

Kāpiti District Council – Draft Sustainable Transport Strategy

Submission prepared by Shelby Wilson, Public Health Advisor, Regional Public Health

Regional Public Health (RPH) works with our communities to make them 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 tamariki and rangatahi, Māori, Pasifika 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 Analysts and Public Health Nurses.

Regional Public Health support a sustainable transport strategy for the Kāpiti District, and recommends leveraging off the post Covid-19 focus on wellbeing within Aotearoa and globally at this time. There are many opportunities to enhance the current draft strategy by including changes to active transport modes to enhance the experience for the user, and for the community as a whole. Covid-19 has brought to the forefront, the importance of active transport for maintaining and improving wellbeing, particularly when other options for physical activity and transportation were more limited.

NB: This submission is to be sent to Suzanne Rushmere, Roding Network Planner (KCDC) with a follow up oral discussion.

- 1. Please tell us a bit of information about yourself to help us analyse results:**
Are you providing feedback as an individual or on behalf of an organisation?
On behalf of an organisation

Organisation:

Regional Public Health

Suburb where you live:

Email:

Demelza.obrien@huttvalleydhb.org.nz

Ethnicity:

Please state your affiliation (e.g. hapu, iwi):

How do you currently travel to work or school?

Where do you travel to work or school?

Regional Public Health, Hutt Hospital, 638 High Street, Lower Hutt 5010

2. Age:

3. What is your gender?

4. (Privacy Disclaimer)

Challenges

11 transport challenges have been identified in the draft sustainable transport strategy. Please indicate your view on each of the outcomes by checking ONE box in each of the questions, and note your reasons.

Key Challenge

Challenge	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Reasons
<p>Growth</p> <ul style="list-style-type: none"> Growth is exacerbating existing transport challenges 	X					<p>Between 2006 and 2018, there has been a population increase of 7,476 in the Kāpiti District with a 2018 estimation of 53,673 residents across the district¹. With this increase of population plus the increased demand from national and local government to implement enhanced cycle and walkways to promote active transport, there is huge pressure and expectations to deliver on these outcomes.</p> <p>It is important that options for active transport align with specific areas of regional growth. For example, are their effective public transport options, walking and cycling access ways to areas of new housing development?</p>
<p>A network under pressure</p> <p>Poor connectivity is impacting on:</p> <ul style="list-style-type: none"> Congestion and reliability, particularly on east west arterial routes; Access to goods, services and recreational facilities; Mode choice; and <ul style="list-style-type: none"> Economic viability and amenity due to parking problems 	X					<p>At a national level, there has been an increased focus from the New Zealand Government on wellbeing, walking, cycling, and public transport², particularly with the decline in rates of active transport in Aotearoa³.</p> <p>Key policy recommendations have been determined to support Aotearoa to achieve a better active transport system and these include better evaluation of active transport types, routes and use, governance and funding, establishing education systems, enhanced engineering infrastructure (interconnected active transport network), and enforcement and regulation</p> <p>Error! Bookmark not defined..</p>
<p>Service provision/lack of access</p> <ul style="list-style-type: none"> Affects peoples' ability to choose how they travel; and Limits access to essential social, economic and service facilities 	X					<p>As noted above it is important that service provision aligns with community needs, both in terms of transport routes between areas of housing and residential development and the places where people work, shop and undertake recreation activities. It is also important that the timing and frequency of services is sufficient to meet community needs.</p>

¹ Stats NZ Tatauranga Aotearoa. 2018. *2018 Census place summaries Kāpiti Coast District*. <https://www.stats.govt.nz/tools/2018-census-place-summaries/kapiti-coast-district>

² Mandic S., Jackson A., Lieswyn J., Mindell JS., Garcia Bengoechea E., Spence JC., Wooliscroft B., Wade-Brown C., Coppel K., Hinckson E. (2019). Key Policy Recommendations for Active Transport in New Zealand. Dunedin, New Zealand: University of Otago. <https://www.otago.ac.nz/active-living/otago710121.pdf>

