community outcomes relevant to walking identified in the LTCCP "Choosing Futures" document. It is also consistent with Council work programmes such as the footpath upgrading project.

The Draft Regional Pedestrian Strategy is narrower in scope than the Council's Cycleways/Walkways/Bridleways Strategy in that it only deals with walking as a mode of transport, and does not deal with walking as a recreational activity. The Council would like to emphasise that the recreational aspect of walking is also important, but the focus of the Strategy on transport is acknowledged.

The main concerns identified in this submission relate to implementation of the Strategy, and ensuring the actions identified do not compromise the work programmes and direction the Council is taking in relation to walking and pedestrian provisions, particularly within the LTCCP, the Cycleways/Walkways/Bridleways Strategy, the development of a walking, cycling and bridleways network and the Council's road safety programme. The Regional Pedestrian Strategy should add value to the current activities and work programmes already being undertaken by the Council. It needs to support the pedestrian activities and initiatives of the Council, as well as assist in securing funding and resources for these activities.

The Regional Pedestrian Strategy does not provide any funding for pedestrian/walking projects undertaken by territorial authorities or other agencies. This is a critical issue facing territorial authorities, particularly as public expectations are constantly increasing. The Strategy also does not specifically mention advocating for increased funding for walking at a national level. This is in contrast to the actions outlined under the recently adopted Wellington Regional Cycling Strategy which specifically mention advocating for more funding at a national level.

The Regional Pedestrian Strategy relies on commitment from all key stakeholders, particularly from Road Controlling Authorities (territorial authorities and Transit NZ) in establishing a pedestrian review programme for their respective roading networks, including pedestrian audits. This means that territorial authorities will need to ensure

that these activities are consistent with Council work programmes and priorities, and that there are resources to implement them. The Strategy and its action programme therefore needs to recognise the limited resources of smaller territorial authorities such as Kapiti, and the specific issues faced by each territorial authority, and take these factors into account when developing work programmes and advocating for annual plan funding.

The Council would like to make the following specific comments on the Strategy:

Specific Comments

Section/page number	Comment
PART ONE Introduction, page 1	Support the recognition of people using mobility aids and wheelchairs under this Strategy. However, the first footnote on page 1 should be brought into the main text of the Strategy in order to clarify the scope of the Strategy. In Kapiti, elderly and disabled people make up a significant proportion of pedestrians, therefore due recognition should be paid.
Roles and Responsibilities, page 2	The paragraph explaining the role of territorial authorities needs to make mention of our strategy setting and planning responsibilities regarding walking and pedestrians. The Kapiti Coast District Council has just adopted its Cycleways/Walkways/Bridleways Strategy. This Strategy sets out specific objectives, policies and actions regarding walking. The Council's LTCCP "Choosing Futures" document also contains important provisions regarding walking, and identifies the key community outcomes regarding walking and pedestrians.
Roles and Responsibilities, Page 3	Additional agencies/groups should be added to the list under Roles and Responsibilities, for example: <ul style="list-style-type: none"> ▪ Sport & Recreation NZ (SPARC) ▪ Local community and pedestrian/walking advocacy groups. These groups play an important role in advocating and lobbying for pedestrians and walking at a local level.
Strategy Context, Perception of Safety, page 6	Agree that there is a need for increased uptake of initiatives like Walking School Buses and Safe Routes to School within local communities. There is a large community demand for these kinds of activities to take place, as demonstrated by submissions on the Council's Draft Cycleways/Walkways/Bridleways Strategy and comments received via the Community Plan public workshops. However, their effective delivery is also labour/resource intensive. What assistance can Greater Wellington provide to assist with their delivery?
Strategy Context, Agency interaction and guidance, page 6	Agree that more consistency of pedestrian provisions across RCA boundaries is something to be worked towards. Greater Wellington needs to ensure it works closely with territorial authorities, Transit and other relevant groups on this issue. The identification and promotion of best practice standards for pedestrian provisions by Greater Wellington – The Regional Council is supported, however, territorial authorities also need

