

Regional Walking Plan

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Regional Walking Plan

The Regional Walking 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 have worked together to develop this plan and have a key role in progressing and developing the detail in relation to many of the actions called for in the plan.

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.

In addition to the above RLTS targets, this implementation plan seeks to achieve the following in accordance with the national GPS and NZTS signals:

- An increase in total walking trip numbers in the region across all trip purposes

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. For those agencies with financial accountability for actions in the plan, primarily road controlling authorities (RCAs) and Greater Wellington, determining how far and how fast those actions are progressed will largely be determined through Annual Plan and LTCCP processes.

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 the development of District Plans and processing resource consent applications. Therefore they also have an important role in the way land use development supports walking.

TAs also have an important role to monitor progress in relation to their strategies, networks and activities.

New Zealand Transport Agency (NZTA)

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

The NZTA is the road controlling authority responsible for managing the state highway network. Their role in implementing this walking plan is to carry out improvements to the pedestrian network where appropriate and feasible on or across the state highway network.

This will primarily be the urban environment and will seek to address needs identified by TAs and the local community. NZTA have an important role to monitor progress in relation to their strategies, networks and activities.

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 walking 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 plan.

Greater Wellington Regional Council (Greater Wellington)

Greater Wellington's key role in relation to implementing this walking plan is to support and facilitate regional coordination. It will do this by taking a lead role around information sharing, information provision and advocacy for walking. 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 and it is important that opportunities for walking and cycling connectivity through this land are identified.

Greater Wellington will have the primary responsibility for monitoring the overall progress of actions in this plan against respective performance measures. This takes place on an ongoing basis through quarterly agency reports and through reporting on a comprehensive list of walking indicators in the Annual Monitoring Report on the Regional Land Transport Strategy.

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 Healthy 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.

Actions	Responsibility	Timing	Cost	Funding	Target
<p>Improve the Pedestrian Network</p> <p>1. Develop local walking strategies that include¹:</p> <ul style="list-style-type: none"> • Vision and objectives • Policies • Quantifiable targets • Monitoring process • Local data and statistics • Network Plan <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, bus stops and public transport interchanges</p>	TAs	By June 2010 ³	Administrative	TAs (NZTA subsidy)	Strategy/plan adopted
<p>2. Develop a programme for reviewing the pedestrian network</p>	TAs	By June 2010	Administrative	TAs (NZTA subsidy)	Review programmes developed
<p>3. Review the pedestrian network in accordance with the above programme and the Pedestrian Planning and Design Guide² including consideration of:</p> <ul style="list-style-type: none"> • Footpath surfaces, alignment and obstructions • Crossing facilities and wait times • Personal safety/security and lighting • Aesthetics, shelter and street furniture • Route directness and connectivity • Signage and information • Needs of different types of pedestrians • Space allocation and traffic impacts • Road safety • Integration with other modes 	TAs	Ongoing	Administrative	TAs (NZTA subsidy)	Network reviews completed
<p>4. Implement improvements to address any deficiencies identified through the above walking network reviews</p>	RCA's	Ongoing	To be determined by LTCCP processes	RCA's (NZTA subsidy)	Network improvements implemented

¹ Macbeth, Ryan, Boulter (2005) New Zealand walking and cycling strategies – best practice. Land Transport NZ Research Report 274

² Land Transport NZ, 2008. Pedestrian Planning and Design Guide

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

Actions	Responsibility	Timing	Cost	Funding	Target
<p>Improve Pedestrian Access to Railway Stations</p> <p>Implement improvements to the region's railway stations as recommended by the pedestrian access audit reports⁴</p> <p>Implement improvements adjacent to the region's railway stations as recommended by the pedestrian access audit reports⁵</p>	<p>GWRC</p> <p>RCA's</p>	<p>In conjunction with the railway station upgrade programme</p> <p>Coordinated with the above programme or earlier as deemed appropriate</p>	<p>Included as part of railway station upgrade programme</p> <p>To be determined</p>	<p>GWRC (NZTA subsidy)</p> <p>RCA's (NZTA subsidy)</p>	<p>Improvements implemented</p> <p>Improved</p>
<p>Provide for Pedestrians in Land Development</p> <p>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 Guide⁶</p> <p>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</p>	<p>TAs</p> <p>GWRC</p>	<p>At next review</p> <p>Ongoing</p>	<p>Administrative</p> <p>Administrative</p>	<p>TAs</p> <p>GWRC (NZTA subsidy)</p>	<p>Priority and accessibility for walking included in all District Plans and subdivision guides</p> <p>Every opportunity taken to review and comment as part of the plan change/ land development process</p>

