

Submissions on the Draft Regional Walking Plan

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Submission on the Greater Wellington Regional Council Draft Regional Walking Plan April 2008

By Land Transport New Zealand

Thank you for the opportunity to make a submission on the Greater Wellington Regional Council Draft Regional Walking Plan April 2008.

Role of Land Transport NZ

The Land Transport Management Act 2003 (LTMA) defines the objective of Land Transport NZ as to allocate resources and undertake its functions in a way that contributes to an integrated, safe, responsive, and sustainable land transport system, and that in meeting this objective a sense of social and environmental responsibility must be exhibited. In undertaking these functions the LTMA requires that our actions contribute to and/or take into account the government's objectives for transport:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

Government expectations

The government discussion paper Sustainable Transport - Update of the New Zealand Transport Strategy (December 2007) proposes a set of high level transport targets for 2040 supported by one or more intermediate and detailed targets. The proposed intermediate and detailed target for 2040 relevant to walking is:

- Increase walking and cycling and other active modes to 30 percent of total trips in urban areas

Greater Wellington Regional Council transport targets

Greater Wellington Regional Council in its Regional Land Transport Strategy 2007 – 2016 has set targets, both strategic and operational, for 2016 that are comparable to those of the Updated NZTS. The relevant strategic targets are:

- Active modes account for at least 15% of region wide journey to work trips. (13% in 2005/06)
- Fewer than 100 pedestrians injured in the region per annum (150 injured in 2005)

These targets will require some effort from all transport agencies if they are to be met. In most cases they will not be achieved on a business as usual basis. There may a need to consider a step change in policy to achieve these targets.

The Draft Regional Walking Plan

Land Transport New Zealand **supports** the draft Regional Walking Plan and **suggests** some minor changes and additions.

Land Transport NZ assumes that this draft Walking Plan is to replace the current Regional Pedestrian Plan adopted in May 2004. Because of the name change it would be useful to indicate this in the covering letter to the draft Walking Plan and in the plan itself.

We note the references made to our Pedestrian Planning and Design Guide 2008 and our Research Report on New Zealand walking and cycling strategies – best practice. Also that Land Transport NZ is listed in the plan as providing funding support for some walking initiatives. We are therefore surprised that Land Transport NZ's role is not explained under the heading "Responsibilities" along with those other groups mentioned there; so we suggest an appropriate reference be added.

Land Transport NZ has worked with a number of local authorities on walking and cycling plans. We note that some local authorities already have such plans and are actively implementing them. It would be useful for this to be acknowledged in this regional document.

While pedestrian access to railway stations is clearly important so is pedestrian access to all passenger transport hubs. We are sure that there are still some issues for pedestrians getting to passenger transport hubs other than railway stations. We suggest that the "Improve Pedestrian Access to Railway Stations: be changed to "Improve Access to Passenger Transport Hubs" and an additional action included to cover off hubs that are not railway stations.

Therese Morris

From: surveys@gw.govt.nz
Sent: Tuesday, 29 April 2008 11:05 a.m.
To: Info
Subject: Consultation reponse

A submission on the Regional Walking Plan.

Survey Response: Regional Walking Plan
Regional Walking Plan
Response GUID: 528a5c09-ccf8-4cd4-a53f-8446bfb32140
Started: 29/04/2008 10:41:50 a.m.
Completed: 29/04/2008 11:05:05 a.m.

Improve the Pedestrian Network

Provide drinking fountains at key points, eg, top of Mt Victoria, top of Tinakori hill, along the southern and northern walkways. It makes it easier for joggers (and casual walkers) if there is water available at high points.

Provide for Pedestrians in Land Development

Routes should be provided away from roads for pleasant walking and cycling

Encourage Walking to School

Indeed !

Promote the Wider Benefits of Walking

And jogging.

Improve Information for Walking

Maps should be available that show all Greater Wellington tracks, walkways, and alleys. I often inadvertently come across alleys that make my walk or run more interesting and avoid busy roads. Major tracks and walkways are mapped but minor tracks and alleys are not mapped as far as I know. The maps should also show drinking fountains. The maps should be available in paper form and online for printing.

Any other comments

This survey is difficult to use. a) I can't start a new paragraph, it goes to the next page instead. b) I wrote something on this page, then remembered something for a previous page, went BACK to it, then came back to this page only to find what I had written had disappeared. c) There doesn't seem to be any mechanism for me to get a copy (emailed) of this submission. d) If this is your standard Survey Software I suggest it be improved :-) new paragraph e) The plan and this survey does not mention jogging yet the needs of joggers and walkers are virtually identical. I suggest that the scope of the GW Walking Plan be extended to include joggers/runners. Thousands of people participate in the Round the Bays run.

Your name

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Do you want to present your submission orally

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1 May 2008

Regional Walking Plan Submissions
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Greater Wellington Regional Council
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Submission on Draft Wellington Regional Walking Plan

Summary

- Walking matters
- The current plan isn't being effectively implemented
- Even if it was, it isn't designed to drive the major changes that are needed to achieve the RLTS objectives
- The new plan has some improvements, but more is needed
- I am proposing the inclusion in the plan of some clear outcomes that TLAs would be expected to achieve through their walking plans.
- TLA compliance should be by making the plan objectives a legal requirement (e.g. through the RLTS or the RPS), not just by persuasion.

RLTS Objectives

The RLTS has two targets that relate to active modes:

- to increase active modes to at least 15% of journey to work trips from the 13% in 2006; and
- that all large subdivisions and developments include appropriate provision for walking, cycling and public transport.

In discussing the role of modes, the RLTS states that walking is the appropriate mode for short local trips and for connections between modes and at either end of longer journeys by other modes. The RLTS recognises a range of benefits from increased walking, including health, economic and environmental benefits.

The targets were stated in the RLTS to be ambitious, stretch targets. That means we need ambitious implementation plans if we are to have any chance of meeting the targets.

Implementation problems with the current plan

There are issues not only with whether the proposed new plan can achieve the sort of shifts the RLTS envisages, but also with the level of implementation of the current plan.

At the RLTC meeting on 11 February 2008, the papers included a review of implementation of the RLTS. The pedestrian plan activities report (attachment 7 to report 08.36) shows a disturbingly low level of implementation of the existing plan. Over halfway through the year, implementation of many items was 0 or 5%. In the whole report there were no smiley faces showing that key milestones had been achieved, ten cases of moderate delay in the milestone, and six cases of serious delay. Even where actions were completed, such as the audit of stations, often no practical on-the-ground changes have yet resulted. In summary, there is little evidence that the plan has made a significance difference for pedestrians in the region, or contributed significantly to the RLTS targets for modal shifts to active modes.

I would like to see the council analyse why there has been such low achievement of quite modest pedestrian plan actions.

Is the new plan going to achieve the RLTS objectives?

While the proposed new plan is an improvement on the previous plan, I question whether it is really going to make the shift in provision of pedestrian facilities that is needed to drive the modal shift the RLTS is seeking.

The problem for the regional council has always been that what makes a difference in active mode choice is the cumulative effect of many small decisions at a local scale – how long pedestrians have to wait to cross roads, how pleasant the walking environment is (especially on wet days), how safe the route to their destination seems to be, how direct and steep the route is, etc.

Because of that, and a reluctance by the regional council to use its powers under the Land Transport Act or other legislation to regulate the work by other councils, the plan is dominated by planning and assessment actions. These could make a difference, but won't necessarily do so. So measuring achievement of those actions does not measure progress towards our objectives.

What improvements could be made?

While obviously it would be inappropriate for the regional document to try to dictate the exact responses of TLAs to the RLTS goals, a clear statement of the outcomes that TLA programmes should achieve would be entirely appropriate. Those goals could be given legal weight by being part of the RLTS and incorporated into the Regional Policy Statement. The latter would ensure that new developments that need resource consent, and planning for urban form, will give priority to improving the walking environment and increasing the role of walking as a transport mode.

I was attracted to the approach being taken by Wellington City in developing their walking plan. In that work, they have adopted 20 minutes as the time that people are prepared to spend walking to work or other major destinations (based on census data). Their aim is to increase the proportion of the area around the CBD that falls within

that walking time, by removing things that slow pedestrian movements (e.g. slow road crossings, lack of a direct route).

I would favour a regional walking plan that takes that idea, and incorporates clear outcomes that need to be achieved in all parts of the region, such as:

- That at least 50% of households are within 20 minutes walk of major centres (the CBD or major suburban centres).
- That at least 90% of households in the urban portion of the region are within 20 minutes walk of a major public transport service (i.e. one which has a 7 day service, and with a frequency of at least 15 minutes in the inter-peak).
- That all households within 10 minutes walk of major centres have access to a wheelchair-accessible route to that centre.
- That all households in new subdivisions, in areas which are undergoing major densification, within major retirement villages or in areas subject to significant transport corridor changes have access to a wheelchair-accessible route to the nearest major centre or the nearest wheelchair accessible public transport service.

There are many ways these outcomes could be achieved – landuse planning controls to ensure that new housing is near urban centres or transport nodes (such as the Wellington City growth spine approach), improved pedestrian facilities, improved public transport services, etc.

The last two outcomes are not included primarily for disabled access, although that is obviously important. They are included largely to ensure that there are comfortable and safe pedestrian routes for all users – the disabled, people with prams and small children, children riding bikes or scooters, etc.

I would like to be heard in support of my submission.

Paula Warren

Therese Morris

From: surveys@gw.govt.nz
Sent: Thursday, 8 May 2008 04:32 p.m.
To: Info
Subject: Consultation reponse

A submission on the Regional Walking Plan.

Survey Response: Regional Walking Plan
Regional Walking Plan
Response GUID: 9d29a237-9907-401b-a6fa-eb27731a3005
Started: 8/05/2008 3:38:11 p.m.
Completed: 8/05/2008 4:32:16 p.m.

Improve the Pedestrian Network

Perhaps under this heading look at possibilities of creating pedestrian/cycling/car co-exist areas eg: the waterfront near TSB Arena/Fergs allows car and cycling traffic but they have to co-exist with pedestrians i.e. drive/cycle/walk appropriately. Considerably sections of the city could be made like this. Recall a town in Germany recently that removed all traffic signs and require all traffic to co-exist....

Also see comments at end regarding the strategic and physical planning of the network

Provide for Pedestrians in Land Development

I feel strongly that this should not be looked at for pedestrians in isolation See comments at end.

Seek Adequate Funding

This should be calculated according to the level of savings: TA's tend to view funding in ad hoc, short term gains and as who pays the most gets the facilities. Savings made on fuel, health and environment are hidden and long term and do not impact on incumbent decision-makers.

Facilitate Information Sharing

Excellent.

Improve Information for Walking

And ensuring it can be safe.

Any other comments

As a general comment on the Programme:
Its good and seems to cover the essential areas. However I am concerned that by concentrating on pedestrian and deliberately excluding cycling, you will end up having conflicting strategies, and ad hoc fixes. The RLTS strategy clearly combines walking and cycling in their vision and for good reason: a merged concept ensures that both activities can co-exist. By separating the activities and planning strategies according to separate requirements is certainly going to cause conflicting results and increased costs in the long term. I strongly urge that the planning merges pedestrian and cycling.