Section/page number	Comment
	<p>scope to be able to deal with local issues therefore there must be some flexibility. The Council's Cycleways/Walkways/Bridleways Strategy identifies connectivity of cycling, walking and horse-riding routes and consistency of standards as an important issue. A series of actions focused on increasing consistency (both within the District & between bordering Districts) and coordination between agencies are outlined.</p>
PART TWO The Strategy, Page 8	<p>Support the Strategy Vision and Objectives – these are seen to be consistent with those identified in the Council's own Cycleways/Walkways/Bridleways Strategy as well as the LTCCP community outcomes relevant to pedestrians and walking.</p>
Action Programme, page 9	<p><u>RCA Pedestrian Review</u> In general, this action point is supported as it is consistent with the action points in the Council's own Cycleways/Walkways/Bridleways Strategy regarding the undertaking of pedestrian/ walkways audits and "Ped Shed" exercises.</p> <p>The action programme however needs to recognise the limited resources of smaller territorial authorities such as Kapiti, and the specific issues and competing priorities each territorial authority has to address, and take these factors into account when developing programmes and advocating for annual plan funding. These activities will need to be provided for via the Council's LTCCP budgeting and priority setting exercises.</p> <p>Council struggles now to gain sufficient funding to maintain its current footpath network. What funding assistance will Greater Wellington be able to provide to assist the implementation of the Strategy's action points?</p> <p>The term "RCAs" in the action programme table should be clarified so readers are aware it includes both Transit and territorial authorities.</p>
Action Programme, page 10	<p><u>Land Development Review</u> This action point is supported as it is consistent with the objectives and actions in the Council's Cycleways/Walkways/Bridleways Strategy. It is also consistent with the principles behind the establishment of the Council's internal Design and Review team, and the aspects of the Council's review of the Code of Practice for Subdivision and Development relevant to pedestrian/walking provisions.</p>
Action Programme, page 10	<p><u>Walking School Bus/Safe Routes to School</u> This action point is supported – further investigation of these initiatives and their uptake is required. The investigation also needs to address the implementation and resourcing of these initiatives. There is a large demand for these initiatives within local communities which is not currently being met, and the effective delivery of them is labour intensive and requires adequate resources. Support for territorial authorities from Greater Wellington – The Regional Council in delivering these</p>

Section/page number	Comment
	initiatives would be useful.
Action Programme, page 10	<u>Central Government</u> The reference to “cycling” in the third line of the action paragraph should be replaced with “pedestrians”, or something similar.

Submission to Greater Wellington on the Draft Regional Pedestrian Strategy

Diane Morris
7 Scarborough Tce
Mt Victoria
Wellington
Ph 801 8872

29 January 2004

Thank you for the opportunity to comment on the pedestrian strategy. I congratulate Greater Wellington for producing it and would be pleased to be involved in follow-up activities and consultations.

I am a female inner city resident aged 50. I do not own a car, and most of my walking is to and from the central business district. I make several bus trips a week, mostly from Vivian St to the university and from the city to home.

■ Vision

"More pedestrians in a convenient, safe and pleasant environment."

- 1.1 I support this vision as far as it goes, but I believe that both the vision and objectives of the strategy fail to address the basic obstacle to pedestrian safety, convenience and environmental pleasantness, namely cars. The best ways of improving the status of walkers are to reduce the number and speed of cars and to improve the behaviour of car drivers. The strategy contains few references to other transport strategies at regional and national levels; for example, it is expected that motor traffic will increase over the next decade, yet the strategy does not acknowledge that planning for this will impact on pedestrians. Increasing numbers of cars, in my experience, always impacts negatively on pedestrians, and the strategy does not make this explicit.
- 1.2 I query the statement that central Wellington has a "pedestrian culture" (p.1). We are certainly better than the Hutt or Kapiti Coast, but I think we have a long way to go before we can truly say we have a pedestrian culture in the central city as opposed to a car culture. The environs of the Chaffers New World complex, for example, seem designed solely with cars in mind and do not say "pedestrian culture" to this particular walker.
- 1.3 I am pleased that, unlike the NZ Transport Strategy summarised on p.4, the Regional Strategy does not include cyclists. I believe the needs of pedestrians and cyclists are quite different and may sometimes be in conflict (see 2.2.7).

2. Objectives

2.1 *“Ongoing development of pedestrian route connectivity and accessibility.”*

2.1.1 I can't find the word “connectivity” in my dictionary, but interpret this to mean the ways in which pedestrian routes (i.e. footpaths) connect up with each other and how they are connected to other modes of transport like buses and trains. I would like to see this objective expressed in plainer language.