<p>Reliance on the Private Car</p> <ul style="list-style-type: none"> Increasing pressure on the roading network 	X					<p>The 2018 census showed a decline in percentage of total private car usage for the Kāpiti district compared to the 2013 census (from 56% in 2013, to 51% in 2018); however there is still a higher number of residents based on increased population using their private car as the primary mode of transport. For Aotearoa as a whole, the usage of a private car as primary mode of transport has also increased, leading to a variety of health and environmental risks. It is important that, for transport to be sustainable, we consider how local residents can be encouraged to move away from private car usage to alternate forms of transport. This includes consideration of the appropriate routes, timing and frequency of public transport.</p>
<p>Demographic Change</p> <ul style="list-style-type: none"> Increasing number of members of the community reliant on public transport Numbers of vulnerable road users are increasing 	X					<p>Public transport needs to be at the core of a shared mobility future, otherwise there is a risk of Aotearoa facing higher levels of motorised traffic and congestion in our cities⁴.</p> <p>Public and active transport must be linked with safe routes for walking, cycling and access using mobility devices. These routes should embrace inclusive design practices that consider how they can be accessed by the elderly, disabled and parents with children.</p>
<p>Safety</p> <ul style="list-style-type: none"> Safety statistics are worsening 	X					<p>Road traffic injuries are the most obvious health impact on Aotearoa. Road related accidents are a major cause of death and disability in New Zealand and our mortality rate compared with other countries in the OECD is higher (13.3% deaths per 100,000 population by vehicle and road crashes compared to</p>

³ Ministry of Transport. (2015). 25 years of New Zealand travel: New Zealand household travel 1989-2014. Wellington.

⁴ Ministry of Transport. (2019). Public Transport 2045. <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/public-transport-2045/>

						9.4% in Australia, 6.1% in the United Kingdom, and 9.7% in Canada) ⁵
<p>Need to improve resilience</p> <ul style="list-style-type: none"> • Ensure access to essential services after a disruptive of major event: • Kāpiti’s transport network is vulnerable to climate change, sea level rise and natural events such as land-slides and earthquakes 	X					This is an important consideration for KCDC given the limited arterial roads and expressways or motorways servicing the KCDC region from the south and north and the continued delays to the transmission gully motorway project. The current state highway one location is vulnerable to slips/rock falls, storm flooding and tsunami. The frequency of storm events is predicted to increase over time. It is important that KCDC, in collaboration with NZTA and other partners continue to consider how to mitigate and manage these risks. ⁶
<p>Climate Change</p> <ul style="list-style-type: none"> • Transport is a significant contributor to greenhouse gases; • Climate change is exacerbating existing problems which affect the transport network including: <ul style="list-style-type: none"> ○ Increased flooding and ground water; 	X					<p>Transport currently represents over 40% of New Zealand’s greenhouse gases from the energy sector (17% from road transport)⁷, with a predicted increase in gas emissions of 38% from 2003 to 2020⁸.</p> <p>Not only could substantial health gains and healthcare cost savings be achieved by switching to more active transport modes for our people (walking and cycling), but implementing</p>

⁵ Kjellstrom, T., Hill, S. (2002). New Zealand evidence for health impacts of transport.

[https://www.moh.govt.nz/notebook/nbbooks.nsf/0/B0D63B72C7235954CC257F800004BBD5/\\$file/health-impact-transport-phac.pdf](https://www.moh.govt.nz/notebook/nbbooks.nsf/0/B0D63B72C7235954CC257F800004BBD5/$file/health-impact-transport-phac.pdf)

⁶ Greater Wellington Regional Council. Western Corridor Plan 2012. <http://www.gwrc.govt.nz/assets/Transport/Regional-transport/Western-Corridor/Western-Corridor-Plan-web.pdf>

⁷ Ministry of Transport. (2019). Climate change and energy. <https://www.transport.govt.nz/multi-modal/climatechange/>

⁸ Ministry for the Environment. (2005). Review of climate change policies. <https://www.mfe.govt.nz/publications/climate-change/review-climate-change-policies-4-policy-choices-41-overall-mitigation-1>

<ul style="list-style-type: none"> ○ Greater storm intensity; ○ Seal level rise and coastal erosion ○ Water temperatures 						infrastructural improvements will likely reduce greenhouse gas emissions ⁹ .
<p>Environmental Impacts</p> <ul style="list-style-type: none"> ● Impacts of transport infrastructure on biodiversity, air and water quality, soil, ecology and biodiversity 	X					By reducing private vehicle usage and increasing public transport use and cycling and walking infrastructure, pollution, traffic congestion, and sedentary lifestyle health problems associated with private vehicle use are reduced ¹⁰ .
<p>Amenity</p> <ul style="list-style-type: none"> ● Lack of quality town centre design is resulting in a lost opportunity to catalyse growth and encourage mode shift, and ● Lack of main streets is resulting in economic and retail activity occurring outside the region or district, and increasing the need to travel 	X					Improving the quality of the town centre aligns with the goals of the healthy streets project. Designing city centres and streetscapes so they improve functionality based on the healthy streets parameters is anticipated to lead to improvements in ten indicators including; clean air, pedestrians from all walks of life, easy to cross, shade and shelter, places to stop and rest, not too noisy, people choose to walk, cycle and use public transport, people feel safe, things to see and do, and people feel relaxed. ¹¹
<p>Affordability</p> <ul style="list-style-type: none"> ● Pressure on rates and funding 						We have no comments to make on this challenge.