Your name
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Do you want to present your submission orally

No

15 MAY 2008

Therese Morris

From: surveys@gw.govt.nz
Sent: Thursday, 15 May 2008 11:08 p.m.
To: Info
Subject: Consultation reponse

A submission on the Regional Walking Plan.

Survey Response: Regional Walking Plan
Regional Walking Plan
Response GUID: 8680125f-7359-4164-95a3-a3201e51735f
Started: 15/05/2008 10:11:35 p.m.
Completed: 15/05/2008 11:07:43 p.m.

Improve the Pedestrian Network

Words are good but we need actions. Please support the Korokoro Environmental Group to retain and improve the walking/cycling network from the Petone Beach to Korokoro Valley. Transit NZ have formally proposed to close the current pedestrian access across SH2 near Cornish Street and divert walkers approximately 1.5ks. Access from Petone foreshore to the bush of Korokoro Valley and the Southern Entrance of the Belmont Regional Park should be enhanced, not destroyed. Magnificent beach to magnificent bush access is a rare and special regional asset.

Improve Pedestrian Access to Railway Stations

Great work on providing free cycle access on trains. Please continue to support this.

Promote the Wider Benefits of Walking

Promote walking (and cycling) the Mill Stream in Korokoro Valley. It is mostly flat and suitable for those with limited ability. It is also easily accessed from the Petone train station and will also soon have improved vehicle access with the current roading developments.

Any other comments

Korokoro Environmental Group (KEG) supports GWRC's desires to encourage and enhance the walking/cycling experience. Please support KEG to protect the walking/cycling access from beach (Petone foreshore) to bush (Belmont Regional Park), without a 1.5k diversion around Transit NZ's proposed traffic median barrier. Should Transit NZ be successful to close this access then it will be necessary to fund a bridge to retain walking/cycling access to this regionally important recreational experience. KEG submit to GWRC to provide toilet facilities at the Cornish Street entrance to the Belmont Regional Park to make the conclusion of walking/cycling the Mill Stream more comfortable as a family experience.

Your name

Wayne Mackenzie

Organisation

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Do you want to present your submission orally

No

Wellington Regional Council
15 MAY 2008



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Capital & Coast
District Health Board
ŪPOKO KI TE URU HAUORA

19 May 2008

Regional Walking Plan Submissions
Greater Wellington Regional Council
PO Box 11646
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Wellington 6142

Email: info@gw.govt.nz

CAPITAL AND COAST DISTRICT HEALTH BOARD
SUBMISSION – DRAFT WELLINGTON REGIONAL
WALKING PLAN

Capital and Coast District Health Board's submission on the Draft Wellington Regional Walking Plan is attached.

Capital and Coast does not wish to make an oral presentation in support of this submission.

KW Ken Whelan
Chief Executive Officer
Capital and Coast District Health
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Human Resources Department

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CAPITAL AND COAST DISTRICT HEALTH BOARD

SUBMISSION – DRAFT WELLINGTON WALKING PLAN

1. Introduction and Background

Capital and Coast District Health Board (C&C DHB) welcomes the opportunity to submit on this strategy.

Capital and Coast is one of the Region's largest employers, with a staff of over 4,000. Its hospitals and health centres are major generators of local trips in the region, with large numbers of staff, patients and visitors travelling to its sites every day.

Our organisation supports this strategy, as it provides a clear framework for territorial authorities and other key stakeholders to work together to improve pedestrian infrastructure, and promote greater use of walking as a preferred mode of travel. Its implementation will benefit C&CDHB in the following ways;

- Improve pedestrian access to its sites with consequent benefits to staff, patients and visitors
- Increase the use of walking generally, with consequent benefits to the health of the population across the DHB's area in line with Objective 4 of the RLTS 'protecting and promoting public health.'
- Assist C&CDHB in implementing its Wellmoves travel plan programme
- Support its 'Healthy Eating, Healthy Action' (HEHA) programmes

Some comments on the strategy document are as follows;

2. Responsibilities - Other Agencies -

This section acknowledges District Health Boards and the opportunities to promote walking through their 'Healthy Eating Healthy Action' networks.

It would be useful here to include mention of the 'Getting There' Strategy implementation team, who in future are likely to be an important source of generic resources and social marketing programmes for other agencies (such as DHB's, councils and organisations with travel plans) to use.

3. Improve the Pedestrian Network

Under item 3 – Review the Pedestrian Network – The document refers to the needs of different types of pedestrians. As well as the recently published Pedestrian Planning and Design Guide 2008 (Land Transport New Zealand 2008), it would be useful here to include mention of 'Universal Access' design principles, as promoted by the Barrier

Free New Zealand Trust. The Trust is a significant stakeholder in facilitating and encouraging design solutions that offer Universal Access for all New Zealanders, including those with a physical disability or other type of impairment. www.barrierfreenz.org.nz

4. Provide for Pedestrians in Land Development

We support the provision for a process whereby GWRC reviews land development plans, to ensure a consistently high standard of walking facilities will be provided in all new land developments across the region.

5. Encourage Walking to School

This section could also include walking to work. Adults in employment make up a larger sector of our population than 5-17 year olds in schools, and it is equally important for adults to maintain healthy levels of physical activity.

6. Seek Adequate Funding

C&CDHB recognises the need for an increased proportion of transport funding to be allocated to walking, to make it possible for the RLTS's regional targets for walking to be achieved.

We support GWRC in its advocacy to central government.

7. Promote the Wider Benefits of Walking

Alongside Regional Public Health, the 'Getting There' implementation team are likely to be a key stakeholder in developing a social marketing plan

Include mention of walking maps as example of useful resources to promote walking.

Marketing / promotion opportunities also include tourism. We have a wonderful opportunity to promote Wellington City and the surrounding region as a destination for sustainable tourism, for those who enjoy walking. There is a superb network of walkways in the town belt and regional parks, many with good public transport access, easily reached from Wellington CBD. The Te Araroa pathway offers a route for longer distance walking trips. A walkable Wellington CBD offers scope for marketing to older and disabled visitors, a tourist market that is so far largely untapped.

8. Improve Information for Walking.

To improve the legibility of the walking environment across local authority areas, investigate the feasibility of developing a standardised, high quality wayfinding and signage system for pedestrians.

The production of walking maps for smaller areas will happen progressively. Maps will be more effective in promoting walking if combined with consistent on-the-ground signage. If a signage system is developed at a regional level, it would save local authorities, institutions and community groups from having to reinvent the wheel.

16 MAY 2008



Submission to Wellington Regional Council

On the draft Wellington Regional Walking Plan.

From Kapiti Coast District Council

For further information

Sue Johnson
Strategic Projects Analyst
Kapiti Coast District Council
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Paraparaumu

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1. Introduction

- 1.1 The Kapiti Coast District Council thanks Wellington Regional Council for the opportunity to make a submission on the draft Wellington Regional Plan.
- 1.2 Along with other Territorial Authorities in the region Kapiti Coast District Council acknowledges that it has a role in implementing the actions of the Walking Plan, as part of our mandate to serve our local community's needs. In this capacity the Council owns and manages most of the infrastructure and responds to the community's needs for local walking investments. Land use is also regulated through the District Plans and processing of resource consent applications, thus performing an important role in the way land use development supports walking.
- 1.3 The Kapiti Coast District Council has already taken positive action to encourage the community to increase its uptake of active transport modes. The Cycleways, Walkways, Bridleways Strategy was adopted in March 2004 and is being systematically implemented. The Strategy is going to be reviewed in 2008/09.
- 1.4 School Travel Planning is well underway in Kapiti with three schools working through the process and a schedule for the rest of the schools in the district being developed.
- 1.5 The Kapiti Coast District Council supports the Wellington Regional Council's Walking Plan
- 1.6 The submission-comments on six key points:
 - o improve the pedestrian network;
 - o improve pedestrian access to railway stations;
 - o provide for pedestrians in land development;
 - o encourage walking to school;
 - o influence Central Government Policy and lobby for adequate funding; and
 - o facilitate information sharing.

2. Improve the Pedestrian Network

- 2.1 The Council supports the suggested strategies for achieving improvements to the pedestrian network, many of which are included in the Council's CWB Strategy and will be taken into account when the strategy is reviewed later this year. Much of the work suggested is already taking place, with baseline physical footpath rating undergoing inspection at present. Upgrading of lighting in the district is being undertaken to bring it up to NZ standard.

2.2 Work in conjunction with Transit NZ, on State Highway 1 provision for pedestrians is particularly problematic in Kapiti with the highway severing the district. Modification to the Paraparaumu rail bridge is scheduled to safely accommodate cycleway / pedestrians. But the Waikanae SH1 intersection continues to be difficult for pedestrians and a young boy was severely injured crossing at the Elizabeth Street/SH1 lights recently. Work with Transit is being coordinated in Otaki as part of the Greater Otaki Project to improve pedestrian crossing points and providing off road parking. So specific mention of implementing improvements in conjunction with Transit NZ and other network providers is welcomed.

3. Improve Pedestrian Access to Railway Stations

3.1 The Council welcomes the suggested initiative for audit reports on railway stations in conjunction with the railways stations upgrade programme. In the submissions process to Council on its draft Sustainable Transport Strategy, a number of submissions were received requesting improvements to both Paraparaumu and Paekakariki Railway Stations in regards to pedestrian access and safety. It is important that our railways stations are as accessible for pedestrians as possible to encourage the increased uptake of active modes to public transport.

3.2 It is necessary to have good liaison between Council and Greater Wellington around this process, to ensure that Council works in conjunction with Regional Council on the development of the land and infrastructure around the railway stations. For example when Regional Council undertakes a Rail Study there is a need for integration with the local authority and other stakeholders including Transit NZ, to ensure good design.

4 Provide for Pedestrians in Land Development

4.1 Council's District Plan and subdivision guides include provision for pedestrian priority and high levels of walking accessibility. A Design and Review team ensure that CWB issues are taken into account with new applications.

5 Encourage Walking to School

5.1 School Travel Planning is underway in Kapiti with two primary schools and a college working to their school travel plans. Physical works are taking place and a real emphasis on active travel modes is being encouraged. A STP coordinator is going to be employed and the process of prioritising schools is being developed.

5.2 Greater Wellington has been supportive of School Travel Plan initiatives with ongoing assistance around data collection, advice and

expertise. This is useful, but more assistance with providing a School Travel Plan coordinator would be advantageous.

- 5.3 Council stresses that road safety skills for children are an important part of encouraging the uptake of active transport modes and it is a concern that the RoadSense programme is mentioned in the plan, but the facilitation of this excellent programme does not appear to be continuing in Kapiti. A number of schools in Kapiti benefited from this programme, but the strong point of it was the ongoing work of Council would like to see a facilitator back in the district working with our schools.

6. Influence Central Government Policy and seeking adequate funding.

- 6.1 Council supports Greater WRC taking every opportunity to participate in national policy development opportunities.
- 6.2 Council supports the identification and allocation of adequate funding through the annual plan and LTCCP process to enable walking projects and improvements to take place.

