

# DISCUSSION PAPER

## Regional Pedestrian Strategy Discussion Document

### Contents

#### *Introduction*

Importance of Considering Walking  
Why do we need a Pedestrian Strategy?

Benefits of walking

Policy (RLTS)

Pedestrian Profile

NZ

Wellington Pedestrian Activity

Lacking in information for pedestrians

Lacking in information about pedestrians

Funding

Barriers

#### *Pedestrian Strategic Policy*

Vision

What the Pedestrian Strategy will do

Outcomes

Objectives

Targets

Monitoring

Implementation

Roles and Responsibilities

# DISCUSSION PAPER

## Introduction

The Wellington Regional Council wants to develop a pedestrian environment that is safe, convenient and pleasant to walk to contribute to a transport system that is economically affordable and sustainable for the Wellington Region. Increasing pedestrian numbers within the Wellington Region will reduce congestion within urban areas. Walking is a cheap and often quick in moving about the CBD. Walking more will provide health and environmental benefits to the individual.

In New Zealand there is an over reliance on using the car instead of using alternative transport modes, such as walking. In order to encourage greater pedestrian activity the walking experience has to become more competitive with private car journeys. The Wellington Regional Pedestrian Strategy outlines objectives, targets and strategies to be adopted in the 2002 / 2007 period to encourage walking, to improve the pedestrian environment and make walking an attractive transport option for everyone. The intention is to provide guidance to those who make the decisions about our transport and to promote walking as a viable means of transport around the region.

This strategy needs to be considered alongside other travel demand strategies and pedestrian safety projects to keep a balanced and integrated transport and urban development process throughout the region. The *Regional Land Transport Strategy* recognises the importance of pedestrian travel especially if the region is to have a network that manages demands effectively and efficiently. Walking is an important transport option on its own and it has important links to other forms of transport especially Public Transport. Walking needs to be encouraged as a convenient alternative to car use in single and multi modal travel throughout the region.

### ***Importance of Considering Walking***

Everyone walks. Often because the walking is not the main part of the trip people don't place as much value on it. The pedestrian is one of the most vulnerable road users, is more likely to be affected by the weather and is at more risk of injury when involved in an accident. To reduce this vulnerability and increase the status of walking it is important to consider the risk and reduce it. Increase the awareness of pedestrian safety issues and find the best route to protect the pedestrian from adverse weather, environmental effects and other road users.

The road environment is used by many forms of transport and economic developments – shared with cyclists, motorists, pedestrians, shops, offices, and car parks – pedestrians are just one part of the this, so when developing road user facilities we must consider all these modes.

A majority of car journeys in the CBD are under 2km – these are easily walkable in less than half an hour. Walking these trips instead of driving would go a long way in reducing traffic congestion, wear and tear on the roads, and the cost of injuries.

# DISCUSSION PAPER

## ***Why do we need a Pedestrian Strategy?***

*The Wellington Region has a poor safety record compared to the rest of the country for pedestrians.*

Accidents and injury generally occur in urban areas and the young are particularly at risk. A safe and pleasant walking environment must be developed and maintained. An environment that encourages pedestrians as well as other forms of transport. It is important to integrate the demands of the road environment to make it quicker, safer and easier to get around by any means of transport.

*The Wellington Region has a unique land configuration that often makes it easier to get around on foot.*

Many of the CBDs in the region are in close proximity to residential areas. This may be one of the reasons why the Wellington Region already has a high number of walkers. By developing a strategy we can promote and support those already walking to make use of the pedestrian environment available to them and encourage those with the potential to walk to start using the pedestrian environment.

*The Regional Pedestrian Strategy will promote walking as a sustainable, efficient and economic form of transport especially for short journeys.*

The strategy wants to encourage urban design so the walking trip can be made as quick as possible. The strategy also wants to encourage multi mode trips, particularly for walking in combination with public transport. This allows for a longer distance trip for those that live out of the CBD but travel there for work, to shop, for recreational activities or education trips. The individual can catch the train/bus to the interchange and then walk to the specific destination.

