

REPORT

Draft Regional Walking Plan

Prepared for Tasman District Council

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TASMAN DISTRICT COUNCIL

Draft Regional Walking Plan

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1 Introduction

1.1 Visions & Objectives for Land Transport in Tasman District

The vision for Tasman District’s land transport network contained in the Regional Land Transport Strategy is:

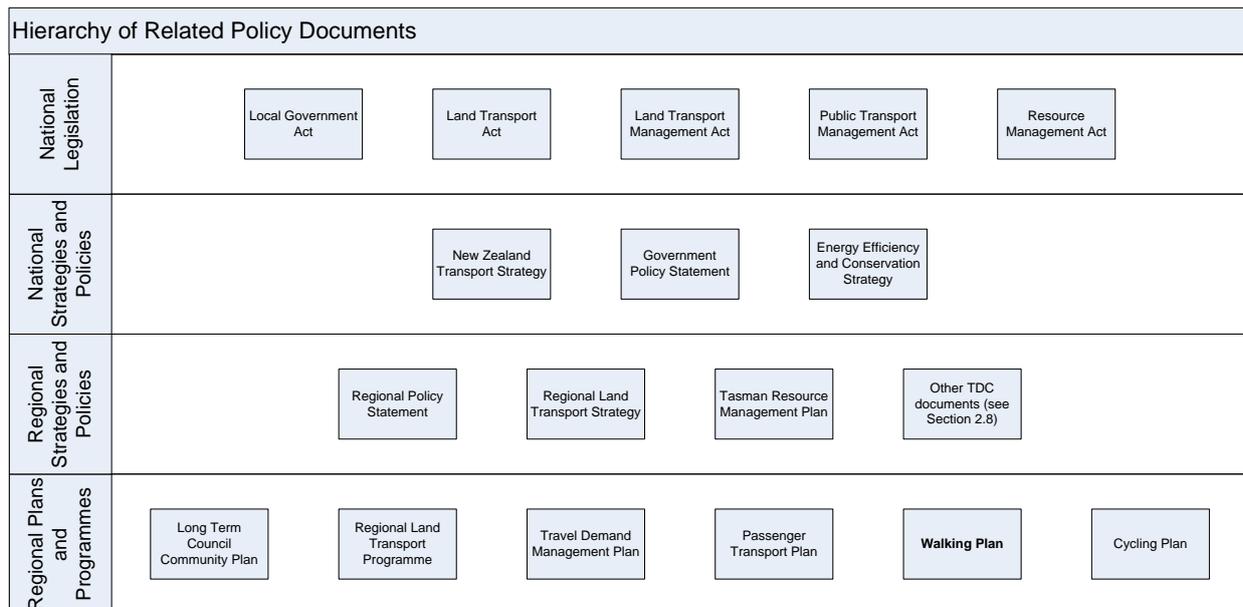
‘To have a land transport system that will support a sustainable and prosperous economy, that is accessible by and serves the whole community, contributing to the better health, safety and wellbeing of those living within and visiting Tasman District.’

In turn, this vision responds to the requirements of the Amended Land Transport Management Act (2003) and is embodied in the following high level objectives for the land transport system:

- *Assist Economic Development:* A transport system that contributes to economic growth and prosperity
- *Safety & Personal Security:* A transport system that is safe to use across all transport modes
- *Access & Mobility:* An efficient transport system that is integrated with land use planning optimising access and mobility for all
- *Public Health:* A transport system that encourages active modes of travel
- *Environmental Sustainability:* A transport system that optimises energy efficiency and ensures the sustainability of the natural and built environment
- *Economic Efficiency:* A transport system that is affordable and provides value for money.

This vision and objectives are consistent with the New Zealand Transport Strategy 2008 (NZTS 2008) and the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19).

This plan is part of a suite of legislative and policy documents that impact on the Tasman land Transport system. The key influencing documents are outlined in the diagram below.



Tasman District Council aims to transform the District into a safe and pleasant place to walk and cycle. That is our vision. In meeting that vision, we hope to increase the numbers of people who naturally choose to walk in preference to the car, for at least some of their journeys. There are things the District

Council can deliver, lead on or strongly influence that will help turn that goal into a reality. Identifying those key actions is the primary purpose of this Draft Regional Walking Plan.