7. Facilitate Information Sharing

- 7.1 The Council supports the facilitation of a Regional Walking Forum that coordinates networking and information sharing regionally. The background paper was particularly helpful with comparative statistics and information on each TA.

20 MAY 2008

008



Please Quote: AD2-D2
ME/GT

16 May 2008

Natasha Hayes
Policy Advisor
Transport Strategy Development
Greater Wellington Regional Council
PO Box 11646 (142 Wakefield St)
Wellington

E-MAILED

19/05/08 @ 1.14pm

Dear Natasha

Draft Wellington Regional Walking Plan

Thank you for your letter of 18 April 2008 enclosing for comment the Draft Wellington Regional Walking Plan.

It is noted that the draft Plan sets out an action plan with a series of initiatives aimed at achieving the Wellington Regional Land Transport Strategy (RLTS).

It is noted also that, in the draft Plan, Transit New Zealand (Transit) is not tasked with any specific actions though all stakeholders are tasked with facilitating information sharing with the aim of contributing to Land Transport NZ's (LTNZ) *Getting There* information centre.

Our comments are as follows:

General Comments

- Policy statements lack detail and in some cases clarity of vision/direction.
- Measurability of some targets/actions will be challenging
- Monitoring seems not to have been fully thought through in detail in relation to outcomes and targets. Monitoring - what and how?
- No mention of UNZTS, Sustainable travel targets (30% of total trips) outside the Wellington RLTS.
- No mention of how to attract and develop use by new pedestrians as opposed to existing pedestrians.
- Road safety isn't explicitly mentioned despite the casualty numbers, potential vulnerability of pedestrians and the potential to contribute to such things as the 2010 casualty targets.

Improve the Pedestrian Network Comments

- Needs of and types of pedestrians are mentioned but no detail given. What are these (commuter, recreational, school trips, disabled etc)?
- In relation to the review there is no mention of how the review will reflect different uses of the pedestrian network by different users.
- In reviewing the network, road safety isn't highlighted as a review item.
- There appears to be no review item that relates integration of facilities with, for example, public transport, cycling facilities, or land use.
- No review item in relation to disabled access.

Wellington Regional Office

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- Reference to Transit in bullet point 4. Should this reflect the new agency's name? The bullet point also seems rather ambiguous ("Implement improvements in-conjunction with Transit NZ and other network providers as required").
- No mention of temporary pedestrian facilities when needed (eg roadworks).
- I feel an opportunity has been missed to establish a vision for improving the network (tactile pavers, green man symbol that means traffic free, waiting times that favour pedestrians in certain locations, implementation standards for designers etc).
- Network audit and review – are these the same thing (qualitative v quantitative)?

Improve Pedestrian Access to Railway Station

- The actions relate purely to railway stations. Widen the remit to bus stations, ferry terminals, well used venues etc.
- Within the railway/pedestrian issues no mention is made of crossing railway lines and level crossings.

Provide for Pedestrians in Land Development

- Bullet point 2 could be worded in a more robust manner. At present it places no onus on developers to take heed of planning comments.

Encourage Walking to School

- Bullet point 2 discusses parking and speed restrictions around schools as a means of encouraging walking to school. Those responsible are detailed as the Territorial Authorities. I would have expected a limited role for Transit here as well in relation to some urban and more likely rural schools. The issues will be different rural v urban.

Seek Adequate Funding

- Bullet point 2 highlights the need for adequate planned funding in Annual Plans. Should Transit have a pedestrian fund set aside within the Annual Plan?

Facilitate Information Sharing

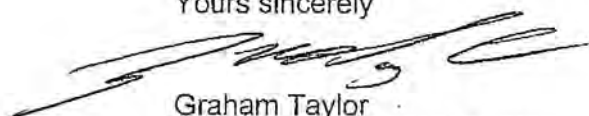
- Facilitate a Walking Forum. Earlier this year it was resolved to merge the walking and cycling forums into a sustainable transport forum. Therefore, stating the desire to establish a walking forum seems a backward step in those terms.
- There is no mention of exchanging and promoting best practice.

Improve Information for Walking

- Development of a journey planner. This needs to take account of walking trips as part of bigger journeys.
- The action talks about walk only trips rather than multimodal trips where walking is one of a number of trips.

I would be happy to discuss any of the above points as may be required.

Yours sincerely



Graham Taylor
Regional Manager Wellington



Wellington Regional Council
20 MAY 2008

009

In reply please quote: EN/3/1/4
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19 May 2008

Greater Wellington Regional Council
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Attention: Natasha Hayes

Dear Natasha

SUBMISSION ON DRAFT WELLINGTON REGIONAL WALKING PLAN

Please find attached a copy of our submission Greater Wellington's Draft Regional Walking Plan. I have not had the opportunity to present this submission to the Council for their approval and am therefore submitting this submission under my delegated authority. I will seek approval of Council at its next meeting round and will confirm the submission after Council gives its ratification.

The contact at the Council for queries on this issue is Geoff Marshall, Technical Services Manager, (contact details above).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Roger Blakeley', written over a light blue horizontal line.

Roger Blakeley
CHIEF EXECUTIVE

Porirua City Council
Submission on Draft Wellington Regional Walking Plan
15 May 2008

General

The Wellington Regional Walking Plan is an action plan arising from the Wellington Regional Land Transport Strategy which is bound together with a "Regional Pedestrian Plan". Porirua City Council supports the Wellington Regional Walking Plan subject to the following comments.

Funding

There is a large onus on Territorial Authorities to fund the projects identified in the plan but no indication on how Territorial Authorities are to fund their share of this work. A Land Transport New Zealand subsidy is mentioned but cannot be assumed for all projects. The funding suggested is over and above the projects shown in individual Territorial Authorities Long Term Council Community Plan projections. It cannot be assumed that additional rating funds will be available for these projects, or that local priorities will be the same as regional priorities. Where projects have a high regional priority they should be funded from regional or national sources.

Walking Action Programme

Improve the Pedestrian Network

3. The suggested review is applicable to a mature pedestrian network. At this stage the networks in many parts of the Region are still being developed and priority should be to providing connectivity, with a review of level of service, including the issues specified, carried out at a later date when the core of the network is in place.

Improve Pedestrian Access to Railway Stations

Improved pedestrian access to Railway Stations is supported, as is the funding to be provided by Greater Wellington. However, if this is to be included as part of the railway station upgrade programme which has its priorities dictated by the needs of the new rolling stock, some stations where significant improvements to pedestrian access have been identified will not have these improvements implemented for a significant time. Funding for improved pedestrian access to Railway Stations should not be tied to the railway station upgrade programme as this programme is prioritized by the need for platform upgrades for new rolling stock and does not consider pedestrian access to stations.

Priority for funding and pedestrian access upgrades should also be targeted to stations with high pedestrian counts and intensity of use.

Seek Adequate Funding

2. Porirua City Council supports the identification of projects and development of an action plan and the provision of adequate funding for walking projects. However, as stated above, funding should not fall on local ratepayers alone. If local plans are supported by Greater Wellington and form part of a regional network of pathways then regional funding should apply. Given the health benefits available from walking, health authorities or central government should also contribute to this funding.

Facilitate Information Sharing

1. Porirua City Council supports the establishment of a Regional Walking Forum.

Improve Information for Walking

Porirua City Council supports the principle of providing walking information. However, an online "Journey Planner" will be a high cost if it is similar to the public transport journey planner, and is unlikely to provide the same benefits. Local walking maps would be more effective and should be available in hard copy and online.

20 MAY 2008

SUBMISSION : DRAFT REGIONAL WALKING PLAN - April 2008

Name: Richard Herbert
Street Address: 8 Duval Grove
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I am making this submission as an individual and do not wish present my submission orally

Improve the Pedestrian Network

All of the Actions under this section of the plan seem to have been vested to the responsibility of the TAs – yet GW is a significant land owner / manager in its own right and thus must surely also have some responsibility for facilitating walkways for health and recreation through these areas: I refer specifically to the Regional Park network and also to the rail, river and highway corridors which GW has at the very least some strategic involvement with and influence on the planning of these transport routes and the walking facilities that they could support.

GW should also have a responsibility for the coordination of walkways that cross TA boundaries. I refer to the Rotary Hutt River Trail which is an excellent example of a walkway being cited on GW flood protection works and crossing TA boundaries.

At Tawa we also have 'proposed' walkways that will eventually cross the Wellington / Porirua TA boundary that could do with additional regional support to bring them to fruition and hence make for extended recreational walkways of great value to our local communities.

There is the proposed Porirua Stream walkway which if developed would extend the existing Porirua TA portion of the Porirua Stream Walkway (from the Porirua Harbour and beyond along the Porirua Stream to the Wellington TA boundary) through Tawa to Willowbank Park, and a separate proposal exists for this walkway to be carried on along Middleton Road to eventually reach Johnsonville. The Tawa portion of the walkway would also pass by four rail-way stations, two shopping centers, the Tawa Community Centre, Tawa Recreation Centre and three schools and thus would become invaluable incentive for locals to make walking an alternative means of accessing public transport as well as their local facilities. This particular route is also one of the few flat terrain walkways in Wellington making it more usable to a greater range of the populous from mothers with prams to the elderly with walking aids. Beneficial side-effects of developing such river side walkways include beatification of the streamside and improved water quality and stream ecology.

For a second example of an inter TA walkway I refer you to the Te Aroha walkway running from Wellington south coast through to Porirua and northwards. Presently this has no access points from Tawa. With some additional regional vision access could be provided from points in Tawa via Porirua TA to join the Te Aroha Walkway so that Tawa residents might more easily share in this recreational asset. With similar foresight the same could be done on the eastern side of Tawa hills to link Takapu Valley via the Horokiwi ridge and Belmont Regional Park to Porirua and the Hutt Valley.

I therefore submit that additional Actions should be added with GW responsibility to
(a) Develop local walking strategies for the GW managed Regional Parks and co-ordinate with crown owned land owners for extending such strategies into their areas also; e.g. DOC, LandCorp farms, and state forests.

(b) Provide a regional wide walking Network Plan that aims to both integrate individual TA initiatives and encourage neighbouring TAs to continue cross-boundary walkways to extend the walking network.

(c) Include strategies for the utilisation of the existing river, rail and road corridors as walking routes.

Improve Pedestrian Access to Railway Stations

It is unclear from this Plan what the proposed improvements are.

In the Tawa area the railway stations have relatively good existing pedestrian access. What is required is greater park-and-ride capacity at all stations and particularly at Takapu where a huge increase in travellers from the adjoining Churton Park, Stebbings Valley and Lincolnshire Farm suburban developments can be expected (as rail from Takapu offers for many people cheaper and quicker public transport into Wellington than other available alternatives). Also required is the adjustment of the platform levels to better match the step height of the trains to ease alighting from the trains especially for older people, and the upgrading of the existing over bridge walkway facilities to make these safer, particularly in cold weather when ice can form on the walkways and steps.