*The strategy wants to provide guidance for transport agencies in the Wellington Region to develop and maintain a transport system.*

A transport system that provides pedestrian accessibility and mobility and to educate the decision-makers in transport of the benefits of walking. The strategy will support transport and urban planners to adopt 'Best Practice' pedestrian techniques. It will encourage Local Authorities to use the *Land Use and Urban Design Guidelines to Support Safe and Convenient Pedestrian Movement* and through the strategy the Wellington Regional Council hopes to develop 'Best Practice' guidelines for specific areas.

*The strategy will enhance the status of walking*

It aims to help all road users to recognise pedestrians as legitimate road users and understanding the pedestrian's rights and needs and becoming more aware of those walking. The Regional Pedestrian Strategy is important to help improve the culture of the Wellington Region to enhance the environment, making it safer, more pleasant and convenient to walk. Developing communities where walking and pedestrians are of primary concern and people recognise the benefits of walking so they increase their walking and reduce the amount of time spent in the car.

# DISCUSSION PAPER

## Benefits of Walking

- *Individual*  
Health and fitness as well as mental ability is improved with increased activity. The individual has increased levels of independence, can move freely about without the need to rely on other people, especially if they don't have access to a private car. It is at low cost to the user, especially in comparison to other forms of transport. Walking can be an enjoyable activity particularly when it is combined with leisure.
- *Community*  
The presence of walkers can increase the sense of a community. With more people walking the visibility of the pedestrian is increased, and road users may be more aware of pedestrians in that environment. Walking is great for social interaction and neighbourhood cohesion. There is the thought of safety in numbers and with more people walking the likelihood of a crime being committed in that area can be significantly reduced. With the development of walking communities access to major destinations and facilities would be increased. Walking adds to the vibrancy of the CBD and can help develop a culture and character for the CBD.
- *Environment*  
Walking is a sustainable energy efficient activity and is non-polluting. It doesn't add to the noise pollution of the region and the wear and tear on the roads is considerably lower by pedestrians than cars. With increased walking there could also be little need for (additional) roads and parking. Walking is a resource and energy efficient activity it has little need for fuel consumption apart from the calories we eat.
- *Transport*  
With increased walking the transport system would become more sustainable, short local trips that had normally been driven being replaced by pedestrian trips. Good pedestrian facilities would support access to and the use of passenger transport and cycling so we could see an increase in both of these. With the increased numbers in pedestrians there may be less people driving cars the easily walkable distances, which could help reduce traffic congestion. The region would see improvements in the regional transport system with less need to rely on the vehicle to transport someone.
- *Economic Efficiency*  
Walking is a cost effective and efficient form of transport. The cost of developing adequate pedestrian facilities is much smaller than developing new roads and infrastructure. With greater pedestrian activity there could be huge benefits to the economic activity of the region- shops and restaurants having more custom; the health of the individual improving, therefore reducing health costs and the individual then having more money to spend on other activities.

# DISCUSSION PAPER

## *Policies in RLTS relating to walking*

### **National**

New Zealand's Transport system is expected to pay increasing attention to pedestrians under the NZ Transport Strategy (that is currently being developed by the Ministry of Transport) and also under development is the National Cycling and Walking Strategy. These two documents will provide some direction to the Regional and Local authorities to support and promote safe and convenient walking.

The proposed national Road Safety Strategy 2010 is being developed at the moment, this provides us with an overview of the nations road safety success and targets for the coming years. When the government has endorsed it will help provide direction for where to focus on the safety issues for pedestrians in the region.

The Energy and Efficiency Conservation Strategy (EECA) focuses on the reduction and conservation of energy use for the nation. The transport objectives support the Regional Pedestrian Strategy, by aiming to reduce the need for travel, improving the energy performance of the transport fleet, and providing and using more low energy transport options. EECA will do this by developing travel demand management pilots and programmes; energy efficient road networks and traffic management; and providing education and information.

### **Regional**

This pedestrian strategy is designed to become part of the *Regional Land Transport Strategy* with similar standing to other adopted plans. Policies within the *Regional Land Transport Strategy* that relate to pedestrians (Appendix A) have been used to develop specific objectives, policies and methods in the *Wellington Regional Pedestrian Strategy*.