If we can achieve this vision we will contribute to developing a healthier, safer community and will likely help reduce the amount of traffic and pollution generated by passenger vehicles. This vision responds to community needs for walking as identified through consultation with stakeholder groups for the original 2005 Regional Cycling and Walking Strategy and through the Ten Year Plan process.

1.2 The Role of this Draft Regional Walking Plan

The 2008 New Zealand Transport Strategy has a strong focus on sustainability. Walking and cycling are areas where the Government wishes to see over the longer term of the Strategy (that is to the year 2040) a significant increase in the proportion of travel undertaken by these active and sustainable travel modes. The Government Policy Statement on Land Transport Funding (2009/10 – 2018/19) has however signalled that the achievement of this objective should not be accelerated to the point where the outcomes are economically inefficient. The Draft Tasman Regional Land Transport Strategy (2009) and associated Travel Demand Management Plan (2009) therefore respond to the Government's key priority for its investment in land transport – that of increasing economic productivity and growth in New Zealand, by a range of pragmatic and affordable transportation policies and activities intended to support the Government's highest objectives here in the Tasman Region.

The Draft Regional Land Transport Strategy (RLTS) and associated Travel Demand Management Plan (TDMP) have identified a number of high level activities where supporting walking have a significant contribution to make to the Government's desired transportation impacts. It is the intention of this Draft Regional Walking Plan to outline in a little more detail some key actions in the areas of walking and pedestrian encouragement and infrastructure provision that will help implement those relevant RLTS and TDMP Policies and Activities. This 2009 Regional Walking Plan therefore provides a clear vision, objectives, targets and initiatives for the future of walking in the Tasman region and should be read in conjunction with the Draft Regional Land Transport Strategy (2009), the Draft Travel Demand Management Plan (2009) and the Draft Regional Cycling Plan (2009).

2 Background to Walking in Tasman District

2.1 Modal Choice

Tasman is a rural District with a population of 44,600 in 2006 and a population growth rate slightly below the national average. Approximately 42 percent of ratepayers live in its three main urban centres of Richmond, Motueka and Takaka. A further 15 percent live in residential 'clusters' such as Brightwater, Wakefield, Mapua, St Arnaud, Tapawera, Murchison and Collingwood.

Walking and cycling are relatively popular modes of travel in Tasman; higher than in most other parts of the country.

Table 2-1 shows the percentage of commuter movements which were by walking or cycling within Tasman District in comparison with all of New Zealand, during the Census years of 1996, 2001 and 2006. While Tasman District has a higher proportion of active commuters than there are nationally, the percentage of commuters that choose to walk or cycle in Tasman has been static or decreasing over recent years.

Table 2-1: Percentage of Pedestrian and Cycling Commuter Movements

Year	Tasman District		New Zealand	
	Walking	Cycling	Walking	Cycling
1996	1374 (7.3%)	828 (4.4%)	5.7%	3.1%
2001	1275 (6.2%)	792 (3.9%)	5.4%	2.4%
2006	1335 (5.7%)	900 (3.9%)	5.3%	1.9%

2.2 Walking Activity in Tasman District

This section of the Draft Plan profiles the use of walking as a key travel mode in the Tasman District, as compared to nationally. Nationally, walking is a common mode of transport that provides a critical link between other modes of transport used in our day to day activities. The New Zealand Pedestrian Profile (1) and the New Zealand Travel Survey (2) provide some interesting insights into the pedestrian activities of New Zealanders:

- Nearly sixteen percent of household trips are undertaken by foot
- Walking is particularly significant in the travel of children, young people and older adults
- Social and leisure are the most common reasons for walking followed by shopping, education and work trips.
- Walking as a mode of transport is declining in favour of travel in cars
- The number of walking trips by children going to school declined by 6 percent between 1997/98 and 2003-2006.

Commuters represent the greatest number, and are the most regular pedestrians. This user group mixes with peak motor vehicle traffic so commuter pedestrians are often required to negotiate a high volume traffic environment, especially in the urban centres. The New Zealand Travel Survey identified that commuting to work and education accounted for 20 percent of all walking trips. Table 2.2 shows the total number and the percentage of commuters who walked to work in the District on census day in 2006. It is important to note that using the census information confines the data to those who are gainfully employed and aged 15 and over. This data does not therefore take into account other significant users of pedestrian facilities including:

¹ National Pedestrian Project, November 2000

² MOT January 2008.