Provide for Pedestrians in Land Development

Wellington City as adopted the structure plan approach to new Greenfields developments which allows for planners to take a wider view of the community facilities provided. Thus as well as 'community walkability' the walkways and pedestrian links between streets need to be planned have a destination if they are to be well used; i.e. the development also needs to be provisioned with parks, playgrounds, community centers, small local shopping centers and public transport access points within a 10 minute walking distance of residences.

Encourage Walking to School

These actions are supported. The 'walking bus' is another concept that could be included.

Promote the Wider Benefits of Walking

Wellington City has its annual Stepping Out walking awareness month during March each year during which a variety of walking events are promoted. It is noted that GW also has its own similar Summer Programme. This concept could be promoted on regional basis with each TA offering a similar programme concept with its own version of walk events. If these walking months were also coordinated to occur and differing times during the year then it would also encourage walkers to explore new walk routes and experiences in their neighbouring TA.

I feel that in order to promote further healthy recreational walking there must be something to attract a person to walk. There needs to be both a variety of walk types to suit a range of abilities and a variety of routes away from normal roadways offering more scenic attractions – riverside walkways and links to ridgeline walkways provide such incentives. In order to promote walking as a substitute transport means then perhaps there also need to be greater flexibility for allowing higher density living in areas around major public transport hubs and shopping centers.

Improve Information for Walking

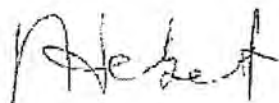
The 'Journey Planner' concept should also include recreational walk routes as well as point to point 'business' purpose routes. Integrated bus – train ticketing would also improve the usability of cross town public transport.

Any other comments

The Plan seems to be more a Regional Walking Action Programme than a Walking Plan and perhaps then should be better called as such – noting that “Improve the Pedestrian Network” Action 1. also refers to a TA’s Walking Network Plan and Walking Strategy Pan.

Some of the “Target” statements are very general and it is unclear what they might mean and hence how they will be measured, or over what timeframe the target is specified for – particularly when the Action Timing is stated as “Ongoing”. What does “Adequate funding allocated for walking projects” really mean when there can never be enough funding allocated to walking projects.

Yours sincerely

A handwritten signature in black ink, appearing to read "Richard Herbert". The signature is written in a cursive style with some loops and flourishes.

Richard Herbert
19 May 2008

20 MAY 2008



Freepost 181120
Draft Regional Walking Plan
Greater Wellington
PO Box 11646
Manners Street
Wellington 6142

19 May 2008

Re: Submission on Draft Regional Walking Plan

Thank you for the opportunity to comment on the Draft Regional Walking Plan. As an employer of over 2,000 staff and a destination for over 20,000 students Victoria University of Wellington has significant influence on the Wellington Region. Our people live throughout the region with the majority travelling of them each day to one of our four campuses. Therefore the work of Greater Wellington in area of transport is of great interest to the University.

The University recognises its responsibility to manage the environmental impact of its operations. One of the key steps on the path toward sustainability is making greater use of sustainable transport. As part of this the University is developing a Travel Plan in partnership with Greater Wellington as part of the regional travel demand management strategy. We are working to encourage staff and students to commute to University using a sustainable mode of transport. Many already choose walking as their primary mode of travel for the commute to and from University each day (36% of students and 17% of staff).

We want to further increase the percentage of staff and students choosing to walk to University. It is the most sustainable mode of transport and requires relatively little infrastructure to support it. As such we would like to support Greater Wellington in your endeavours to encourage walking in Wellington. Having reviewed the proposed plan we would like to submit some suggestions as to how the plan can be further improved.

Support for the Plan

Victoria University endorses the objectives of the plan. Increasing the use of active modes of transport not only reduces the environmental impact of transport in the region, it also provides significant health and community benefits.

All of the actions proposed in the plan are worthwhile and will all help to deliver on the objectives for walking in the RTLS.

The University has begun work improving the safety of some the key pedestrian pathways on campus through the introduction of lighting and security cameras. The City Council has been very co-operative in improving the adjoining city pathways. It would be very encouraging to see the Regional Council being supportive with similar initiatives.

Opportunities for Improvement

All the issues which need to be addressed in order to making walking more appealing have been clearly identified in point 3 of the actions listed under 'Improve the Pedestrian Network'. During the development of the University Travel Plan, these same issues were raised by pedestrians.

Having established such a good grasp of the infrastructure requirements the draft plan seems to lack commitment to deliver on the objectives. For many of the actions identified the costs are listed as "administrative cost" or "to be identified". This suggests that the document is at risk of being limited in its ability to implement the suggested actions. The costs will no doubt be shared amongst a number of governmental organisations, but it is important that an agreed budget is set aside to enable the planned actions to be delivered.

Secondly, there needs to be clearer designation of responsibility for the delivery the walking plan. Wellington City Council is currently working on developing a walking plan, which covers much of the same scope. The maintenance and development of the pedestrian network is also largely the responsibility of the City Council. One would hope that resources are not being used to replicate work already undertaken. To ensure there is no duplication or conflict a co-ordinated approach must be taken with the responsibilities clearly communicated to the public.

Lastly, there are a set of actions recommended to encourage walking to school. This is a commendable strategy. However, given the work of Greater Wellington in developing workplace travel plans, it seems that these workplaces have been overlooked as potential target audiences. As a workplace (and a place of learning) Victoria University would be enthusiastic to assist in the promotion of walking and to collaborate in the improvement of the neighbourhood infrastructure.



Summary

The development of the walking plan is to be commended. It correctly identifies all of the key issues and recommends a suitable set of actions. We suggest there are three areas of potential improvement:

- Ensure an appropriate budget to delivery the proposed actions is set aside by the relevant authorities.
- Clearly designate the responsibility for delivering the actions in the plan.
- Include workplaces which a partners of the Greater Wellington travel plan programme as target audiences.

Yours Sincerely,

Jenny Bentley
Director – Facilities Management
Victoria University of Wellington

20 MAY 2008

Regional Public Health
Health for the Greater Wellington Region



Regional Public Health
Private Bag 31-907
Lower Hutt
New Zealand

19 May 2008

Draft Regional Walking Plan
Greater Wellington Regional Council
PO Box 11646
Wellington

**SUBMISSION ON THE
*Draft Regional Walking Plan***

Thank you for the opportunity to provide a written submission on the Draft Regional Walking Plan.

This submission is from Regional Public Health (RPH), which provides public health services for the three District Health Boards in the Wellington region. RPH's boundaries are the same as for Greater Wellington Regional Council.

RPH is willing to provide further advice or clarification on any of the points raised in this submission. The contact point for this submission is:

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1. Regional Public Health

Who we are

Public health can be defined as 'the science and art of preventing disease, prolonging life and promoting health through the organised efforts and informed choices of society, organisations, public and private, communities and individuals.'¹

Regional Public Health (RPH) aims to protect public health, prevent population-wide disease and disability, and improve the health and wellbeing of the District Health Board communities that we serve. We deliver a comprehensive range of population and personal health services.

What we do

We promote positive health outcomes by supporting: *healthy public policy, community action, healthy environments, and the development of individuals' skills*, which enable people to make the best choices about their health and wellbeing.² We monitor and enforce New Zealand legislation to protect and promote healthy environments. We work to provide appropriate services and strengthen partnerships with Māori and Pacific peoples, to address social and economic determinants of health that may disadvantage these communities.

Our mission

We are committed to achieving equitable health outcomes within the greater Wellington region. To achieve this, we work closely with stakeholders to develop and implement comprehensive public health strategies.

Our goals

We work across government, non-government and community sectors to create and maintain healthy social and physical environments. Using a 'wider determinants of health' approach, we focus our resources on high-need communities and locations that will most benefit from our services. We work to:

- Improve the health of high-need groups currently experiencing inequalities in health. This includes: Māori, Pacific peoples, children & youth, low-income families and other vulnerable groups such as refugee populations.
- Increase intersectoral collaboration with other agencies toward shared outcomes.

¹ Acheson D. *Public Health in England: A report of the Committee of Inquiry into the Future Development of the Public Health Function*, 1988.

² World Health Organisation. *The Ottawa Charter for Health Promotion*, 1986.

2. Walking, Transport and Public Health

The last decade has seen an increased awareness of the links between health and the environment and the need for coordinated efforts to address the management and development of sustainable environments for the future.³ There are a number of direct and indirect consequences of transport on health:

The primary function of transport is in enabling access to people, employment, goods and services. In doing so it also promotes health indirectly through the achievement and maintenance of social networks. Some forms of transport, such as cycling and walking, promote health directly by increasing physical activity and reduction of obesity. Lack of transport may damage health by denying access to people, goods and services and by diverting resources from other necessities. Furthermore, transport may damage health directly, most notably by accidental injury and pollution.⁴

In 2006, a Health Impact Assessment⁵ was undertaken as part of the Greater Wellington Regional Land Transport Strategy. The Health Impact Assessment assessed the relationship between transport and several factors related to health. This report had several key findings:

- This is an era where motor vehicles are the preferred mode of transport and that this is adversely affecting our health and well-being. Reduced levels of physical activity are contributing to the obesity epidemic. Injury from motor vehicle accidents imposes an unacceptable burden on health services and contributes to significant premature mortality.
- A shift towards active modes, walking and cycling, and greater use of public transport will increase levels of physical activity and will help reduce the risk of overweight and obesity. There is a much lower risk injury for these modes.
- Transport enables people to access necessary amenities such as workplaces, supermarkets, and other services as well as social relationships that are all essential for reducing stress and maintaining health and well-being. This has implications for the health and well-being of those who cannot easily afford travel by motor vehicle or public transport, and people with physical disability.

There is also the growing public health issue of climate change and the carbon emissions generated from an ever-expanding number of vehicles on Wellington roads. In New Zealand, transport is thought to be responsible for over 40% of carbon dioxide released into the atmosphere.⁶ According to Statistics New Zealand, the medium growth predictions estimate that by 2016, the greater Wellington region will have 44 000 more cars than in 2001, generating an additional 275 000 tonnes of

³ Public Health Advisory Committee. *Health is Everyone's Business*, July 2006.

⁴ Acheson D. *Independent Inquiry into Inequalities in Health Report (The Acheson Report)*, London, The Stationery Office, 1998.

⁵ Quigley R, Cunningham R, Ward M, de Boer M, Conland C. *The Greater Wellington Regional Land Transport Strategy: Health Impact Assessment*, September 2006.

⁶ Public Health Advisory Committee. *Intersections between Transport and Health: The Impacts of Transport on Health*, April 2003.

carbon dioxide greenhouse gas in the region annually.⁷ In the longer term, climate change will have a significant impact on our health and well-being. As temperatures increase, New Zealand will experience increased prevalence of serious exotic diseases such as diseases transmitted by mosquitoes (e.g.: dengue fever, Ross River fever, and possibly malaria). We will experience more natural disasters from drought and flooding.