The focus of the strategy is that walking has important links with public transport (e.g. pedestrian shelters near public transport nodes) and that its use should grow. As suggested in section 2.1, land use policies also need to be examined as a way of managing the demand for road space. Walking needs to be an attractive option. It has environmental, health and social benefits that can increase its value and viability. The Regional Land Transport Strategy and the Wellington Regional Pedestrian Strategy both support these benefits and aim to create more awareness for the pedestrian.

The Wellington Regional Road Safety Strategy 2002/2007 and LTSA Regional Road Safety Report 1997-2001 recognise the problem of safety for pedestrians in the Wellington Region. Through the pedestrian strategy it is hoped the region can improve on the statistics. Increasing the number of people walking while reducing the risk that they are faced with at the moment.

# DISCUSSION PAPER

## ***Pedestrian Profile***

### *New Zealand*

In New Zealand, one fifth of all household travel journeys are undertaken on foot. Each year it is estimated that New Zealanders undertake 1080 million pedestrian trips, spend 192 million hours in the road environment as pedestrians, and cross 2045 million roads on foot.

For some age groups, walking is particularly significant as a transport mode. Nationally it accounts for 30% of travel trips undertaken by those under the age of twenty and 28% of the travel trips of older adults. Of those that travel to work each day 5.4% (92,541) walked or jogged to work in 2001 which is a decrease from 5.7% (92469) in 1996.

The road toll in 2000 accounted for 39 deaths to pedestrians, proportion of 8% of all the road deaths. Trends are indicating a downward trend from 12% in 1999 and 14% in 1998. Reported injuries show that 975 pedestrians were injured in motor vehicle crashes and of that 813 were admitted to hospital.

A noticeable decline has been occurring in the numbers who walk throughout NZ but there is an increase in the number of pedestrians who are being injured – the risk of walking is still increasing as the numbers walking is reducing. This is important to recognise and we must find a way to increase the rate of people walking while reducing the rate of injury to the pedestrian.

## ***The Wellington Region***

### *Travel in the Wellington Region*

The census provides us with most of our information on travel in the Wellington Region. It is restricted to travel to work (which is only about ¼ of our daily trips), but the Household Travel Survey (HTS) 2001 should complement this with further information on peoples' daily travel trips.

Walking is one of the major modes of transport for those that travel to work around the Wellington Region. 8.1% of all journeys to work are by people who walked or jogged. The statistics show a decline in those that walk to work except for Wellington City which is increasing.

### *Pedestrian Injury in the Wellington Region*

The pedestrian injury rate for the Wellington Region is increasing. Pedestrians account for 16% of all road user casualties in comparison to the national average of 8%.

- There have been 21 pedestrian fatalities in the last 5 years (1997-2001), in 2001 pedestrian fatalities were 5.
- The social cost of crashes in the Wellington Region totalled \$253.76 million  
Social cost of pedestrian crashes in the Wellington Region totalled: approx. \$20M (at 1998 June Transfund prices)
- Children's injuries account for over 50% of all pedestrian injuries Most at risk age groups are 16% 5-9 age group; 15% 10-14 age group; 11% 15-19

# DISCUSSION PAPER

- Time of injuries- most pedestrian crashes occur during daylight from 8am to 6pm
- 98% of pedestrian collisions in the Wellington Region occurred on urban roads and 87% of them were on local roads.
- Large majority of pedestrian accidents are within 1 km of home

There are a number of unreported pedestrian injuries. LTSA do not record pedestrian casualties that are not involved with motor vehicles. Injuries from poorly maintained footpaths etc. are generally not recorded so we have little information about the seriousness and scale of these injuries.

## ***Lack of Information about Pedestrians***

Pedestrian profiles are under researched in NZ, we have little information available and what we do have is not well understood. Surveys carried out to gain information about pedestrians are infrequent and often inconsistent. We need regular and better collection of information about pedestrians. Telling us why people walk, who would be more likely to walk, what the perception of walking and the environment is, and the characteristics of those involved or injured in pedestrian accidents, would help immensely to understand the pedestrian activity in the region.

