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Committee Transport and Access  
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## Draft Regional Walking Plan

### 1. Purpose

To seek the Committee's view on the draft Regional Walking Plan (**Attachment 1**). The draft plan is to be considered by the Regional Land Transport Committee (RLTC) on the 9<sup>th</sup> April prior to release for public consultation.

### 2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

The existing Regional Pedestrian Plan was first adopted by the RLTC in May 2004. The plan was later reformatted and published alongside the current Wellington Regional Land Transport Strategy (RLTS) in August 2007. The RLTS noted the need to review all implementation plans to ensure they are aligned with the strategic framework provided by the current RLTS. Review of the Regional Pedestrian Plan was signalled to take place in 2007/08.

The plan has been reviewed with a technical/stakeholder group comprised of representatives from Greater Wellington, the region's Territorial Authorities (TAs), Transit New Zealand, Land Transport New Zealand, Ministry of Transport, Living Streets Aotearoa, Regional Public Health, Wellington Chamber of Commerce, Sport Wellington, Accident Compensation Corporation and New Zealand Police.

The review process has involved two workshops. The first was to review the relevant background statistics and identify the key issues to be addressed (refer **Attachment 2**). The second workshop developed ideas for the walking action programme to address identified issues. A first draft plan was then circulated to the technical/stakeholder group for further input.

The draft plan is now presented to the Committee for consideration.

#### **4. RLTS policy framework for walking**

The policy framework for the Regional Walking Plan is provided by the vision statement, objectives and outcomes of the Wellington RLTS.

**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 the walking 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 policies of particular relevance to walking are:**

- 8.1 p Support continuous development of the pedestrian network and integration with other modes
- 8.2 d Support the uptake of cycling and pedestrian travel, particularly for short trips
- 8.3 b Support improved safety of pedestrians from risks posed by traffic, the physical environment and crime
- 8.4 f Support the use of transport modes that are not dependent on fossil fuels, including active transport modes
- 8.7 b To prepare and review implementation plans for pedestrians, cycling, road safety, travel demand management, passenger transport and freight, in accordance with the regional framework provided by this strategy, that identify the needs and proposed actions specific to each mode.

The Regional Walking Plan responds to this policy framework by providing a series of actions which seek to contribute to achieving the RLTS outcomes.

These actions will both support and be complemented by initiatives in the Regional Travel Demand Management Strategy.

## **5. Comment**

### **5.1 Issues identified**

The following key issues were identified from a review of the relevant regional statistics and gap analysis on provisions in the current plan and progress to date:

- Low use of walking for short trips, particularly those between 1 and 2kms
- Perceptions of walking to school as unsafe
- Low proportion of children walking to school
- Low rates of physical activity in daily routines
- Relatively high crash numbers involving pedestrians, particularly in Wellington City
- An ageing population with an increased reliance on and need for walking facilities
- Relatively low expenditure on walking improvements by Road Controlling Authorities.

The draft walking plan includes an action programme to address these specific issues, respond to the policy framework of the RLTS, and reflect best practice guidance.

### **5.2 Action programme**

The walking action programme sets out an integrated package of interventions under the following areas:

- (a) Develop the pedestrian network
- (b) Improve pedestrian access to railway stations
- (c) Provide for pedestrians in land development
- (d) Encourage walking to school
- (e) Influence central government policy
- (f) Seek adequate funding
- (g) Facilitate information sharing
- (h) Promote the wider benefits of walking
- (i) Improve information for walking trips.

Some action areas involve new initiatives which did not appear in the existing plan. Other action areas have been updated or amended to provide greater clarity, to respond to experience and current information or to reflect changes in national or regional policy and procedures.

### 5.3 Roles and responsibilities

The effectiveness of the plan relies on commitment from all key stakeholders. Feedback through the quarterly agency reporting process and through the stakeholder workshops to date suggests that more work is needed to progress implementation of many of the initiatives identified in the existing action programme.

The stakeholder technical working group noted the vital role that local councils play in relation to walking. TAs own and manage most of the region's pedestrian infrastructure and are regulators of land use development activities. The role of TAs has been clarified and strengthened within the revised walking plan to reflect this.

The action programme identifies the need for TAs to adopt their own walking strategies by June 2009, develop a programme of reviews for their networks, and to implement the required infrastructure improvements on an ongoing basis. TAs will need to address the issue of adequate funding through their LTCCPs to progress these improvements. TAs are also identified in the plan as the lead agencies for ensuring land use development provides for the needs of pedestrians.

Greater Wellington's primary role is to facilitate and monitor the plan's implementation. In addition to a number of advocacy responsibilities, Greater Wellington's activities in coordinating the region's travel plan programme under the Regional TDM Plan will complement many of the actions in this Regional Walking Plan. As the key agency responsible for passenger transport activities, Greater Wellington also has an important role in implementing actions relating to pedestrian access to public transport.

Other agencies have also been specifically identified within the action programme to encourage walking to school, promote the health and wellbeing benefits of walking, and to share information and work collaboratively.

## 6. Next Steps

- Draft strategy released for consultation April 08  
(pending approval by the RLTC)
- Submissions close (4 weeks) May 08
- Hearings if required June 08
- Submissions considered and plan amended as necessary June/July 08
- Revised plan considered by Transport and Access Committee July 08

- Revised plan received and considered by the RLTC for adoption.

13 August 08

## 7. Communication

The plan will be communicated to the public for consultation via:

- Media release
- Public notice
- GWRC website (plan available as a pdf)
- Mail out to all key stakeholders

## 8. Recommendations

*That the Committee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***

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**Attachment 1: Draft Regional Walking Plan – April 2008**

**Attachment 2: Background issues paper – March 2008**