Another area of concern for RPH is that of child safety and well-being on and around roads, schools and other urban walking areas. The independent mobility of children contributes greatly to their mental as well as physical health, but the widening of car ownership acts to enhance motorist's personal freedom and choice while at the same time denying these freedoms and choices to children.⁸ Parents' fear of traffic dangers is clearly an obstacle to children's independent travel, such as walking or cycling, and measures must be taken to address these dangers. In particular high traffic volumes and high density parking at sites used by children, such as in close proximity to schools, should continue to be monitored to reduce the likelihood of injury as these areas pose the greatest risk to children.⁹ Furthermore, walking for transport or leisure also confers important social benefits which suggests that the dropping-off of children at schools adversely affects a local sense of community¹⁰.

Good urban design can favourably impact on walkability and access to various facilities and destinations, and can therefore positively influence public health.¹¹ RPH supports a modal shift to people making walking their first choice for short journeys and making trips over longer distances by a combination of walking and public transport. RPH also supports the development of a supportive environment where cycling is a viable, convenient and safe choice and which encourages residents and visitors to choose cycling to travel to their destinations.

3. Urban Open Spaces

Urban open spaces are generally referred to as outdoor areas within the city that have some sort of ecological, recreational, landscape or heritage value.¹² These include sports grounds, play areas, and local reserves. There is a great deal of evidence for the benefit of having open spaces within urban areas to the health and well being of both individuals and communities. It is also noteworthy that urban open spaces are often utilised for walking as destinations for leisure activities, and to pass through en route to other destinations.

⁷ Greater Wellington Regional Council. *Regional Travel Demand Management Strategy*, December 2005.

⁸ Hillman, M., & Adams, J. G. U. (1992). Children's freedom and safety. *Children's Environments* 9(2): 12-33.

⁹ Roberts, I., Norton, R., Jackson, R., Dunn, R., & Hassall, I. (1995). Effect of environmental factors on risk of injury of child pedestrians by motor vehicles: A case-control study. *BMJ*, 14;310(6972):91-4.

¹⁰ Appleyard, B. S. (May, 2003). Planning safe routes to school; "how will my child get to and from school?". *Planning*, 69,

¹¹ McCann, B. A., & Ewing, R. (2006). *Measuring the Health Effects of Sprawl: A National Analysis of Physical Activity, Obesity and Chronic Disease*. Smart Growth America.

¹² Wellington City Council (1998). *Capital Spaces, open space strategy for Wellington*. Wellington City Council Publication and Design.

With increasing urbanization in New Zealand (35% urban in 1890 - 87% in 2005¹³), key features of urban living should be regarded as determinants of health. The availability of open spaces within urban areas has become an important aspect of a healthy environment, as they may encourage behavior that could enhance well-being. Not only do they impart environmental and aesthetic values, they provide for physical activity, recreational and social opportunities and a retreat from the metropolis. Physical, mental, emotional and social aspects of health may benefit by use of these areas.¹⁴

These areas need to be viewed and managed as assets due to their contribution to population health, social capital, and environmental values. With an environment that is becoming increasingly recognized as 'obesity-promoting', physical activity can be a difficult choice. Open spaces provide areas for physical activity, community activity, sports participation and outdoor recreation. They are also pleasant and a healthy environment that may affect mental and social well-being. Urban open spaces can be utilised as routes for walking, both as a leisure or exercise activity, or for transport.

4. Walking for Leisure

Walking is the most commonly reported physical activity behaviour.¹⁵ The health benefits of walking are numerous, the increase in energy expenditure, and consequent reduction in obesity has been noted. Walking can improve cardiovascular health, reduce blood pressure, and decrease a number of health risks. The benefits to ones mental well-being are also worth mentioning, such as a reduction in stress and anxiety, and the provision of sunlight (also a key source of vitamin D). Walking should not only be viewed as a mode of transport, but also a leisure activity significant to public health.

Environmental influences can play a direct role in shaping habitual behavior patterns; therefore it is practical to assess the environmental determinants on physical activity, particularly walking. The aesthetic nature of the local environment, the convenience of facilities for walking (such as footpaths, trails, parks and reserves), the accessibility of places to walk to (shops, employment), and the level of traffic on roads, all have been found to be associated with walking for particular purposes.¹⁵ According to Sallis et al.¹⁶, for example, parks are more likely to stimulate activity if they aesthetically pleasing and have tree-lined walking paths rather than empty open space.

Importance should be placed on communicating with those who hold responsibility for the parks, reserves, plants and urban spaces in our region because the aesthetic

¹³ Statistics NZ **

¹⁴ Frumkin, H. (2001). Beyond toxicity: Human health and the natural environment. *American Journal of Preventive Medicine*, 20(3), 234-240.

¹⁵ Owen, N., Humpel, N., Leslie, E., Bauman, A., & Sallis, J. F. (2004). Understanding environmental influences on walking: review and research agenda. *American Journal of Preventative Medicine*, 27(1), 67-76.

¹⁶ Sallis J. F., Bauman, A., & Pratt, M. (1998). Environmental and policy interventions to promote physical activity. *American Journal of Preventative Medicine*, 15(4), 379-397.

values people attach to nature may encourage individuals to increase their amount of walking, for both transport and leisure.¹⁷

5. Addressing Inequalities

Regional Public Health emphasises the importance of targeting initiatives toward inactive populations and ensuring that provision is made for people with disabilities, the elderly, and those living in areas of high deprivation. These various groups should not be disadvantaged by efforts to promote walking for transport or leisure.

Increasing physical activity, through both physical activity programmes and active transport advocacy, is critical in addressing obesity; cardiovascular disease and Type 2 diabetes and active lifestyles depend as much upon environmental settings as individual factors. The connection between urban development, public transport and opportunities for physical activity is important and we would encourage consideration of this in planning for physical activity.

7. General Comments

The Draft Plan responds to the policy framework set out in the Wellington Regional Land Transport Strategy, working towards the outcomes of that strategy. While, from a public health perspective, we advocate the need to focus on walking for transport, (such as to and from places of employment and public transport sites) we also advocate support for less planned walking. The Plan should therefore recognise and incorporate the value of informal, unplanned walking, undertaken in discretionary leisure time.

An approach overly focussed on walking for transport may place most of the emphasis on the usage of constructed footpaths adjacent to roads. RPH recommend linking any Plan to regional walking opportunities separate from the road network, such as through regional and local parks and reserves. Such open spaces are also used for transport purposes linking homes and local destinations.

As well as working towards the outcomes of increased mode share, level of service and safety for pedestrians on urban footpaths the Plan should focus on promotion and utilisation of parks and reserves. Such a focus should take into account the accessibility of such parks and reserves and will better meet the RTLS objective of protecting and promoting public health.

8. Comments on Specific Aspects of the Draft Regional Walking Plan Action Programme

RPH agrees with the action areas set out in the Walking Action Programme. However, we recommend that the programme links in with the various District Plans and LTCCPs of each TA (as well as other plans and strategies, for example, reserves

¹⁷ Brown, T., & Bell, M. (2007). Off the couch and on the move: Global public health and the medicalisation of nature. *Social Science & Medicine*, 64(6), 1343-1354.

management plans and city walking strategies) and that agreement and commitment is sought from each, thereby firming up matters of timing, cost, funding and targets.

Furthermore, it should be noted that RPH wishes to be involved in activities aimed at providing a supportive environment for physical activity, and therefore would seek to be included in discussions regarding the first three actions, namely:

- Improve the Pedestrian Network
- Improve Pedestrian Access to Railway Stations
- Provide for Pedestrian in Land Development

9. Summary

Overall the Draft Regional Walking Plan is very positive and demonstrates forward thinking and potential. The Plan reflects the challenges of developing environments that support and promote walking. RPH recommends a continued focus walking for transport and public transport, but also on priority areas, such as poorly connected communities, to reflect our concern with reducing health inequalities.

RPH strongly recommends that the developers of the Plan widen their scope to reflect a variety of walking purposes and settings, as stated above. Furthermore, we also suggest stronger links to existing TA Plans and strategies in order to ensure uptake and consistency of approach.

Thank you for the opportunity to provide a written submission on the Draft Regional Walking Plan. We look forward to seeing the development of the final document.

Yours Sincerely,

Dr Stephen Palmer
Regional Leader
Medical Officer of Health
Regional Public Health



Wellington Regional Council
20 MAY 2008

013

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UPPER HUTT CITY COUNCIL SUBMISSION ON DRAFT REGIONAL WALKING PLAN

INTRODUCTION

In response to the draft Wellington Regional Action Programme provided the Council would like to take the opportunity to make the following submission. The Upper Hutt City Council does not wish to speak to this submission.

BACKGROUND

Upper Hutt City has 152km. of urban road. On those roads there are a total of 225.6km of footpaths. There are also 5.4km of off-street pedestrian accessways: which together with links parks and recreational reserves provide added connectivity between the on-street facilities. This network has been developed over the life of the city in response to the local population's expectations regarding what is an appropriate level of pedestrian facilities to be provided. All of that development was paid for by the rate payers of Upper Hutt without any funding assistance from Regional or National Government.

The footpath infrastructure is one of the Upper Hutt City Council's physical assets. For this reason it is managed in the same way as all Council's other assets with maintenance and improvements determined and funded through the Asset Management Plan-Long Term Council Community Plan-Annual Plan process. Upper Hutt City Council's Annual Plan targets already include a programmed inspection of all footpaths every six months to identify faults and an annual inspection to identify overhanging vegetation on the footpath. Upper Hutt City Council's Asset Management Plan already includes an annual budget of \$279,000 for: programmed and non-programmed repairs; renewals of footpaths; and the construction of new footpaths. As part of the next LTCCP review there is a proposal that the annual budget for footpath works be increased. The programmed works are set by ranking the works in order of priority based on the RAMM condition rating survey. The non-programmed works are carried out to repair faults identified by the surveys or the general public. Upper Hutt City Council's Asset Management Plan already has an approved programme to construct an additional 3.1km of new footpaths over the next 17 years. These footpaths were assessed against Council's existing policy for new footpaths and ranked by priority and once this programme is completed the footpath network will include all urban streets in Upper Hutt together with links along arterial routes between urban areas: although completion of this network is dependent upon the agreement of the residents of the affected streets as in some cases residents have opposed the construction of footpaths because of the impact on the current streetscape. Public consultation on all these programmes is carried out annually through the Annual Plan process.

In 2003 Council carried out a programme to signpost every off-street pedestrian accessway. In 2006 this was extended to include routes through recreational reserves that linked on-road footpaths.

COMMENTS

General

As noted in the background information above to date the pedestrian network within Upper Hutt has been funded solely by local ratepayers. Throughout the regional walking plan there are a number of capital work items where the funding has been identified as coming from Land Transport New Zealand or Greater Wellington. It has been Upper Hutt City Council's experience that Land Transport New Zealand do not have clear guidelines about funding of physical works for pedestrian facility improvements (other than cross-road improvements through the minor safety programme) and that in most cases they will not subsidise most pedestrian improvements on TA roads.