## ***Lack of Information for Pedestrians***

Road networks within the region are clearly defined, but pedestrian networks aren't. The pedestrian strategy would like to develop a clearly defined pedestrian network. Developing maps and information guides for use so the pedestrian can understand and use the network easily and conveniently. By providing the individual with the information and interest in walking we are empowering them to become a pedestrian.

## ***Funding***

Transfund NZ is a major source of funding for transport development and improvements. Its principal task is the allocation of funds from the National Roads account to achieve a safe and efficient roading system. Pedestrians may be funded through Transfund's 'Alternatives to Roads' (ATR) programme.

The Government's new Land Transport Package that was announced in February 2002 provided an extra \$3M to walking and cycling nationally. We are unsure yet as to how this money is to be allocated.

Dedicated funding at the regional and local levels will be necessary to ensure that this pedestrian strategy can be implemented. By providing funding mechanisms the Road Controlling Authorities can actively plan and implement policies contained in this strategy.

## ***Barriers***

Even though walking is a relatively easy activity and there are proven benefits to being a pedestrian the trends are showing a decline in numbers who take up this activity. There are many possible reasons why people are not walking as much.

# DISCUSSION PAPER

Safety is a major concern for most people including personal security, poorly designed and maintained pedestrian infrastructure, and safety from road users.

Walking is an undervalued form of transport, those who walk don't often see themselves as pedestrians or consider walking as a transport option.

It can be regarded as low priority in the transport planning sector, making it difficult to obtain funding or getting projects underway to develop pedestrian facilities. The value of time for pedestrians is considerably lower than the value of time for a motorist. The road hierarchy had a priority placed on vehicular traffic which is a barrier to both decision makers and communities not placing more emphasis on walking.

Protection or lack of protection from the weather is a barrier to getting more people out and about walking.

Intersection design has a strong emphasis on motorists, giving them priority and not really considering pedestrians and other road users.

The provision of facilities at work should be considered so that the pedestrian/jogger can change, shower and store belongings safely at work

The strategy also recognises those who are already walking despite all these potential barriers. For them the challenges of walking don't concern the weather or other reasons, but do concern the existing traffic and road safety conditions they experience everyday in the pedestrian environment.

The strategy aims to help overcome these barriers so that walking experiences resurgence in popularity, acceptance and equity.



# DISCUSSION PAPER

## Pedestrian Strategic Policy

### *Vision*

The vision of this strategy is to develop a convenient, pleasant and safe pedestrian environment within the urban areas of the Wellington Region. It aims to encourage walking as a practical substitute to the private car and to promote health and environmental benefits of this physical activity.

The vision also aims to reduce Wellington regions' above average accident and casualty rate so that it is at least on par with peer regions of NZ.

Recognition of walking and pedestrians as an important part in the transport system and placing a greater emphasis on it as a sustainable energy efficient transport mode for the future.

### *What the Pedestrian Strategy Will Do*

- Reduce pedestrian injuries and casualties in the Wellington Region
- Increase the rate of walking in the region compared to other modes of transport
- Improve health of individuals and communities.
- Develop a pleasant and comprehensive pedestrian environment
- Choice to walk is available to them
- Design urban development so walking is encouraged
- The Wellington Region will be a safe, convenient and accessible to pedestrians

### *Objectives*

Eight objectives have been identified to implement and sustain a pedestrian friendly environment within the urban areas of the Wellington Region.

1. Improve safety for pedestrians from both injury and crime
2. Improve amenity for pedestrians
3. Promote land and road development that supports walking as a safe and convenient alternative to the car
4. Improve pedestrian access to key destinations
5. Improve the awareness of road users about pedestrians
6. Promote walking as an environmentally friendly activity
7. Promote health benefits related to walking
8. Improve recreational walking in the region

