

# Regional Walking Plan

August 2008

## Regional Walking Plan

The Regional Walking Plan (formerly the Regional Pedestrian Plan) responds to the policy framework for walking and pedestrians set out in the Wellington Regional Land Transport Strategy (RLTS) by setting out an action plan with a series of high level initiatives aimed at contributing to the outcomes of the RLTS. The various implementation agencies (such as Road Controlling Authorities) have a key role in progressing and developing the detail in relation to many of these actions.

The aspiration for walking and cycling as set out in the RLTS vision is:

*People will generally walk or cycle for short and medium length trips. Pedestrian and cycling networks will be convenient, safe and pleasant to use.*

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased mode share for pedestrians and cyclists
- Improved level of service for pedestrians and cyclists
- Increased safety for pedestrians and cyclists.

The RLTS 2016 targets of particular relevance to this implementation 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.

## Definitions

For the purpose of this plan, the following definitions are provided for pedestrians and walking, as set out in Land Transport NZ'S Pedestrian Planning and Design Guide 2008:

- (a) Pedestrian: Any person on foot or who is using a powered wheelchair or mobility scooter or a wheeled means of conveyance propelled by human power, other than a cycle
- (b) Walking: The act of self-propelling along a route, whether on foot or on small wheels, or with aids.

## Responsibilities

A lead agency is generally identified for each action in the action programme. While it is the responsibility of the lead agency to pro-actively progress the subject action, in most cases commitment from a number of agencies will be needed to deliver effective solutions.

### **Territorial Authorities**

Territorial Authorities (TAs) have a significant role in implementing the actions in this walking plan. As part of their mandate to serve their local community's needs, TAs own and manage most of the region's walking infrastructure. It is their responsibility to maintain and improve the existing walking network and to respond to community needs and desires for local walking investments. TAs also regulate land use activities through development of District Plans and processing resource consent applications. Therefore they also have an important role in the way land use development supports walking.

### **New Zealand Transport Agency (NZTA)**

This new agency, formed from the merge of Transit New Zealand and Land Transport New Zealand on August 1 2008, has the combined role of these former organisations in relation to cycling.

The NZTA is the road controlling authority (RCA) responsible for managing the state highway network. Their role in implementing this cycling plan is to carry out improvements to the cycling network where appropriate and feasible on or across the state highway network. This will primarily be the urban and peri-urban environment and will seek to address needs identified by TAs and the local community.

The NZTA is also the central government agency responsible for land transport funding and safety matters. They are identified in the plan as providing funding support for many of the initiatives in this cycling plan. They also have a road safety role and are responsible for progressing the initiatives in the *Getting There - on foot, by cycle* Implementation Plan (June 2006) which will help towards many of the actions in this regional cycling plan.

### **Greater Wellington Regional Council (Greater Wellington)**

Greater Wellington's key role in relation to implementing this walking plan is to facilitate regional coordination. Greater Wellington is also responsible for advocating for walking outcomes, particularly through local land use planning and funding processes, to seek consistency with regional policy adopted under the RLTS and the RPS.

As the key agency responsible for implementing passenger transport activities, Greater Wellington has also has a lead role in actions relating to pedestrian access to the passenger transport network.

Greater Wellington works closely with schools and workplaces to encourage and support the development of school and workplace travel plans, through the regional travel plan programme.

Greater Wellington also manages large areas of recreational land in the form of regional parks, forests and river trails which provide opportunities for walking and cycling.

### **Other Agencies**

Walking plays a role in supporting the objectives of many other national and regional strategies and the various activities that fall under these. Therefore, a number of other agencies in the region have a role to play in encouraging walking and supporting implementation of the actions in this plan.

New Zealand Police and Accident Compensation Corporation (ACC) have a role in pedestrian safety. Schools and workplaces have an important role in increasing walking trips through participation in the regional travel plan programme.

Capital and Coast DHB, Hutt Valley DHB and Wairarapa DHB are each implementing Health Eating Healthy Action (HEHA) strategies of which walking will make a key contribution to increased levels of physical activity.

Sport Wellington is overseeing the implementation of the Wellington Urban Region Physical Activity Strategy known as “At the Heart”. Increasing levels of walking is an essential part of this strategy. Greater Wellington and the region’s local councils are partner agencies in developing and implementing ‘At the Heart’.

Regional Public Health (RPH) is the largest provider of health protection and health promotion services in the region. Some public health services are subcontracted to Wairarapa Public Health Service. RPH is identified in this walking plan to help lead the wider promotion of the benefits of walking throughout the region.