⁹ Mizdrak, A., Blakely, T., Cleghorn, C., Cobiac, L. (2019). Potential of active transport to improve health, reduce healthcare costs, and reduce greenhouse gas emissions: A Modelling study. <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0219316>

¹⁰ Urry, A. (2014). Bike lanes save lives AND money. <https://grist.org/cities/bike-lanes-save-lives-and-money/>

¹¹ Healthy Streets Indicators. <https://www.nzta.govt.nz/roads-and-rail/innovating-streets/resources/useful-links/>

Are there any transport challenges not identified that you consider should be included in the strategy?

Considerations need to be made for the ever increasing physical inactivity levels in Aotearoa. Although we have been rated highly in the world for gym membership, we also have some of the highest physical inactivity levels globally (estimated to be the 13th least active nation in the world)¹². Active transport and enhancing infrastructure to support this, including walkways and cycleways to increase opportunities for active transport, should be a focus for all of our councils in the Wellington Region. This aligns with the New Zealand's Government focus on wellbeing and increasing physical activity levels. The innovating Streets for People programme and Innovating Streets Fund launched by the New Zealand Transport Agency is a fantastic supportive programme for councils to try different ways of making their streets safer and more liveable by enhancing existing spaces with a focus on people, and reducing cars and traffic by vehicles¹³.

In addition, to ensure equity is at the forefront of the strategy, it is important to consider whether our current streetscapes are accessible and welcoming to all users. Having smooth, level pavement free of obstructions, well-lit and accessible footpaths, for example via ramps, are all important considerations. It is essential that the users of the street reflect all parts of society and that no group, especially the elderly and those with a disability, be limited from using the street for active transport and to access public transport.¹¹

¹² Active Canterbury. (2019). NZ among the worst countries for physical inactivity. <https://www.activecanterbury.org.nz/whats-new/latest-research-and-news/nz-among-the-worst-countries-for-physical-inactivity/>

¹³ Waka Kotahi/New Zealand Transport Agency. (2019). Safe and liveable streets to support vibrant communities. <https://www.nzta.govt.nz/media-releases/safe-and-liveable-streets-to-support-vibrant-communities/>

Outcomes

Seven potential outcome statements have been identified in the draft sustainable transport strategy. There are set out in the table below. Please indicate your view by checking only one blue box, and note your reasons.

Outcome	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Reasons
<p><i>Improved Access Connectivity and Integration</i> Communities will benefit from the widest possible choice for transport to key services and centres</p>	X					To reduce congestion from private car usage, improve environmental factors, and increase the level of physical inactivity, providing many different choices for transport mode will be integral to the success of the strategy. Many people are moving out of Wellington City into the Kāpiti District because of the ever increasing costs of living. Therefore, it is important to establish well-connected public transport options for people to get in and out of Wellington City for their employment/education/recreation commitments, as this will ultimately reduce reliance on private car usage.
<p><i>Safe and Resilient Communities</i> Adopting a vision zero and safe systems approach, building in resilience and working quickly to restore essential access after and event</p>	X					For a community to feel safe and able to return to normality as quickly as possible, it is vital that essential access is restored as soon as possible to ensure the connectivity that the community needs. This will also support the return for smaller local businesses to normality and returned income. This will also be particularly important for vulnerable users prior to an event (elderly, low socioeconomic, disabled, refugees etc)

						who are more likely to need access to public transport, therefore it will be important to engage and provide for these groups.
Supporting a Vibrant and Thriving District Town centres and businesses are supported by the transport network	X					
Climate Change Decision making and the transport network reflects the need to address climate change	X					
The Environment Decision making will ensure the environmental effects of infrastructure development are avoided, remedied or mitigated.	X					
Amenity Enhancements The design of the network creates coherent, safe, high quality and attractive places	X					
Affordability Investment decisions will ensure value for money, and more affordable travel for all users	X					

5. Are there any outcomes not identified that you consider should be included in the strategy?

There is vast amounts of evidence that suggest active transport is beneficial for physical health and wellbeing, along with economic and environmental benefits. This can help to prevent some chronic diseases related to inactivity and helps to reduce motor vehicle use. This would

contribute to improved overall health of the population and of the environment¹⁴. Globally, many countries are implementing enhanced cycle and pathways for their residents to increase physical activity levels, reduce carbon emission offsets, enhance wellbeing, and reduce traffic congestion^{15, 16, 17}. Regional Public Health supports strategies and initiatives that enhance active transport opportunities for our communities. Improving physical activity levels of the KCDC community would be an appropriate additional outcome.