# DISCUSSION PAPER

## *Objective 1: Improve Safety for pedestrians*

### **Targets**

*Injury Rates for pedestrians are reducing annually*

*Community perception of an increase in pedestrian safety is increasing*

*Contribute to an overall regional road safety improvement annually*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measure</b>
Safety audits and identification of black spots to include consideration of pedestrians	TLAs, Transit NZ, Transfund NZ	Ongoing
Development of safety standards	WRC, TLAs, Transit NZ, LTSA	By Dec 2003
Support LTSA efforts to improve pedestrian safety	LTSA, WRC, Transit NZ, Living Streets Wgtn, Regional Public Health	Ongoing
Develop education programmes for school kids and commuters	WRC, KidSafe, LTSA, TLAs, Police	Annually
Monitor and report injury rate for pedestrians in the Wellington Region	WRC, TLAs, LTSA	Annually
Improve pedestrian infrastructure	WRC, TLAs, Transit NZ, Transfund NZ	Ongoing
Encourage and support development of Safe Routes to School	WRC, TLAs, Transit NZ, Transfund NZ	Ongoing
Monitor the perception of pedestrian safety	WRC, TLAs, LTSA	2 Yearly
Develop protocols for enforcement for road users regarding safety for pedestrians	Police, WRC, TLAs, LTSA	By Dec 2003
Crime Prevention	Police	Ongoing

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## *Objective 2: Improve Amenity for Pedestrians*

### **Target**

*Change in pedestrian perception of the pedestrian environment*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measures</b>
Development of footpath design and maintenance standards	Transit NZ, TLAs, WRC	By 2003/04
Develop a signpost programme to ensure orientation throughout the region and promoting pedestrian accessibility and links	Transit NZ, TLAs, WRC	By 2003/04
Develop a programme to beautify dark spots/blank facades and determine the priorities of the schemes	WRC, TLAs, Transit NZ	By...
Improve the visibility of pedestrian walkways	WRC, TLAs, Transit	Ongoing
Increase the walkability of existing pedestrian communities – accessibility, safety, directness, co-ordination, priorities	Community Groups, WRC, TLAs, Transit NZ	Ongoing
Monitor pedestrian's perception of the pedestrian network through surveys and complaints	WRC, TLAs	Every 2 years

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**Objective 3: To promote land and road development that supports walking as a safe and convenient alternative to the car**

## Target

*Develop a Regional Pedestrian Network*

Strategies and Actions	Responsibility and Support	Performance Measures
Development of a regional pedestrian network- provide information in the form of maps, guides, signs	WRC, TLAs, Transit NZ, Community Groups, Sport Wgtn Region (SWR)	By 2005
Identify priority pedestrian communities	WRC, TLAs, Living Streets (LS)	By 2003
Co-ordinate with key stakeholders to ensure successful implementation of the network	WRC, TLAs, Transit, Living Streets, SWR, Regional Public Health (RPH), Police	Ongoing
Develop and support use of pedestrian guidelines- 'Best Practice' - for design, planning, development and implementation of road infrastructure.	WRC, TLAs, Transit NZ	By Dec 2003
Encourage implementation and consideration of factors identified in the Land Use and Planning Guidelines Supporting Pedestrians	WRC, TLAs, Transit NZ	Ongoing
Traffic signals have improved priority for pedestrians through reduced pedestrian delay times and more red light cameras	TLAs, Transit NZ	By 2005
Safe footpaths installed along priority routes for schools and commuting	TLAs, Transit NZ	By 2004

# DISCUSSION PAPER

## *Objective 4: Improve Pedestrian Access to Key Destinations*

### **Target**

*Increase number of people walking in the Wellington Region*

<b>Strategies and Actions</b>	<b>Responsibility</b>	<b>Performance Measures</b>
Support traffic calming, reduction of wait times, and reduction of travel distances	WRC, TLAs, Transit, LS, LTSA	Ongoing – so many each year?
Pedestrian links to fill in gaps from one areas in the CBD to another – create space through alleyways, use of land space and other links		
Improve pedestrian access and safety around passenger transport interchanges	WRC, TLAs, Transit NZ	Ongoing – two stops/stations improved per year
Monitor pedestrians perception on accessibility of the pedestrian network	WRC, TLAs	Every 2 years
Encourage schools and employers to develop school and business travel plans	WRC, TLAs, LS, Schools, RPH, Business Districts	Ongoing – so many each year?
Support development and improvement of pedestrian access across major vehicle routes	WRC, TLAs, Transit NZ	Ongoing – 1 or 2 every year?
WRC to host a regional workshop/seminar to raise awareness of pedestrian safety issues and activity	WRC, TLAs, LTSA, LS	Every 2 years