2.1.2 Regarding the ‘connectivity’ between walking and getting the bus, we need bus shelters that provide much greater protection from the weather. The Adshel shelters in Wellington seem designed, as their name suggests, primarily to display advertising, with the provision of shelter a secondary consideration. The shelter at the School of Design in Vivian Street, for example, is inadequate for the frequently large numbers of students who wait there to travel to the university; it provides little shade and virtually no protection from rain if there is a strong northerly blowing. These criticisms may well apply to most of the Adshel constructions. Why not get the School of Design students to come up with a more effective shelter design, with the vision of convenience, safety and a pleasant environment as their brief?

2.1.3 I am aware that the boundaries of bus fare sections in Wellington are currently under review. This needs to be done in conjunction with the Pedestrian Strategy to ensure that fare sections end in places of high pedestrian activity, not in the middle of nowhere. I am thinking specifically of the Miramar routes, which have a proposed section break at Cobham Drive instead of the logical pedestrian centre at the Miramar shops. Points of economical interchange between walking and getting on the bus need to make sense and seem natural to the people using these modes of transport, as they do at the Hataitai and Kilbirnie shops.

2.1.4 Pedestrian route accessibility can be significantly affected by signage. Wellington City is blessed with lots of short cuts, steps up and down the hills, and eccentric little alleyways between houses that can get walkers to places they never knew existed. Frequently these are poorly signposted or have no signage at all. Even long term residents may not know of the walkways in their areas, and visitors will probably never discover the best of them or not realise that a set of steps marked, for example, “To Allenby Terrace” will actually get them from The Terrace into the heart of the city.

2.2 *“Improved safety (perceived and real) of pedestrians from traffic, the physical environment and crime.”*

2.2.1 My major bugbear in this regard is vehicles parked on footpaths. Local authorities must be much more vigilant about this increasingly common impediment to pedestrians. For walkers pushing prams or who are partially sighted, physically disabled or just plain wobbly on their pins, having to manoeuvre around Pajeros on the pavement is a hazardous nightmare.

Such behaviour on the part of drivers also means that footpaths develop holes and generally deteriorate much faster. The installation of bollards at trouble-spots should be considered.

- 2.2.2 Other pavement obstacles also need regular monitoring. These include piles of rubbish, wheelie bins, and those sandwich-board advertising thingies outside shops.
- 2.2.3 Protection from the weather is an important factor for pedestrians in the region. I would like to see greater protection of very exposed pedestrian crossings with the provision of shelters at either end and even some sort of canopy across the road. The crossing across Wakefield Street to New World in Wellington city is a classic example of a heavily-used and exposed site where pedestrians lugging bags of shopping would be deeply grateful for some shelter while they endure the long wait for the lights to change. (Perhaps New World could be hit up for some sponsorship of shelters?) Better provision of shelter may also deter pedestrians from ignoring the lights and taking their chances.
- 2.2.4 We have problems with the sequencing of pedestrian and vehicle traffic lights at some major crossings. Motorists often have the go ahead to turn onto crossings where pedestrians simultaneously have a green light. This inevitably leads to conflict and the perception by pedestrians that they are in danger. I urge traffic planners to ensure that vehicles cannot legitimately turn onto crossings where pedestrians have the signal to cross.
- 2.2.5 There is another hazard posed to pedestrians where the sequencing of lights allows very little time between the orange/red signal for traffic and the green one for pedestrians. I am thinking here of the Courtenay Place/Taranaki St intersection where pedestrians have to cope with motorised morons who think that the orange light means 'Put your foot down and ignore all obstacles' and who turn from Courtenay Place into lower Taranaki St when the pedestrian crossing light has gone green. Light-controlled pedestrian crossings need to allow more time for pedestrians – they seem to be geared to the capabilities of the physically fit and not to those who are slower walkers.
- 2.2.6 It is great to see that pedestrian trips to school are increasing (p.5) but disconcerting that **40%** of people will not let their children walk unsupervised. Transport authorities need to work hard to get the message across that children are twice as safe walking as they are in cars (p.6) and that parents who insist on driving their offspring to school are contributing to the dreadful dangers supposedly faced by their little ones, to **say** nothing of the rest of us.
- 2.2.7 As noted, I am pleased that pedestrians and cyclists have not been lumped together in this strategy. The sad fact is that, in the inner city at least, cyclists are a major hazard for pedestrians. Courier cyclists in particular seem to believe that the rules of the road do not apply to them, so they ignore lights, ride on the footpath etc. I suggest that ways be found to make courier firms liable for their employees' traffic infringements, and to reward cyclists for not indulging in antisocial and hazardous behaviour. Still, I suppose we should be grateful they're not in cars!