There are several local NGO providers of health promotion services who have an interest in the promotion of walking as a form of physical activity. They include the Cancer Society, Heart Foundation and several Maori providers. Also Primary Health Organisations (PHOs) are implementing HEHA strategies.

#### **Advocacy groups**

Walking advocacy groups, such as Living Streets Aotearoa (LSA), have an important role in contributing to the understanding of walking issues from a user perspective and in raising the profile of walking as a valued and important mode of transport.

#### **Monitoring**

Greater Wellington will have primary responsibility for monitoring progress of actions in the pedestrian action programme against respective performance measures on an ongoing basis. Monitoring of the RLTS targets, along with a number of other system wide indicators will be undertaken within the RLTS Annual Monitoring Report process.

## Walking Action Programme

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Improve the Pedestrian Network</b></p> <p>1. Develop local walking strategies that include<sup>1</sup>:</p> <ul style="list-style-type: none"> <li>• Vision and objectives</li> <li>• Policies</li> <li>• Quantifiable targets</li> <li>• Monitoring process</li> <li>• Local data and statistics</li> <li>• Network Plan</li> </ul> <p>These strategies should provide guidance on priorities within their identified pedestrian networks, with consideration given to prioritising routes or precincts with high existing or potential pedestrian volumes and/or routes to key employment, educational, retail, health and recreational destinations and public transport services</p>	TAs	June 2010 <sup>3</sup>	Administrative	TAs (Land Transport NZ subsidy)	Strategy/plan adopted
<p>2. Develop a programme for reviewing the pedestrian network</p>	TAs	June 2010	Administrative	TAs (Land Transport NZ subsidy)	Review programmes developed
<p>3. Review the pedestrian network in accordance with the above programme and the Pedestrian Planning and Design Guide<sup>2</sup> including consideration of:</p> <ul style="list-style-type: none"> <li>• Footpath surfaces, alignment and obstructions</li> <li>• Crossing facilities and wait times</li> <li>• Personal safety/security and lighting</li> <li>• Aesthetics, shelter and street furniture</li> <li>• Route directness and connectivity</li> <li>• Signage and information</li> <li>• Needs of different types of pedestrians</li> <li>• Space allocation and traffic impacts</li> <li>• Road safety</li> <li>• Integration with other modes</li> </ul>	TAs	Ongoing	Administrative	TAs (Land Transport NZ subsidy)	Network reviews completed
<p>4. Implement improvements in conjunction with Transit NZ and other network providers as required</p>	TAs	Ongoing	To be determined	RCAs (Land Transport NZ subsidy)	Network improvements implemented

<sup>1</sup> Macbeth, Ryan, Boulter (2005) *New Zealand walking and cycling strategies – best practice*. Land Transport NZ Research Report 274  
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Actions	Responsibility	Timing	Cost	Funding	Target
<b>Improve Pedestrian Access to Railway Stations</b>					
Implement improvements to the region's railway stations as recommended by the pedestrian access audit reports <sup>4</sup>	GWRC	In conjunction with the railway station upgrade programme	Included as part of railway station upgrade programme	GWRC (Land Transport NZ subsidy)	Improvements implemented
Implement improvements adjacent to the region's railway stations as recommended by the pedestrian access audit reports <sup>5</sup>	RCAs	Coordinated with the above programme or earlier as deemed appropriate	To be determined	RCAs (Land Transport NZ subsidy)	Improvements implemented
<b>Provide for Pedestrians in Land Development</b>					
1. All District Plans and subdivision guides include provision for pedestrian priority and high levels of walking accessibility to be considered when assessing land use development proposals, consistent with the principles of 'community walkability' outlined in the Pedestrian Planning and Design Guide <sup>6</sup>	TAs	At next review	Administrative	TAs	Priority and accessibility for walking included in all District Plans and subdivision guides
2. Advocate for pedestrian priority and high levels of walking accessibility in land developments by reviewing and commenting on plan changes and significant development proposals/ consent applications. These proposals should also recognise the importance of compact and well planned urban form in promoting walkability	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity taken to review and comment as part of the plan change/land development process

<sup>2</sup> Land Transport NZ, 2008. *Pedestrian Planning and Design Guide*

<sup>3</sup> Allows for TAs to budget in 2009/10 Annual Plan

<sup>4</sup> Duffill Watts Tse, February 2006 and August 2007, *GWRC Pedestrian Audit of Public Transport Facilities*.