# DISCUSSION PAPER

## *Objective 5: Improve awareness of road users about Pedestrians*

### **Target**

*Commitment and support from decision-makers on need to provide for pedestrians*

*Buy in from key stakeholders*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measures</b>
Develop a communications strategy and incorporate it into the Regional Pedestrian Strategy	WRC	By June 2003
Raise awareness of and support for pedestrian issues amongst decision makers and professionals	WRC, TLAs, Other Regional/City/District Councils	Ongoing – host workshops, write papers, share information regularly
Increase priority of pedestrian improvements and facilities	WRC, TLAs, Transit NZ, Transfund NZ	Ongoing – priorities developed by Dec 2003
Encourage TLAs to prepare a strategy or policy on pedestrian improvements and actions in their local communities	TLAs, Transit NZ, Transfund NZ	Ongoing
Co-ordinate with agencies that have an interest in promoting walking to develop common messages and joint promotion efforts	WRC, TLAs, Transit NZ, LTSA, SWR, RPH, LS	Ongoing
Develop and promote a ‘share the road’ campaign	WRC, TLAs, Transit NZ, LTSA, SWR, RPH, LS	Campaigns every 2 years

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**Objective 6: To promote walking as an environmentally friendly activity**

**Target**

*Improvement in air quality in the Wellington Region*

*Reduction in traffic congestion*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measure</b>
Undertake and support campaigns to promote the environmental benefits of walking	WRC, TLAs, EECA, RPH, SWR, LS	Every 2 years
Reduce contributions to pollution and air quality from transport related polluters.	WRC, TLAs, EECA	Annually
Monitor air quality around the region	WRC	Annually
Monitor the perception of the benefits of walking	WRC, TLAs	Every 2 years

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**Objective 7: To promote the health benefits related to walking**

## **Targets**

*Improve the health and fitness of the region*

*Reduction in traffic congestion*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measures</b>
Implement campaigns promoting the health benefits of walking	RPH, EECA, WRC, SWR, TLAs, LS	Every 2 years
Promote walking jointly with sport and health agencies and implement initiatives such as 'Walking School Buses'	RPH, EECA, WRC, TLAs, SWR, Schools	Ongoing
Monitor the health and fitness of the region		Every 3 years?

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## *Objective 8: Improve Recreational Walking in the Region*

### *Targets*

*Increase number of recreational walkers in the Wellington Region*

<b>Strategies and Actions</b>	<b>Responsibility and Support</b>	<b>Performance Measure</b>
Promotion of the Regional Parks as places to walk	WRC	Ongoing, include in communications strategy
Develop and improve recreational routes for the regional pedestrian network	WRC, TLAs, Transit	By 2005
Improve information about recreational walking	WRC, TLAs, Transit NZ, SWR, LS	Ongoing – new map/brochure produced annually
Promote longer distance walking	WRC, TLAs, Transit NZ, SWR, LS	Ongoing – include in regional pedestrian network
Monitor numbers using recreational walks in the region	WRC, TLAs	Every 2 years
Support and develop outdoor recreational programmes that include recreational walking	WRC, TLAs, RPH, SWR, LS	Ongoing

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# DISCUSSION PAPER

## ***Monitoring***

It is important with any strategy to monitor its effectiveness and to assess whether or not the targets are being met. The trends and targets set out in the Wellington Regional Pedestrian Strategy have been established from known data about walking. It is important that the trends continue to be monitored and that additional data is gathered to enhance that monitoring. (possible monitoring activities)

Monitoring targets will be undertaken through the annual reporting process for the Regional Land Transport Strategy. It is hoped that this will capture the movements and developments on walking projects for the Wellington Region.

Other evaluation methods – LTSA, HTS, TLA monitoring  
Key parameters that need to be monitored – Guidance for TLAs

## ***Implementation***

A detailed implementation plan will be prepared by the WRC annually to ensure that the strategies and actions can be achieved by the agencies involved and that monitoring of the trends and targets of walking occurs.

