

21 June 2019

NZ Transport Agency
Private Bag 6995
Wellington 6141

Re: Ngauranga to Petone (N2P) section of the Wellington to Hutt Valley cycling and walking link

Tēna koe Michael Siazon

Regional Public Health would like to formally register our support for NZTA's Ngauranga to Petone (N2P) section of the Wellington to Hutt Valley cycling and walking link.

Regional Public Health (RPH) serves the greater Wellington region, through its three district health boards (DHBs): Capital & Coast, Hutt Valley and Wairarapa and as a service is part of the Hutt Valley District Health Board.

We work with our community to make it a healthier safer place to live. We promote good health, prevent disease, and improve the quality of life for our population, with a particular focus on children, Māori and working with primary care organisations. Our staff includes a range of occupations such as medical officers of health, public health advisors, health protection officers, public health nurses, and public health analysts.

RPH **commends** NZTA on the N2P cycling and walking link with its direct health and equity benefits. Increased cycling/walking infrastructure will contribute to boosting our population's level of physical activity, minimising long terms conditions¹ which are some of the leading cause of health loss in New Zealand. Currently only 55% of adults in the greater Wellington region meet the recommended New Zealand physical activity guidelines². Cycling and jogging/running are becoming increasingly popular in New Zealand, with both walking and cycling among the most popular sports for tamariki and whanau from low and medium socio economic backgrounds in urban centres³.

RPH **recommends** that NZTA utilises the Healthy Streets Guidelines⁴ in the design of the pathway to ensure an effective, accessible and safe space for community use.

When using the path those doing so must feel safe, feel welcome, and choose to walk/run or cycle.

Creating a clear separation between cyclists and pedestrians is highly attractive for both cyclists who are traveling significantly faster, and for pedestrians who may be worried about being hit by a cyclist. Both concerns can be deterrent for using the path. Should the path not have a clear separation, then it will be important to have clear signage and messaging on appropriate behaviour on shared pathways.

¹ <https://www.health.govt.nz/our-work/diseases-and-conditions/long-term-conditions>

² Ministry of Health. 2018. Regional Data Explorer 2014–17: New Zealand Health Survey [Data File]. URL: <https://minhealthnz.shinyapps.io/nz-health-survey-2014-17-regional-update>

³ Sport New Zealand. (2015). Sport and active recreation in the lives of New Zealand adults. 2013/14 active New Zealand survey results. *Wellington: Sport New Zealand.*

⁴ More information can be found here: <https://healthystreets.com/home/about/>

Adequate lighting will be important especially for commuters during winter months. Clearly sign-posting all entry ways to the path along with providing distant markers will also improve usability.

When using the path those doing so must feel relaxed knowing they have sheltered places to stop and rest, things to see and do along the way with essential facilities accessible. To successfully deliver NZTA's vision of the N2P being a family destination as well as a safe commuter pathway the design will require additional features to ensure it attracts users beyond those already cycle and walk/run along the existing pathway. These include providing:

- Shade and shelter along the way will help protect those using the path from all weather extremes (sun, rain, wind etc.)
- Water/drink bottle stations and toilets (even just at the beginning and/or end of the path)
- Viewing platforms as a draw card for tourists and those wanting to explore their city
- Well maintained, debris and rubbish free pathways

Situated beside a frequently used railway and highway, the pathway will need to consider air quality, noise and safe access ways.

Where possible NZTA will need to consider ways in which to reduce noise and air pollution. Planting of native trees and other flora could be one way in which may contribute to reducing noise and improving air quality with additional benefits of increased shade and attracting more wildlife to the area.

Consideration will need to be given to entry ways and connections with other pathways to ensure safety, particularly for cyclists at the Petone end of the pathway.

RPH **commends** NZTA on its use of the interactive map to engage with the public on all elements of the design of the pathway. We look forward to seeing the final design and many of our staff are excited to be able to use this path for their commute to Hutt Hospital.

Thank you for the opportunity to make this submission.

The point of contact for this letter of support is:

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Naku noa, na

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