In the absence of external funding TAs will continue to bear the financial burden for the provision of pedestrian facilities. As noted above funding is provided through the asset management system. Under this system prudent management of the asset requires that maintenance and renewal of existing facilities be given first priority for current funding. The provision of new facilities will only occur when:

- there is a clear community demand for them;
- the provision of these facilities can be shown to have a clear benefit to the community; and
- there are sufficient community funds available to carry out the work.

The Pedestrian Planning and Design Guide prepared by Land Transport New Zealand has not been adopted by Upper Hutt City Council, nor is it incorporated in the *District Plan* or the Upper Hutt City Council's *Code of Practice for Civil Engineering Works*. The *Design Guide* was developed by an agency that does not own or maintain any footpaths, and contributes only a small proportion of the costs associated with funding new pedestrian facilities and the maintenance of existing pedestrian facilities. As such before the *Design Guide* was adopted it would need to be demonstrated that it offered significant benefits over the Upper Hutt City Council's existing Code of Practice -and that it did not create significant additional financial obligations on either the City or on new development within the city.

Relationship to the RLTS 2016

There is not a clear link between the plan and the target that 'Active modes account for at least 15% of region wide journey to work trips'. This is a shortcoming of the performance measure that uses the census question regarding *the main means of travel to work*. In the Wellington Region a significant proportion of the population travel between TAs on their journey to work. This means that in these circumstances any change of choice from private vehicles is likely to be recorded as an increase in the number of passenger transport trips even if they include a new walking component at either end. In Upper Hutt in particular active modes accounted for 5.4% of trips to work. A very high proportion of Upper Hutt residents are employed in businesses located outside Upper Hutt so this figure is unlikely to change significantly. A more effective measure of walking would be to look at the combined share of pedestrian and passenger transport trips to work, as these will typically include walking at one or both ends of the PT journey.

It is unclear how this plan will further the RLTS 2016 target that 'fewer than 100 pedestrians are injured in the region per annum'. Historically approximately 60% of pedestrian injuries have occurred in Wellington City. A significant proportion of those injuries occurred in the Wellington City CBD, which has the highest concentration of pedestrian facilities in the Wellington Region. This plan with its emphasis on infrastructure works and network upgrades does not appear to address the issues in that area.

Specific Actions Listed in the Draft Regional Walking Plan

Improve the Pedestrian network – Point 1

As noted above the Upper Hutt City Council is already required to identify community needs and outcomes and consult with the wider community about those needs and outcomes through the LTCCP process. This process includes Council's proposed pedestrian works and the budget for the works. A strategy would require a significant financial and time input from Council and in the case of the UHCC the benefits returned would not be commensurate with that commitment. For this reason the UHCC does not support the proposal to require all TAs to prepare a walking strategy as it fails to deliver any improvements or benefits not provided by the current systems.

A limited approach that requires the production of pedestrian strategies at areas with high pedestrian densities, or in locations where surveys have indicated low pedestrian satisfaction would be more productive as in these circumstances a link could be established between a demand and a strategy.

Preparation of a strategy would require the approval of the Council through the LTCCP and the allocation of funding. The next opportunity to include this work is as part of the LTCCP review process during the 2008-2009 financial year, and which covers the 2009-2010 financial onwards. Any contribution from Land Transport New Zealand would need to be done as part of the annual funding application, which has closed for the 2008-2009 financial year. Therefore the first year during which a study could be funded is the 2009-2010, and the target of June 2009 cannot therefore be met.

Improve the Pedestrian network – Point 2

The intent of this action and the need for it to be a separate action are unclear. If it is a programme detailing what types of inspections of pedestrian facilities are required and the frequency of those inspections then the development of such a programme should be included as part of any strategy developed under Point 1: while if it is the development of a schedule of pedestrian facilities to be reviewed in terms of the factors listed in Point 3 then it should be included as part of the ongoing review process described in Point 3.

The development of a programme will require funding. As such the target date can not be achieved for the same reasons as described above under Point 1.

Improve the Pedestrian network – Point 3

As noted under the general comments above the Pedestrian Planning and Design Guide has not been adopted by Council.

Improve the Pedestrian network – Point 4

As noted under the general comments above experience has shown that Land Transport New Zealand will not subsidise most pedestrian improvements on TA roads.

Why is Transit New Zealand specifically mentioned in this action? In terms of network length and the provision of pedestrian facilities in the Wellington Region Transit is one of the smallest RCAs.

Improve Pedestrian Access to Railway Stations

The UHCC supports the initiative to improve access to rail facilities and supports the funding of this work through the passenger transport funding agency. In addition this action should be expanded to include all passenger transport. As the access is to passenger transport facilities the UHCC would expect that the funding would come from the GWRC passenger transport budget. However where the improvements involve work on assets owned by UHCC then UHCC would expect to retain control over those assets and for this reason responsibility should be with the TAs.

Provide for Pedestrians in Land Development – Point 1

As noted under the general comments above the Pedestrian Planning and Design Guide has not been adopted by Council. The Upper Hutt City Council does not necessarily support the inclusion of this document in the planning procedure and therefore does not necessarily agree with TAs being responsible for its incorporation. If GWRC wishes to have as an action that GWRC advocate for its inclusion in District Plans or Subdivision Guides then the appropriateness of such a submission would be considered at the time of any future District Plan review.

Encourage Walking to School – Point 2

The action is 'Infrastructure improvements as appropriate'. The phrase 'as appropriate' creates the impression that infrastructure improvements will always form part of the process and that only the degree is in question. A more appropriate wording would be 'when appropriate'.

The funding for this item is given as being Land Transport New Zealand through GWRC. What infrastructure funding is GWRC planning to make available and how will this be allocated?

Encourage Walking to School – Point 3

Is the RoadSense programme going to continue to be run in the Wellington Region as there have been reports that it had been discontinued in the Wellington area? As noted under the general comments a large proportion of pedestrian accidents currently occur in areas where the pedestrian infrastructure is already at a very high standard. Therefore in order to address these accidents and to meet the RLTS target there is a need to focus on human, and more particularly on pedestrian factors associated with these crashes. Current police training in schools focuses on the use of pedestrian crossings. There is a need to look at overseas programmes that focus on the road crossing behaviour, irrespective of whether or not there is a pedestrian crossing.

Seek Adequate Funding – Points 2-and 3

The LTCCP is the process by which the TA consults with the wider community to determine funding needs and priorities and therefore the amount of funding provided for pedestrian projects is already what the community as a whole has deemed to be adequate. GWRC is entitled to make a submission in the same manner as any other interested party but in the absence of funding from external agencies then the level of level of funding determined by that process is the appropriate level as determined by the local community.

P.J.Hanaray
ROADING CONTRACTS ENGINEER

23 MAY 2008

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Absolutely

POSITIVELY

HE HIKI KI PŌHĪKI
WELLINGTON CITY COUNCIL

Wellington

SUBMISSION

On the Draft Regional Walking Plan

May 2008

1. Introduction

Wellington City Council (WCC) welcomes the opportunity to make a submission on the draft Regional Walking Plan (RWP). This, in conjunction with the upcoming draft of the regional cycling plan, are critical documents for the region's response to climate change and sustainable transport, and the Council commends the work that has been carried out by Greater Wellington Regional Council (GW).

2. Background

Wellington City Council is currently developing its own Walking Plan for the city, which is expected to be adopted in June this year.

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system. The city's Transport Strategy (2006) contains the following objectives:

2.1 More liveable: Wellington will be easy to get around, pedestrian-friendly and offer quality transport choices.

Good access from homes to shops and services, places of work and recreational destinations is essential in any successful city economy. Ensuring the city is more liveable will mean:

.....

- priority walking routes to and within the central city

2.3 More sustainable: Wellington will minimise the environmental effects of transport and support the environmental strategy.

..... Environmental sustainability in transport will mean:

-
- continuing modal shift of commuter traffic to public transport, walking and cycling.

2.4 (a) Better connected: Wellington will have a highly interconnected public transport, road and street system that supports its urban development and social strategies.

This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, taxis, commercial vehicles, walking and cycling). Ensuring the city is better connected will mean:

.....

- a well-connected system of local roads and streets, footpaths and cycleways

2.4 (b) Healthier: Wellington's transport system will contribute to healthy communities and social interaction.

People's transport choices can have a significant effect on health. Lower levels of activity contribute to heart disease, diabetes and other diseases. There are also links with

respiratory diseases resulting from vehicle emissions. Improving health outcomes will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme

2.5 Safer: Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

.... Transport safety and personal security will be enhanced by:

-
- programmes aimed at pedestrian security

The WCC Walking Plan will also form a key part of the actions arising from the draft Ngauranga-Airport Corridor Plan recently approved for consultation.

3. Comments

3.1 General

Wellington City Council is generally supportive of the main thrust of the draft Walking Plan which aligns well with its Transport Strategy and the intentions behind its own proposed city Walking Plan. Council officers have participated in the working group which assisted Greater Wellington in developing the draft Plan.

The Council does, however, wish to make some comments and suggestions regarding the Plan as follows.

3.2 Strategic Alignment

The RLTS 2016 targets of particular relevance to the draft Regional Walking Plan are:

- Active modes account for at least 15% of region wide journey to work trips
- Nearly all urban road frontages are served by a footpath
- Fewer than 100 pedestrians injured in the region per annum.

The Regional Walking Plan and Cycling Plan Review – Background Issues Paper, published by Greater Wellington Regional Council contains the following charts:

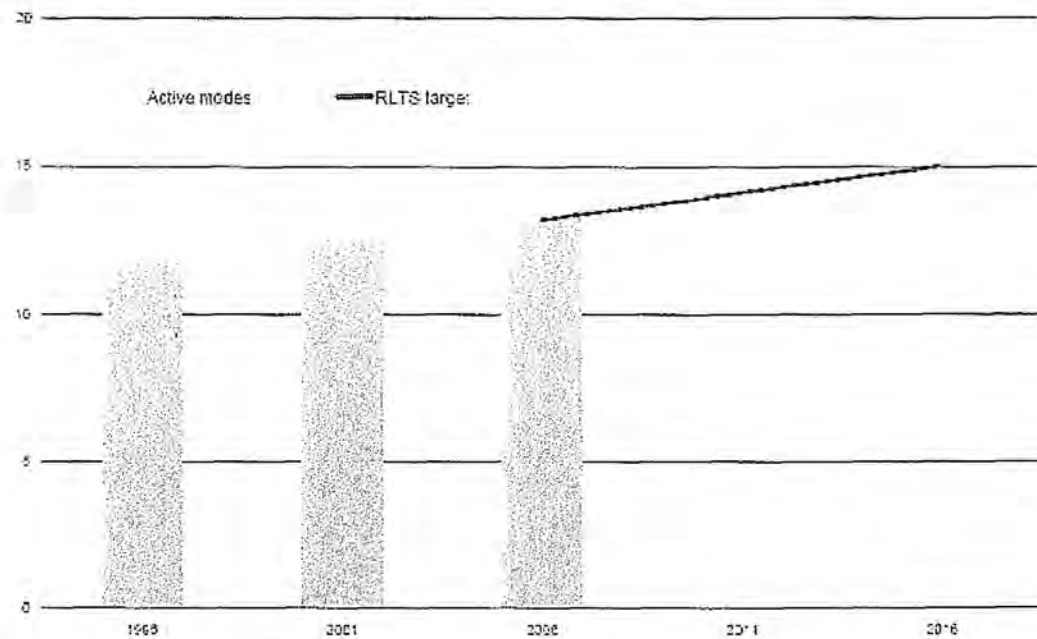


Figure 1: 2008 active mode share of journey to work (%). Source: Statistics New Zealand