- School children
- Recreational users (including tourists)
- Those who would walk if adequate facilities were provided.

Table 2-2: Commuters Who Walked to Work on Census Day 2006

Urban Centre	Pedestrians % total commuters	Total Pedestrians
Motueka	8.9%	312
Richmond	6.8%	393
Takaka	11.3%	66
Murchison	22.1%	63
Mapua	5.0%	48
Brightwater	3.1%	30
Wakefield	1.3%	12

There are a number of factors which influence a person's decision to walk. In relation to the services provided, these can include:

- Perceptions of safety (traffic, lighting, parked cars, graffiti);
- Pleasantness of walking facilities (surface condition, vehicle fumes); and
- Directness of route to desired destination.

Upgrading of facilities to address these issues improves the desirability of walking. Therefore, the promotion of walking activities in Tasman District cannot be efficiently undertaken without having a clear understanding of the suppressed demand for services. To this end, Council has undertaken three investigations of key user groups to identify the suppressed demand for walking facilities in the Tasman District. These investigations were:

- A survey of all schools within the District to identify how the students wished to travel to school and the barriers to that travel choice. School children were particularly important to target as they are not represented in the census data.
- Consultation with pedestrian user groups to identify their perceived needs to improve cycling and walking in the District.
- An internet-based demand survey promoted through the media, consultation and direct invitation to all walking and cycling user groups. Any person who wished to walk in Tasman District was invited to submit comments on particular issues and rate a series of photographs that displayed a range of cycling and walking facilities.

Council also undertook an overview of crime prevention and urban design for the District and established principals for ensuring design of pedestrian facilities provides a feeling of safety and personal security. This report is provided in Appendix C of this Plan.

The results of these investigations are discussed below.

2.3 School Travel

The census data does not record student movements to and from school and no other sources of data are collected on a regular District-wide basis. However Tasman District Council has undertaken a school

travel survey. Three schools (3) completed the Tasman District Council survey. The results of this survey are presented in Figure 2-1 and show that a relatively large number of students do walk to school, but many of them would rather use a different mode.