2.3 *"Maintain advocacy towards best practice pedestrian provisions and funding availability."*

2.3.1 The words "provisions" and "funding availability" have an aura of defeatism about them. To me, this objective implies that the needs of pedestrians are inevitably secondary to those of cars. It would be an interesting exercise for the strategic planners to imagine a world in which the pedestrian always comes first, i.e. to have a think about what is truly meant by the term "pedestrian culture." I believe that any vestiges of pedestrian culture we have are being rapidly stifled by a rapacious car culture, and I see no commitment on the part of local, regional or governmental bodies to addressing this. Let's face it, it's not going to win votes, is it? In the absence of any willingness to follow the example of, say, Singapore and take drastic action against cars, I'm afraid this strategy appears to be little more than a sop to the increasingly beleaguered among us who choose to walk. I suggest this objective be amended: "Increase and strengthen advocacy for improved status for pedestrians and a greater share of funding to achieve best practice pedestrian provisions."

2.3.2 The strategy has an emphasis on "people choosing to walk and on walking as a leisure activity (Appendix 1). There needs to be more research on people who do not see themselves as having a choice because they cannot afford a car, do not have access to convenient public transport, etc. These people generally do not have a significant voice in transport planning, and I am concerned that this strategy may be overly influenced by people like me, who 'choose' to walk because of environmental concerns and/or to maintain their physical fitness. Such motivations are, I suspect, situated in the middle classes and would be of little interest to people on the poverty line. Transport planners need to know the realities of life for single parents or the ageing poor, for whom a trip to the shops may be a struggle both money- and transport-wise.

2.3.3 I am interested in the significant gender difference among "people choosing to walk. It is clear that more females than males walk and that far more adult females than young people are pedestrians. I suggest that you actively seek out the views of women in the region, to establish whether they have particular concerns in relation to safety and environment e.g. pushing prams, supervising children, carrying shopping etc. The concerns of older women must also be researched as we are a growing proportion of the population and, I suspect, are strongly represented in the pedestrian category. Walking in the inner city often seems to me to involve constant conflict between not-so-young women walkers and testosterone-fuelled young men driving powerful cars. I don't know what the answer is (apart from locking the boys up til they turn 30), but the strategy needs to take issues of gender and age very seriously.

Alan Hume

8

Wellington Regional Council
24 DEC 2003

FILE REF:	
TP 103/07/03	
Doc. No. 188444	
Referred to	Date/int
L. Mc Connell J.M.	

**Comments on Draft Regional Pedestrian Strategy
December 2003**

Greater Wellington Regional Council

1. I am writing this as an inner city Wellington resident who has a car but prefers to use public transport or to walk.
2. However my walking is hindered by wearing a leg brace. This does not constitute a disability in the criteria for example for a disability sticker for access to disabled parking but is constraining. My concern is that in this pedestrian strategy the needs of people such as myself, who can walk but every step must be measured and unnecessary is debilitating and frustrating and standing for any period of time is problematic, are not considered separately. This group is not getting smaller – for example the population is aging and there are more people with diabetes (which leads to mobility problems). There are also people on crutches.
3. The ageing of the population is not mentioned specifically. For example older people are slower yet the time to get across pedestrian crossings is barely long enough for fit active people let alone people with mobility difficulties.
4. The strategy could take into account modal interchanges better (see page 4). For example where the BP station was on Jervois Quay, around 5 pm there are often people standing or sitting on the kerbing round the petrol station when it was there waiting to be picked up. Another place this used to happen more than it does now (as parking meters were introduced) was at the corner of Bowen Street and The Terrace. These people are waiting for a lift home in a private car. Areas should be set aside for this and made comfortable ie seats or a shelter at the edge of the city so that cars don't need to come into the middle of The Terrace and Lambton Quay in order to pick up these people. There needs to be space both for cars to wait and for people to wait. Bus stops are not appropriate places for this.
5. I would like to see more made of the benefits to a community of people on the streets. You cannot chat to the person in the next car to you but you can chat to a fellow pedestrian. This social interaction assists to bring a community together.
6. To assist pedestrians there needs to be more seats. Seats can be used to rest eg while walking up a hill, or to admire a view, or to sit and talk to someone. In my own neighbourhood Bolton Street is a steep street. Halfway up there is a garden. With imagination a seat could be there instead of a garden thus giving people a place to stop half way while walking up the hill. There are many other places in Wellington where a well situated seat would be appreciated. Seats are also useful to sit with a child when out walking. Encouraging children to walk is not stressed enough in this strategy. The walking bus is one good idea for this but there need to be more.
7. In Wellington there is a serious lack of signage for the many walkways. For example
 - Wellington needs a walking map to show people where the short cuts are eg the one along the motorway that goes from Bolton Street and comes out at the cable car o James Cook hotel and the many others in Aro Valley, Brooklyn, and Kelburn. Local businesses in the area would support such a map by advertising in it. The streets should be small on these maps and the walking places prominent.
 - All walkways in Wellington need to be marked, preferably signs on poles. But if not that then signs in the footpath (compare to the signs marking Wellington's old waterfront in the footpath of Lambton Quay). If they were marked more people would use them and they would be less scary to use.