In addition, to ensure equity is at the forefront of the strategy, it is important to include outcomes measuring the degree to which the strategy ensures active transport routes for walking and cycling, and public transport, are accessible and welcoming to all users. Having smooth, level pavement free of obstructions, well-lit and accessible footpaths, for example via ramps, are all important considerations outlined in the Healthy Streets Indicators¹¹. To reiterate, it is essential that the users of the street reflect all parts of society and that no group, especially the elderly and those with a disability, be limited from using the street for active transport. We suggest that access to public transport and equity of access should be a measurable outcome of the strategy.

Therefore, implementation of a wellbeing focused outcome should be considered for a sustainable transport strategy. Regional Public Health is happy to support the Kāpiti Coast District Council to develop this outcome, but below is an initial idea to consider:

Enhancing Community Wellbeing and reducing inequities.

The design of the transport network enhances cycle ways and footpaths to provide increased opportunity for physical activity and social connectivity, whilst providing increased accessibility to facilities and business around the district through active transport modes that are accessible to all users.

NB: It must be noted that further consultation with agencies that provide services for people with disabilities and elderly people is recommended to make sure that the transport network is accessible and safe for all users.

¹⁴ Toi Te Ora Public Health Service. (2015). <https://www.ttophs.govt.nz/vdb/document/553>

¹⁵ Reid, C. (2020). Paris to create 650 kilometres of post-lockdown cycleways. <https://www.forbes.com/sites/carltonreid/2020/04/22/paris-to-create-650-kilometers-of-pop-up-corona-cycleways-for-post-lockdown-travel/#4031fd8b54d4>

¹⁶ UK Government. (2020). \$2 Billion package to create new era for cycling and walking. <https://www.gov.uk/government/news/2-billion-package-to-create-new-era-for-cycling-and-walking>

¹⁷ The Local. (2020). Milan announces major expansion of cycle paths after lockdown. <https://www.thelocal.it/20200421/milan-announces-major-expansion-of-cycle-paths-and-pedestrian-routes>

Vision

Set out below is the proposed vision for the Draft Sustainable Transport Strategy. Please indicate the extent to which you agree and note your reasons.

	Strongly agree	Agree	Neutral	Disagree	Strongly Disagree	Reasons
<p>Vision The proposed vision for the Sustainable Transport Strategy is: To achieve an attractive, well connected, responsive, safe and environmentally friendly transport system that enables mode choice.</p>	X					Regional Public Health supports strategies and initiatives that enhance community wellbeing and population health.

Do you have any alternative wording you would like to see in the vision?

To achieve a well-connected, safe, responsive, equitable and environmentally friendly transport system that enables mode choice and enhances community connectivity and wellbeing.

Focus Areas

The draft sustainable transport strategy identifies 8 focus areas. There are set out in the table below. Please indicate your view by checking only one blue box, and note your reasons.

<u>Focus Areas</u>	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	<u>Reasons</u>
<p>The Transport Network</p> <ul style="list-style-type: none"> Enhance community connectedness through improved access and connectivity for all modes, town centre 	X					It is important to link this focus area to an outcome – how can we use the development of these walkways, cycle ways and public transport networks to enhance wellbeing as well as the environment.