⁴ Duffin Watts Tse, February 2006 and August 2007, GWRC Pedestrian Audit of Public Transport Facilities.

⁵ Duffin Watts Tse, February 2006 and August 2007, GWRC Pedestrian Audit of Public Transport Facilities.

⁶ Land Transport NZ, 2008. Pedestrian Planning and Design Guide

Actions	Responsibility	Timing	Cost	Funding	Target
<p>Encourage Walking to School</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"> 1. School Travel Plans and communications that promote the benefits of walking to school 2. Infrastructure improvements as appropriate including enhanced pedestrian provision, and parking and speed restrictions around schools 3. Road safety skills for children 4. Walking school buddies and buses 	<p>GWRC</p> <p>RCA</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 identified⁷</p> <p>As identified through programmes such as RoadSense and the Police Road Safe series</p> <p>Administrative</p>	<p>NZTA (GWRC)</p> <p>RCA (NZTA subsidy)</p> <p>NZTA</p> <p>NZTA (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>Every opportunity taken to participate in national policy development opportunities</p>
<p>Influence Central Government Policy</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 (NZTA subsidy)</p>	<p>Every opportunity taken to participate in national policy development opportunities</p>

⁷ Experience in Auckland and Wellington City has shown that the cost of infrastructure improvements is often around \$100 - \$150k per school or workplace.

Actions	Responsibility	Timing	Cost	Funding	Target
Seek Adequate Funding					
1. Advocate to central government for adequate funding to be allocated to progress the Ministry of Transport's <i>Getting there</i> Implementation Plan	GWRC	Ongoing	Administrative	GWRC	Adequate funding allocated by central government
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)	RCAs and GWRC	Ongoing	Administrative	RCAs and GWRC	Adequate funding allocated for walking projects
3. Advocate for adequate funding to be allocated for walking in TA annual planning and LTCCP processes	GWRC	Ongoing	Administrative	GWRC	Submissions made to TA annual plans
Facilitate Information Sharing					
1. Facilitate a Regional Active Mode Forum ⁸ to:	GWRC	Ongoing	Administrative	GWRC (NZTA subsidy)	Forum established by December 2008
a) Provide opportunity for coordination, networking, information sharing and promoting best practice between walking stakeholders					
b) Support collaborative projects, events and campaigns					
c) Inform members of upcoming opportunities to provide feedback on plans and policy documents with implications for walking					
2. Contribute information to NZTA'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 (NZTA subsidy)	Walking trends published in the AMR
Promote the Wider Benefits of Walking					
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	By June 2009	To be determined	RPH	Plan developed and initiatives implemented

⁸ Involves combining a new regional forum for walking with the former Regional Cycling Forum

Actions	Responsibility	Timing	Cost	Funding	Target
<p>Improve Information for Walking 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</p>	GWRC	By end 2008/09	Administrative	GWRC (NZTA subsidy)	Investigation complete
<p>Improve Walking Connections Between Local Networks</p> <ol style="list-style-type: none"> 1. Investigate high quality improvements to active mode facilities between Petone and Ngauranga that connect the adjacent local networks 	NZTA HCC WCC	In conjunction with the Ngauranga Triangle Strategic Study by 2009/10	Included as part of the Ngauranga Triangle Strategic Study	NZTA HCC WCC	Investigation complete
<ol style="list-style-type: none"> 2. Develop a strategic walking network map for the region that identifies the long term vision for walking network connectivity between local networks 	GWRC TAs	Dec 2009	Administrative	GWRC (NZTA subsidy)	Map developed and distributed to implementing agencies