- Many of these walkways are good shortcuts. Some people barely seem to know that coming through Anderson Park will get you to Bolton Street. In a comment to Wellington City Council about this I was told they do not want cars to use the road. This comment lacks imagination in finding other ways to inform pedestrians.
 - Victoria University should be given help to have a map for students to show them the shortcuts between the downtown campus and the Kelburn campus, They are good walks, give the students exercise, and save them bus money. The map could indicate good timings for each of the walks for a okay fitness through to a fantastic fitness person.
8. I am unclear why cycling is included in this strategy. Buses and pedestrians go together well but cyclists can do all their trip in one modality and because of what to do with their bike in another modality do not swop to another form of transport whereas a pedestrian can easily hop on a bus (if one comes along!).
 9. When it comes to public transport important things for pedestrians are frequency and pleasantness of waiting area. I realise that the glass bus shelters are now international structures but some of the posters in them are offensive and not pleasant to sit and look at. The posters also create a wall that blocks off the waiting passengers view of their environment which for safety one wants to see.
 10. Frequency of buses is not good enough. The bus I want to get is from opposite Bowen House to Courtenay Place and back again. But the buses hunt in packs. How come they cannot leave every five minutes (or shorter) from the Railway Station instead of three buses together at 15 minute intervals is beyond me.
 11. The new “umbrellas” Wellington has recently erected seem to generate advertising revenue really. Some of the ads you just don’t want to stand and look at.
 12. The signage at the new Railway Station when you come down from Murphy Street is appalling **as** is the ability to walk directly to a stop to catch a bus. For me with my disability I have not the energy to go and read signs trying to work out where the bus is going to go only to find it was where I was or whatever. I could really go on about the signage at this interchange. It maybe okay from the station end but coming into it from Molesworth or Murphy Streets it is frustrating.
 13. I am interested the statistics (pp 13-‘15) are given by age but not by sex or disability. And even then the age breakdown is crude. Walking at night versus during the day is not identified either
 14. The need for footpaths is not mentioned. I think of High Street in Island Bay which has no footpath. Surely ensuring all residential areas have good footpaths is important.
 15. For those with disabilities such as mine obstacles are just that obstacles. Reducing obstacles needs to be part of a pedestrian strategy. One obstacle that needs attention is cars parking on footpaths. Thus the quality of the monitoring of parking needs to be addressed.
 16. When it comes to Objective 4 Safety (p. 4) the safety does not seem to have a broad enough definition. I think that safety includes safety from crime (assault and robbery), falls (ie obstacles, poor repair of pavement) as well as interacting negatively with a car.
 17. The Wellington City Council also will not address pedestrian safety unless there have been accidents. For example the bottom of Bolton Street has a large number of people crossing yet WCC will not improve it as there have been no accidents. It is a muddle of a corner **as** it has cars desperate to turn right from The Terrace as they are holding up traffic behind them, pedestrians desperate to get across as they wait for all the cars to move. Surely this could be fixed although there may not have been an accident that WCC knows about.
 18. The other way parking and walking have become intertwined is that illegal parking is acceptable **as** people want to park exactly where they want to go. Thus for example at a whopper chopper event last summer cars parked up the middle of The Parade Island Bay.

Why are people not told at events where to park and then how to walk using short cuts and/or buses laid on to get them there? Events should have to produce transport plans that includes safe and legal parking and information for pedestrians to get to the event.