<sup>5</sup> Duffill Watts Tse, February 2006 and August 2007, *GWRC Pedestrian Audit of Public Transport Facilities*.

<sup>6</sup> Land Transport NZ, 2008. *Pedestrian Planning and Design Guide*

Actions	Responsibility	Timing	Cost	Funding	Target
<p><b>Encourage Walking to School</b></p> <p>Promote and encourage walking to school with an on-going emphasis on development of walking habits through:</p> <ol style="list-style-type: none"> <li>1. School Travel Plans and communications that promote the benefits of walking to school</li> <li>2. Infrastructure improvements as appropriate including enhanced pedestrian provision, and parking and speed restrictions around schools</li> <li>3. Road safety skills for children</li> <li>4. Walking school buddies and buses</li> </ol>	<p>GWRC</p> <p>RCA's</p> <p>NZ Police and Schools</p> <p>GWRC</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>As identified in the Regional Travel Plan Programme</p> <p>To be identified<sup>7</sup></p> <p>As identified through programmes such as <i>RoadSense</i> and the Police Road Safe series</p> <p>Administrative</p>	<p>Land Transport NZ (GWRC)</p> <p>RCA's (Land Transport NZ subsidy)</p> <p>Land Transport NZ</p> <p>Land Transport NZ (GWRC)</p>	<p>Developed as set out in the regional programme</p> <p>All identified improvements implemented</p> <p>Activity delivered in accordance with the relevant programmes</p> <p>Every opportunity taken to promote and encourage uptake</p>
<p><b>Influence Central Government Policy</b></p> <p>Actively participate, where appropriate, in national level programmes/strategy development that will have regionally significant impacts on pedestrians</p>	<p>GWRC</p>	<p>Ongoing</p>	<p>Administrative</p>	<p>GWRC (Land Transport NZ subsidy)</p>	<p>Every opportunity taken to participate in national policy development opportunities</p>

<sup>7</sup> Experience in Auckland and Wellington City has shown that the cost of infrastructure improvements is often around \$100 - \$150k per school or workplace.  
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Actions	Responsibility	Timing	Cost	Funding	Target
<b>Seek Adequate Funding</b>  1. Advocate to central government for adequate funding to be allocated to progress the Ministry of Transport's <i>Getting there</i> Implementation Plan  2. Identify and allocate adequate funding in annual plans and LTCCP processes, to enable the relevant walking projects and improvements signalled in this action plan to be progressed (e.g. around schools, railway stations and the walking network in general)  3. Advocate for adequate funding to be allocated for walking in TA annual planning and LTCCP processes	GWRC	Ongoing	Administrative	GWRC	Adequate funding allocated by central government
	RCAs and GWRC	Ongoing	Administrative	RCAs and GWRC	Adequate funding allocated for walking projects
	GWRC	Ongoing	Administrative	GWRC	Submissions made to TA annual plans



Actions	Responsibility	Timing	Cost	Funding	Target
<b>Facilitate Information Sharing</b>					
1. Facilitate a Regional Walking Forum <sup>8</sup> to: <ul style="list-style-type: none"> <li>a) Provide opportunity for coordination, networking, information sharing and promoting best practice between walking stakeholders</li> <li>b) Support collaborative projects, events and campaigns</li> <li>c) Inform members of upcoming opportunities to provide feedback on plans and policy documents with implications for walking</li> </ul>	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Forum established by December 2008
2. Contribute information to Land Transport NZ's <i>Getting there</i> Information Centre where appropriate	All stakeholders	Ongoing	Administrative	All stakeholders	Information provided where appropriate
3. Continue to monitor and report on walking trends in the Annual Monitoring Report (AMR) on the RLTS	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Walking trends published in the AMR
<b>Promote the Wider Benefits of Walking</b>					
Develop and implement a social marketing plan to promote the benefits of walking from a health and wellbeing perspective (e.g. walk to workout, calorie maps, be sustainable, family time, time to de-stress, etc)	RPH	June 2009	To be determined	RPH	Plan developed and initiatives implemented
<b>Improve Information for Walking</b>					
Investigate the feasibility of developing an online 'Journey Planner' for walking trips to provide information such as walking time to destination and key visual land marks.	GWRC	2008/09	Administrative	GWRC (Land Transport NZ subsidy)	Investigation complete

<sup>8</sup> Possibly in conjunction with the Regional Cycling Forum  
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