improvements, high level of maintenance, working with partners and the development of walking, cycling and public transport networks						
<i>Integrating Transport and Land Use</i> <ul style="list-style-type: none"> Infrastructure supports growth. Development and transport strategies are integrated, ensuring new development effectively connects into the existing transport network 	X					
<i>Safety</i> <ul style="list-style-type: none"> No loss of life is acceptable, safety is critical in decision making, and transport network development 	X					
<i>Resilience</i> <ul style="list-style-type: none"> Prioritise projects and standards that reduce exposure to risk and support a speedy recovery after an event 	X					
<i>Climate Change</i> <ul style="list-style-type: none"> Leverage new technology and implement measures that encourage mode shift, advocate for more environmentally friendly fuel types, support education 	X					Links to outcome four
<i>The Environment</i> <ul style="list-style-type: none"> Ensure that the environment is given appropriate consideration and ensure all modes are 	X					Links to outcome five

considered when deciding on transport projects						
Amenity <ul style="list-style-type: none"> • Good design and amenity will be taken into account in scheme design, and is maintained 	X					
Affordability <ul style="list-style-type: none"> • Best use made of the existing network, funding sources and partnerships are leveraged to minimise costs, and development managed to provide an appropriate level of infrastructure. 	X					<p>Consider leveraging off funding sources such as the Innovating Streets Fund launched by the NZ Transport Agency.</p> <p>It is important to provide high quality access and affordability of public transport options, so residents aren't being further marginalised in education/employment/social opportunities. There also needs to be further consideration for Māori and Pasifika, as well as low socioeconomic whānau and avoiding further marginalisation for these groups.</p>

Are there any focus areas not identified that you consider should be included in the strategy?

We recommend that having a focus area of community wellbeing/connectivity is important as the community will be able to resonate better knowing there is a focus and priority on their wellbeing. We also recommended to link this explicitly in the outcomes as well. It is essential that equity be highlighted as a focus area for this strategy. Equity should include ensuring that low socio-economic groups be supported with affordable public transport and that there be equitable inclusion of low income communities in the planning of public transport routes and the development of healthy streets infrastructure. It is also important to ensure that there is equity of access to the public and active transport systems in the region. Maori and Pacific peoples should be included in the development of the strategy, both to ensure equitable access, and to ensure that Maori and Pacific values and knowledge are reflected in the design of new amenities such as streetscapes. The users of public and active transport should reflect all members of society including the elderly and those with disabilities, who may be limited from participating if inclusive design principles are not used. For a community to buy in to a strategic vision and plan, they need to feel empowered at all stages of the decision-making, particularly including where they are likely to be affected by or interested in the matter¹⁸.

¹⁸ New Zealand Legislation. (2002). Local Government Act 2002. <http://www.legislation.govt.nz/act/public/2002/0084/latest/whole.html>

What do you consider are the barriers to using alternative modes to the private car?

The most common barriers for members of Aotearoa to utilise active transport modes are environment challenges, safety and safe routes, discomfort, enjoyment, poor urban design and health reasons². From a study conducted into residents of the Greater Wellington Region, some of the main reasons for not cycling were:

- Safety
- No passing lanes
- Busy roads
- Traffic too fast
- Security problems/nowhere safe to store bike near workplace
- Fear of bike being stolen
- Absence of bike lanes¹⁹

From the same study, some of the main reasons for not walking:

- Time factor
- Weather conditions
- Safety reasons (too dark, dangerous, roads unsafe)
- Inconvenient, easier to use car
- Distance
- Terrain/hilly¹⁹

What would a good transport system look like to you?

¹⁹ Cleland, B.S., Walton, D. (2004). Why don't people walk and cycle? <https://can.org.nz/system/files/Why%20dont%20people%20walk%20and%20cycle.pdf>

Regional Public Health support the move towards quicker and more reliable public transport journeys, enhanced cycle ways, and improved interconnectivity within the Kāpiti District. We support many aspects of the current draft strategy by the Kāpiti Coast District Council and believe many of these structural, safety, environmental, and sustainable enhancements to the current transport network will positively influence health and wellbeing of your community.

We support an increased focus on equity and wellbeing and believe these could be added into the strategy as underpinning values. Covid-19 has highlighted the importance of wellbeing in all of our communities in Aotearoa, as well as globally. A good transport system will connect the community to healthcare services, education, whānau, community, shops and recreation; whilst promoting active, safe and sustainable modes that will ultimately contribute to te whare tapa whā for the community²⁰. A successful transport system will also increase opportunity for safe and accessible active transport modes for all users in the Kāpiti District, including increasing the number and quality of current walkways and cycle ways, whilst implementing new routes to connect the community to the above services. When designing these systems, it is important that there is a focus on equitable outcomes for all, particularly for vulnerable communities (elderly, disabled, low socio-economic, Māori). Enshrining equity as a core value ensures that nobody is left behind as active and public transport infrastructure and use evolves.

²⁰ Environmental Health Indicators New Zealand. (2020). <https://ehinz.ac.nz/indicators/transport/about-transport-and-health/#ref3>