## ***Roles and Responsibilities***

### **Transfund New Zealand**

Transfund New Zealand are a major source of funding for any roading developments and have an Alternatives to Roothing Programme that specifically funds transport options such as pedestrians.

### **Transit New Zealand**

Transit's principal objective is to operate a safe and efficient state highway system. Transit's role when getting into new roading developments is to take into account pedestrians and work with TAs to develop or enhance the pedestrian facilities. Pedestrian networks contribute to the state highway system in urban areas but responsibility for these networks are often shared between Transit and the TA (depending on the agreement reached) e.g. Transit may construct a road and footpath and the maintenance be left up to the TA.

### **Wellington Regional Council**

The Regional Council is responsible for ensuring the delivery of a safe, fair, reliable and environmentally friendly transport system in the region at least cost to the regional ratepayer. We do this by:

- Planning and monitoring the regional transport network
- Funding bus and train services
- Building the public transport infrastructure which includes pedestrian facilities such as bus shelters and pedestrian canopies. Pedestrian facilities are often built

# DISCUSSION PAPER

into 'Park and Ride' facilities and interchanges. These are funded by the Regional Council, although the Council does not undertake the actual construction or own the final result. In most cases the owner is the relevant local council which contracts out the construction work to a private company.

- Co-ordination with stakeholders and agencies involved with pedestrian issues

## **Territorial Local Authorities**

The TLA's maintain existing public footpaths and public access ways, reconstruct them and construct new ones. They also install pedestrian ramps. Some other areas they look after include maintenance and installation of pedestrian shelters, bus stops and bus shelters (in co-operation with the Regional Council). Generally, pedestrian facilities are considered as part of the overall road improvement.

Road Safety Co-ordinators implement, promote and educate the community on road safety issues. Increasing the road users awareness of and use of the road and its facilities.

## **Land Transport Safety Authority (LTSA)**

The LTSA is charged with making vehicles, roads and rail safer 'at reasonable cost'. The Authority prepares and manages the New Zealand Road Safety Programme (NZSP) to ensure that road safety initiatives are adequately planned and funded. From the Crash Analysis System (CAS) LTSA will provide pedestrian data to WRC and other agencies on a regular basis so that progress towards identified targets can be monitored. Road Safety Reports are produced on an annual basis, which identify key road safety problems including pedestrians for each local and regional authority and recommend actions as appropriate. The LTSA provide information to numerous agencies and road safety professionals in the region and liaise with local and regional groups to promote pedestrian safety in the region.

LTSA engineers promote a programme of crash reduction studies with the road controlling authorities; conduct surveys of local engineering works to measure compliance with relevant safety standards and best practice (including pedestrian facilities); and produce guidelines aimed at improving road safety and disseminating current best practice in NZ.

## **EECA**

## **Regional Public Health**

### **Living Streets Aotearoa**

Living Streets Aotearoa is a voluntary organisation, with its primary aims being to promote the social and economic benefits of pedestrian-friendly communities, and to promote walking as a healthy, environmentally friendly and universal means of transport and recreation. Living Streets Aotearoa has been active in Wellington for several years and is in the process of developing a presence in other main centres.

### **Sport Wellington Region**

# DISCUSSION PAPER

## APPENDIX A

### RLTS objectives relating to pedestrians

- 1.1.6 Improve pedestrian and cycle access to key public transport nodes
- 1.2.5 Promote the need to provide for increased tourist movement
- 1.3.2 Promote land development that ensures that public transport, walking and cycling are convenient alternatives to the private car
- 1.4.1 Develop and enhance safe, attractive walking and cycling routes
- 2.2.4 Promote supporting measures, which will help reduce peak demand
- 4.1.1 Develop programmes that improve the skills and behaviour of people using the transport system
- 4.1.2 Plan development, design and improve road infrastructure to provide improved safety
- 4.1.3 Develop a safety culture with respect to travel assisted by more effective co-ordination of planning and implementation of road safety programmes
- 4.1.4 Encouraging greater use of cycling and walking for local trips
- 5.1.1 Promote environmentally benign transport mechanisms
- 5.1.2 Make cycling and walking more attractive