Rachel Brown
6 Easdale Street
Wellington 1
December 2003

PS

Why does Executive Summary contain acronyms which are not spelt out! They do become apparent when the main text is read.

23 January 2004

PORIRUA CITY COUNCIL

SUBMISSION ON DRAFT REGIONAL PEDESTRIAN STRATEGY

- 1) This Submission is from Porirua City Council.
- 2) The Contact in relation to this Submission is General Manager Utilities Policy.
- 3) The address is: Porirua City Council
Cobham Court
PO Box 50-218
Porirua City
New Zealand

PORIRUA CITY COUNCIL SUBMISSION

Route Connectivity and Accessibility:

The need for an interconnecting network of pedestrian routes is not as important as it is for cycling routes, as most pedestrian journeys are short and within Local Authority boundaries. The issues of interconnectivity with other transport modes are more important for pedestrians and the actions contained in the draft strategy are supported. However funding interconnectivity initiatives which are done to promote the use of public transport should be done by the Greater Wellington Regional Council and Transfund because these agencies are responsible for funding passenger transport services.

The action plan requires Local Authorities to fund studies, audits and projects. It is not appropriate for another agency to direct Local Authorities as to how they spend their scarce resources. The decision on how a Local Authority uses its resources is with its Council after consultation with their community.

Safety:

Road safety standards including those that apply to Pedestrians are the responsibility of the Land Transport Safety Authority. The promotion of road safety issues is carried out by the Land Transport Safety Authority at a national level and is co-ordinated at a local level by Road Safety Coordinators who are partly funded by the Land Transport Safety Authority and Local Authorities. These functions should remain with the Land Transport Safety Authority on a national level, and Territorial Local Authorities on a local level. Regional Council involvement in road safety coordination was discontinued several years ago and should not be revived.

Advocacy:

Porirua City Council is of the opinion that there are a number of active pedestrian advocacy groups within the Wellington region and nationally, and these groups are very effective advocating the needs of Pedestrians at a local, regional and national level. It is felt that the existing level of advocacy for Pedestrians is adequate and Porirua City Council does not support the allocation of additional regional funding to provide additional advocacy for Pedestrians. However, the advocacy for funding from central government is supported.

CONCLUSION

The Porirua City Council sees the key element for the Wellington Regional Pedestrian Strategy as improvement of pedestrian interconnectivity with other transport modes.

Funding interconnectivity initiatives which are done to promote the use of public transport should be done by the Greater Wellington Regional Council and Transfund because these agencies are responsible for funding passenger transport services.

The areas of safety and advocacy are already covered by other agencies, and the GWRC role in these areas should be limited to providing a conduit for information to flow and co-ordination between the agencies involved, and advocacy for government funding.

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Report 04.5
Date 21 January 2004
File TP/03/02/01

Committee Policy, Finance and Strategy and Committee
Author Dave Watson Divisional Manager Transport

Response to the Draft Regional Pedestrian Strategy

1. Purpose

To adopt a Greater Wellington Regional Council response to the Draft Regional Pedestrian Strategy which will then be forwarded to the Regional Land Transport Committee for consideration.

2. Background

The Regional Land Transport Committee (RLTC) at its 13 November 2003 meeting received the Draft Regional Pedestrian Strategy and agreed to release it for public submissions. A copy of the **draft** strategy is attached.

3. Comment

The Regional Council has a strategic role for land transport, including pedestrians. The Council's vision of a sustainable region envisages more short journeys being made on foot and an overall increase in foot access to passenger transport.

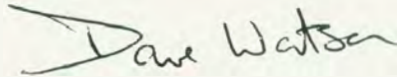
The Council will achieve these outcomes by ensuring that its strategic transport documents, in particular the RLTS, provide policy guidance on pedestrian issues and where the Council is directly involved in passenger transport infrastructure provision that pedestrian facilities are appropriately provided.

The Draft Pedestrian Strategy achieves these requirements in its vision, objectives and action programme. The Council should therefore support the pedestrian strategy.

4. Recommendation

That the Council advise the Regional Land Transport Committee that it supports the vision and objectives of the Draft Pedestrian Strategy and those parts of the action programme that refer to the ongoing role of the Greater Wellington Regional Council.

Report prepared by:

A handwritten signature in black ink that reads "Dave Watson". The signature is written in a cursive style with a large, sweeping initial 'D'.

Dave Watson

Divisional Manager Transport

Attachment:

1 – Draft Regional Pedestrian Strategy