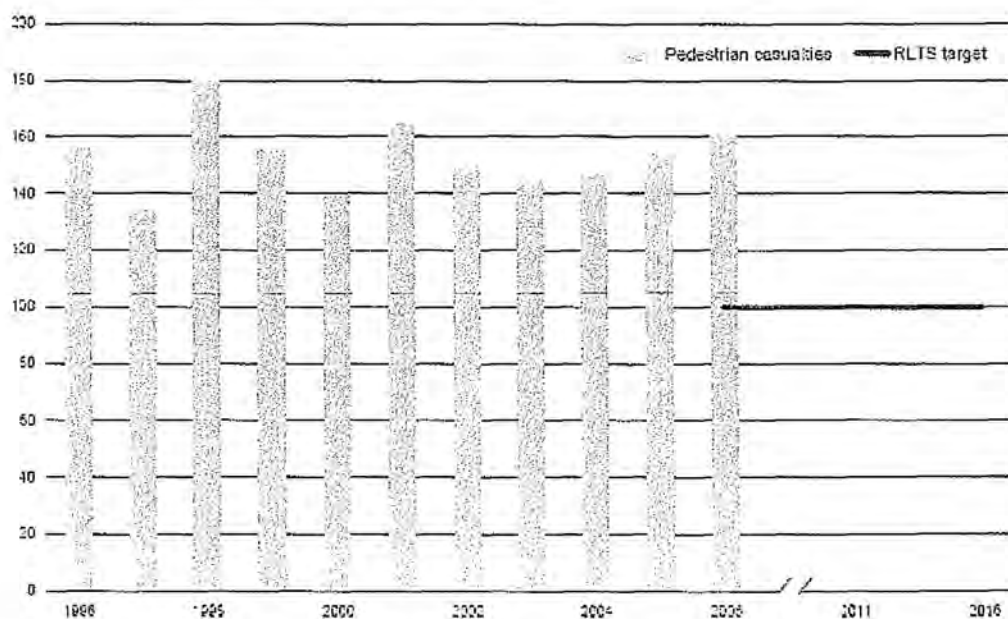


Figure 10: Pedestrian casualties - Wellington region. Calendar year. Source: Land Transport New Zealand

These indicate that in terms of meeting the first target of active modes accounting for at least 15% of region wide journey to work trips, the region appears to be on track. However, performance against the third target, fewer than 100 pedestrians injured in the region per annum, is some distance away from being achieved, and in fact, the trend is going in the wrong direction. Note too that over 50% of pedestrian casualties in the region occur in Wellington City.

An examination of the Walking Action Programme tables in the draft Regional Walking Plan shows that for the main part, the focus is on increasing walking mode share, although safety improvements are embedded in many of the proposals. This suggests that the draft

Plan is misaligned with the strategic objectives of the RLTS, and either the emphasis of the Plan needs to be changed, or the RLTS targets for walking need to be revisited.

3.3 Setting Sub-Regional Targets

The RLTS has set targets for active transport in the region. Wellington City currently exceeds the targets and has the highest number of commuter trips taken on foot in the Country.

While the targets set out above may be appropriate for the region as a whole, different cities within the region have different characteristics, and so different targets are appropriate. The following table from the Background Issues Paper shows walking mode share by TA:

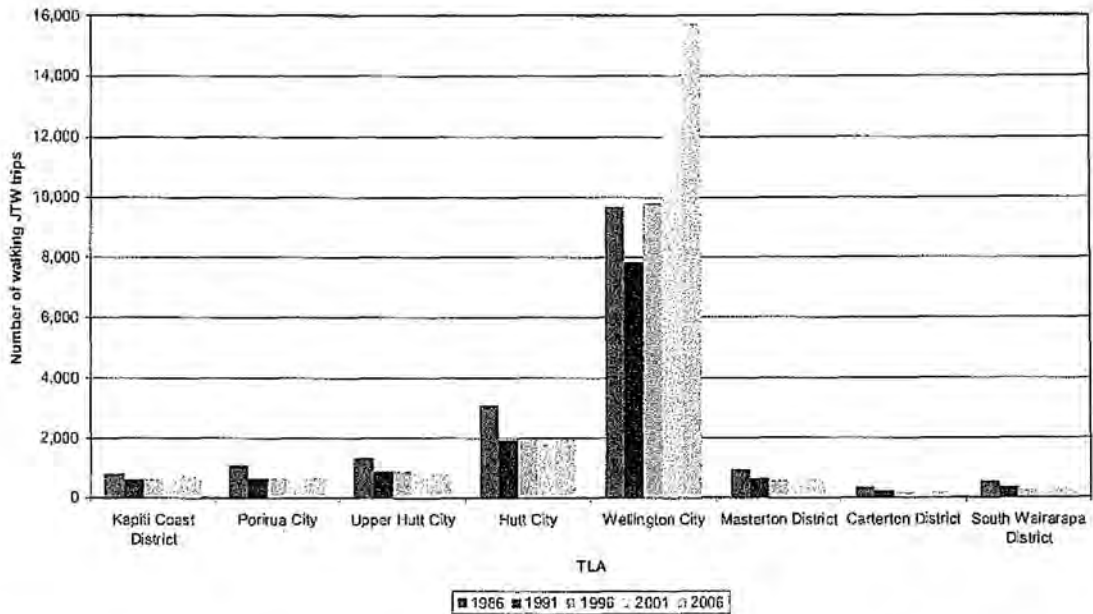
Territorial Authority	Cycled	%	Walked/Jogged	%	Total number of trips by all modes
Kapiti	273	1.7%	690	4.5%	15,222
Porirua	114	0.6%	636	3.6%	17,610
Upper Hutt	282	1.8%	759	4.9%	15,612
Lower Hutt	627	1.6%	1,908	4.8%	39,702
Wellington City	2,160	2.6%	15,696	18.8%	83,643
Masterton	303	3.7%	567	6.9%	8,205
Carterton	48	1.9%	144	5.7%	2,547
South Wairarapa	54	1.8%	246	8%	3,057
Totals	3,861	2%	20,646	11%	186,000

Table 1: 2006 Journey to work mode share for walking and cycling by territorial authority. Source: Statistics New Zealand

This shows that Wellington City Council is already exceeding the regional journey to work target, whereas other Councils are some considerable distance away from it. This is not to denigrate their efforts as different conditions exist in say, Upper Hutt, from Wellington City.

Moreover, different trends are found in cities within the region. The following chart shows that since 1986, walking to work has been growing strongly whereas in the other cities, it has either been flat or declining slightly. There are likely to be a number of reasons for this including the increase in inner city dwelling in Wellington, its more compact nature, and the relative decline in employment in other cities.

Journey to Work - walking



To give greater relevance to the draft Plan, it would be helpful to set sub-regional targets for walking (in consultation with the relevant TAs). This would help gain their commitment and focus their attention on achieving their individual target. It would also assist with ensuring that the overall target was achieved by setting individual accountabilities.

3.4 Contribution of Territorial Authorities to Walking to School Programmes

The table of actions in the draft Plan includes the following:

Encourage Walking to School

Promote and encourage walking to school with an on-going emphasis on development of walking habits through:

1. School Travel Plans and communications that promote the benefits of walking to school
2. Infrastructure improvements including enhanced pedestrian provision, and parking and speed restrictions around schools
3. Road safety skills for children
4. Walking school buddies and buses

The Council would like to point out that TAs contribute to all of these actions, not just item 2 as set out in the current draft. The 'Responsibility' column of this table should therefore be amended accordingly. We also make the suggestion that measuring the levels of walking to school will be important in understanding whether initiatives are succeeding in meeting the Plan's objectives.

3.5 Importance of Urban Form

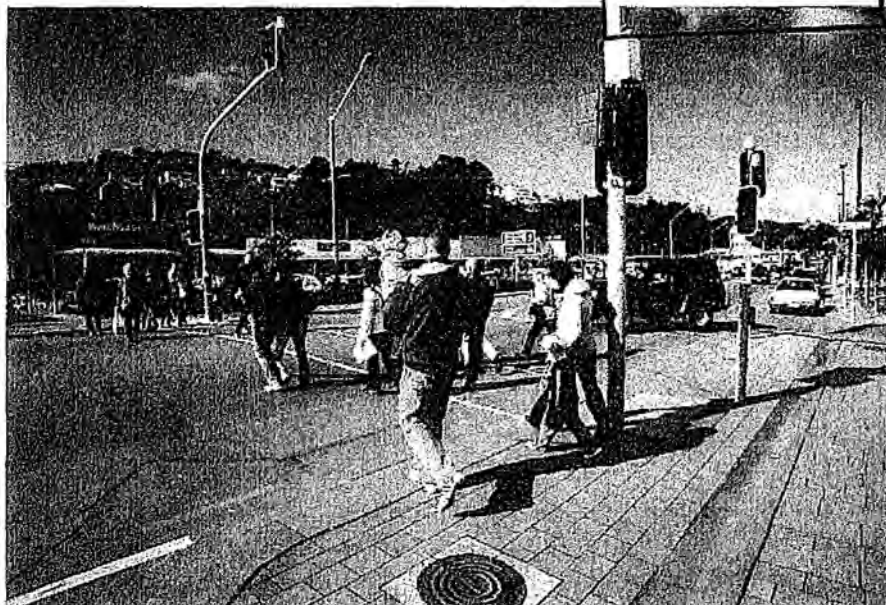
Under many of the strategic documents for the Wellington Region, urban form has rightly been given prominence as a way of achieving good transport outcomes. These documents include the Wellington Regional Strategy, the Regional Policy Statement, the Regional Land Transport Strategy and the Council's own city Transport Strategy. It is surprising, therefore, that the importance of compact and planned urban form in promoting walking is not explicitly mentioned in the draft Regional Walking Strategy. There is little doubt that urban form is a significant contributor to Wellington City enjoying easily the highest level of walking of any of the Territorial Authorities in the region.

We appreciate that the section of the table of actions headed 'Provide for Pedestrians in Land Development' touches on this issue. It is recommended that the second bullet point be amended by adding the following words:

These measures should also recognise the importance of compact and well planned urban form in promoting walkability.

4. Conclusion

Thank you for the opportunity to make a submission on this document. Wellington City Council is broadly supportive of the general intention of the draft Regional Walking Plan, but has some concerns around its alignment with the RLTS and suggests that it would be helpful to set some walking targets for cities within the region. The Council does not wish to be heard at the submission hearing.



Introduction

Living Streets Aotearoa is a national organisation with a vision of

More people choosing to walk more often.

The objectives of Living Streets are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners e.g. walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

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

Living Streets Wellington arose from an early pedestrian advocacy group Walk Wellington, set up in the late 90s. We saw a lack of voice for this mode.

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

We welcome this opportunity to submit on the draft Regional Walking Plan and generally support the Plan. We also acknowledge and welcome the Regional Council's signature of the International Walking Charter.

Living Streets Aotearoa



www.livingstreets.org.nz

May 2008

Page 1

General comments

The background issue paper provides a useful context.

We note that while we are pleased to be referred to as having "an important role in contributing to the understanding of walking issues and in raising the profile of walking as a valued and important mode of transport", we were not considered a primary stakeholder in the recent Ngauranga to Airport Corridor Study.

Responsibilities

We welcome Greater Wellington's advocacy to territorial authorities to develop walking strategies and, equally important, monitor progress. The Regional Land Transport

Committee's monitoring reports do show that sometimes no reports are given on authority or agency progress on pedestrian matters. Liaison between Councils is important for region-wide issues and for cross-boundary connections e.g. Tawa to Porirua walking tracks.

We're pleased to see SportWellington included in this list and wish to encourage that agency to include promotion and advocacy for physical activity through active travel as well as organised sport and recreational activities.

As well as agencies' responsibilities, there are responsibilities that workplaces, schools, households and individuals need to assume. Communication, leadership and a pedestrian-friendly walkable environment make people's choices easier.

Targets

If the RLTS doesn't break down the targets by mode and geographically (i.e. 15% total across the region), then the Regional Walking Plan must set disaggregated targets. We suggest an increase in each active mode's share per annum. For walking, we suggest journey to walk % in the following table – and would like targets to be set for education and leisure journeys too.

Walking Action Programme

We would like to see Transit and Land Transport NZ produce either a regional walking strategy or a combined active modes plan, as well as the TAs and GW Strategy. This could be well achieved by the new Transport Agency. We note the new AT The Heart Strategy and emphasise that it is as much about urban transport modes as about recreational leisure choices.

Pedestrian Network

We agree with the need to review the pedestrian network and offer our support in reviewing key routes, for example between suburbs and town centres. However people wish to walk everywhere and the presence of some well-managed key routes doesn't obviate the need for overall improvement to zigzags, keeping parking off footpaths and adding footpath extensions until all residential streets have one. Reviewing and monitoring the developing network is essential. This should identify where there are gaps. The

Living Streets Aotearoa



www.livingstreets.org.nz

network must include off-road routes where appropriate such as Hataitai to Courtenay Place. We hope the monitoring will note positive achievements, such as the Plimmerton underpass, as well as the issues needing further attention.

While most infrastructure for walking is within one TA's territory, the Great Harbour Way proposal is a suggestion that needs to be considered by HCC, WCC, Transit and Rail.

Pedestrian Access to Railway Stations

This is important and an example of the symbiosis between walking and public transport. We were pleased that our 2004 suggestion of a pedestrian audit of railway stations was taken up but the implementation of recommendations is slow. Some targets of numbers of stations while park and ride may be beneficial, it should not be at the expense of direct, well-lit, overlooked accessible walking routes. Car parks themselves need good paths through them to be safe.

Access should include signage. For example there are several culs-de-sac in Tawa that lead to railway station access but there is no sign. Similarly, there's poor signage at the end of the road to Kaiwharawhara station – a useful stop for people visiting those shops from Porirua, Hutt Valley or City in their lunch hour.

One way of significantly improving safety at minimal cost would be to explore using railway land for some medium density apartments, possibly combined with shops, which would overlook the stations. This could be similar to the Waitakere City Council offices at Henderson Station.

We suggest that the access to bus exchanges and bus stops in general also be assessed, starting with the busiest routes.

Provide for Pedestrians in Land Development

We support the requirements for District Plans and the subsequent resource consents to require good streetscape, active edges and physical accessibility in new developments but the issues of location, distance to community and retail facilities, density and connectedness are even more important.

Encourage Walking to School

We firmly support this and request some targets e.g. 50% of students by 2012 or 50% of schools have travel plans or 60% of primary schools have at least three walking school bus routes. Sufficient research needs to be undertaken to provide statistics to set targets from. We also suggest you include secondary schools. A recent presentation from West Auckland students suggested that adult-free walking school buses were an attractive proposition. We believe that closer liaison between TAs and GW is necessary here. We would like to emphasise use of the Walking Map Toolkit for Schools as a valuable resource.

As well as the benefits to the students from alertness, socialisation, physical fitness and less danger at the school gate, we believe there are further benefits to the community from



families getting to know one another, parents/caregivers feeling free to proceed to work or study or return home again by active modes or PT and the inculcation of "the walking habit".

Influence Central Government policy

Tax policies, remuneration of mileage or car parking and carbon-neutral government agencies are probably as significant as funding decisions. However, allocation for infrastructure for walking may be partially hidden in the design of roads. For example, red light cameras or traffic lights may be primarily helpful to pedestrians while part of a "roading" budget. We support involvement of Regional Councils and all the other walking stakeholders in Transport and Physical Activity policy making and lament the infrequency of the National Advisory Group on Getting There: By Foot, By Cycle.

Seek Adequate Funding

At a national, regional and local level, re-allocation of funds may be sufficient rather than asking for more. Walking promotion, infrastructure, signage and improved maintenance are considerably cheaper than building more road capacity and should save on the national health bill eventually.

Advocacy for higher density living in appropriate places, beautification of suburban centres, location of schools, lower speeds and street tree planting may be as important as advocacy for street crossings or footpath maintenance.

Facilitate Information Sharing

We support a Regional Walking Forum and look forward to participating. The Canterbury and Auckland Forums are valuable.

We are not sure when the Information Centre will be realised and suggest that each authority/agency take responsibility for putting its own walking information, including maps and survey data on its website in an easily found form.

We recommend staff from all agencies attend the biennial Walking Conference (August 2008 in Waipuna, Auckland) to share information and knowledge from NZ and further afield.

We recommend that Land Transport NZ run some seminars for staff on the new Pedestrian Planning Guide for staff and some briefing sessions for decision-makers and communicators.

Promotion of walking

We're not sure why this would only be Regional Public Health. Surely SportWellington could be promoting walking through Green Prescriptions and all TAs and GW giving examples of walking access to events and destinations would re-establish the importance of the first mode. The "time to unwind" message is as applicable to the daily commute walk as to a weekend ramble. Our pilot Walk2Work Day story collection showed that key advantages were perceived to be relaxation, views and fitness as part of their daily routine.



Due to the regional reach of radio and daily newspaper, promotion can be achieved more cost effectively by combining agency budgets from time to time.

We see a role for Living Streets in expanding the Walk2Work Day in coming years and seek supporting funding.

We expect each partner agency to have their own internal travel plan for staff and customers/ visitors. This would also involve promotion.

Improve information for walking

We're pleased at the mention of improving the online Journey Planner. Please don't develop a separate one – integration with PT is useful. We suggest that people are able to choose a maximum amount they're willing to walk and any other issues such as accessibility restrictions. More work is necessary to include all destinations. While Metlink has been a good start, we would like to see resources combined with Maxx and other systems to provide a national journey planner for all modes that combines fare, CO2 and distance information for different options as well as the time taken. Many journeys cross regional boundaries.

Greater Wellington and all other agencies could work on ensuring that any meetings and events always have a link to an online map that shows surrounding pedestrian routes.

Other matters

Climate Change

The Stern Report emphasises the economic benefit in addressing Climate Change earlier than later and growing scientific consensus suggests immediate action is necessary. Emissions from the Transport sector form 32% of the Wellington sector emissions profile.

Driving a small car such as a Honda Jazz, emits ca 130g per km. Driving a large SUV such as a Landrover Discovery, produces more than 250g per km whereas walking and cycling produce none, given food is our fuel.¹ These are low figures for short journeys given the likelihood of inefficient cold starts for short journeys.

Surveys and measures

The perception surveys and journey to work data are useful but we would also like more information on how many people walk/cycle to other destinations than work since the off peak traffic growth is high in the region. Walk to school numbers are a good example. Further, off-peak non-work transport journeys are growing and the idea of sports and events location and travel management needs more attention.

¹ www.rightcar.govt.nz



Motivation

While the barriers to walking and cycling listed form a reasonable list, they are not prioritised, nor are the motivations for walking and cycling explored. AN example from Copenhagen, where 36% cycle to work, their primary (54%) reason for cycling is because it's fast and convenient rather than because they're martyrs to saving the planet. Our recent Walk2Work survey showed that

Running

Commuting and recreational joggers and runners use the same facilities as walkers. These faster people on foot often don't identify as pedestrians but have similar needs of continuous routes, safe traffic crossing, smooth surfaces and clear signage. We suggest GW Travel Planners and other transport staff work to create dialogue with this sector. Living Streets Wellington will do our best to engage with runners too.

Cycling

Generally, Living Streets members support cycling and providing for cycling. Many members are also cyclists. We note that people wish to cycle since they cover more distance than time permits on foot so can actively commute further than by walking. However, increasing cycling by encroachment onto footpaths is a negative strategy and will cause unnecessary friction. Shared paths can work if sightlines are good, the paths are wide and well surfaced but most existing footpaths are insufficient.

Public Transport

We support greater provision of public transport but also suggest that the speeds of buses on arterial routes need to be calmed for people to be able to cross on foot or cycle in bus lanes. Bus timetable displays at bus stops could be combined with a walking map of the surrounding 200m radius, including pedestrian short cuts. Similarly, railway stations need maps of the surrounding areas showing access to shops, suburbs and bus services rather than just a blank and smelly subway.

Private vehicles

We recognise that private vehicle use is part of Wellington's transport mix but believe that over time its mode share can decrease. If more walk, cycle and use public transport then the journeys (private or commercial) that need to be undertaken in a private vehicle will be easier too. While motorbikes and scooters reduce CO₂ emissions per km, we note they emit more particulates and much more noise in many cases.

Land use planning

Regional form – destination distance is critical for mode choice. Land use planning decisions now will shape transport choices for decades. We support the separate Regional Policy Statement's emphasis on regional form and wish it strengthened to avoid sprawl and over-development of rural areas resulting in car-dependency.

Medium density cities allow us to enjoy both the benefits of civilisation such as galleries, festivals, libraries and concerts, exchange of ideas and products in the social and economic realm while retaining productive agricultural land and restoring surrounding



biodiversity. Unfettered sprawl diminishes the social, economic, cultural and environmental wellbeing of the region.

Lobbying from Greater Wellington on issues for people on foot

We would appreciate your lobbying on national transport policy, funding decisions and advocating to local councils on behalf of people on foot

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, since July 2003, the Remuneration Authority has steadfastly refused to alter the mileage allowance for elected local government members so walking or cycling allowances could legally 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 note that Tasman/Nelson Council apparently already does this.

Advocacy for the effective continuance of the National Advisory Group on the Getting There Strategy would be helpful. It has only met once so far this year and we also believe it's an essential networking tool across different central and local government agencies together with NGOs.

On behalf of Living Streets Wellington, P O Box 25-424 Wellington 385 8280

Living Streets Aotearoa