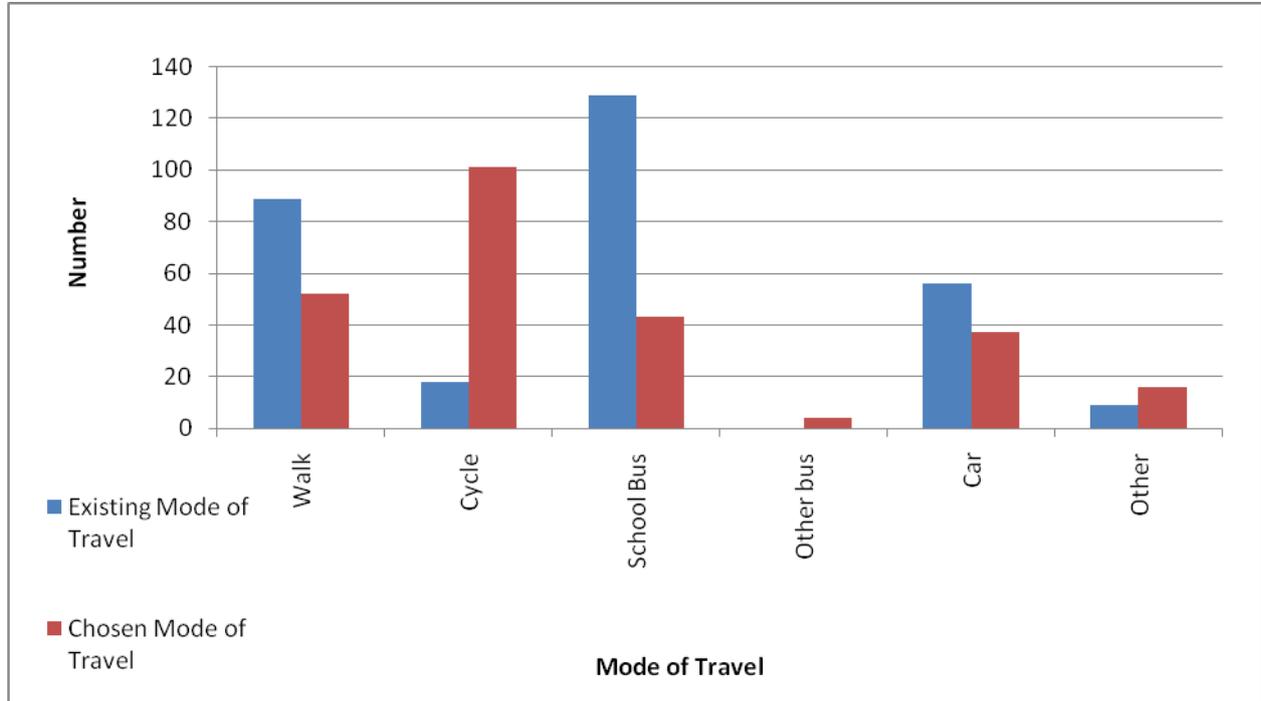


Figure 2-1: School Travel Choice

The three ideas most frequent suggestions students made for improving walking to school included:

- Safer places to cross the road;
- More children to walk with; and
- Slower traffic
- Improving on-road facilities and traffic management would help improve opportunities for walking to schools.

³ Two primary and a secondary school

3 Walking Plan

3.1 Key Policy Linkages to the GPS and LTMA

In order to offer the maximum synergy with the Government's desired GPS impacts for transportation, it is essential that the Walking Plan and policies and activities within it, support the following desired impacts of the GPS for 2009/10 – 2018/19:

- Contribute to meeting the Government's key priority to increase national economic growth and productivity
- Achieving value for money
- Encouraging integrated planning
- Making best use of existing networks and infrastructure - implementing and fostering coordinated approaches
- Considering the impact of volatile fuel prices

These are expressed as follows:

- A** Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
 - A1** Improvements in journey time reliability
 - A2** Easing of severe congestion
 - A3** More efficient freight supply chains
 - A4** Better use of existing transport capacity
- B** Better access to markets, employment and areas that contribute to economic growth
- C** A secure and resilient transport network

With other sought impacts including:

- D** Reductions in deaths and serious injuries through road crashes
- E** More transport choices, particularly for those with limited access to a car, where appropriate
- F** Reductions in adverse environmental effects from land transport
- G** Contributions to positive health outcomes

At the same time, the Government also expects to see progress against the key aims of the Land Transport Management Act 2003, namely:

- a.** Assisting economic development
- b.** Assisting safety and personal security
- c.** Improving access and mobility
- d.** Protecting and promoting public health
- e.** Ensuring environmental sustainability

3.2 Proposed Walking Plan approach

The Council aims to turn the district into a safe and pleasant place to walk. The Council hopes to increase the numbers of pedestrians within the district to reduce the amount of traffic and pollution generated by passenger vehicles. This will contribute to developing a healthier community as a whole.

Council has set three primary objectives in developing this Plan:

1. To increase the percentage of people who walk to work, (measured by census) and the number of children walking to school.
2. To reduce the number of injuries involving pedestrians
3. To increase the understanding of pedestrian needs

This Draft Regional Walking Plan contains a number policies, activities and initiatives for increasing the use of walking as a transport mode. It also further promotes the Draft RLTS proposal for comprehensive and structured application of Non Motorised Road User Reviews and Audits (as promoted by the New Zealand Transport Agency) in the assessment of the convenience and amenity offered by all significant transportation, land use and community facility developments. This will ensure that maximum value for money in supporting pedestrian activity is gained from all infrastructure investment.

3.2.1 Walking Mode Share

Walking is a fundamental part of life which is widely recognised for the health and environmental benefits it provides, while enabling convenient access to many destinations. It is an important part of any sustainable transport system, providing an efficient and economical means of travel for many shorter trips. Walking provides an essential mode of travel for those with limited access to a motor vehicle and can be an integral part of public transport journeys and even motor vehicle journeys.

There has been an overall decrease in the number of commuters that prefer to walk as a mode of transportation within the Tasman region. This trend may be due to people's concerns about their personal safety and security, the availability of cheap vehicles, distance between home and employment, and lifestyle changes. The Draft Regional Land Transport Strategy, the associated Draft Travel Demand Management Plan and this associated Draft Regional Walking Plan aim to change this by enhancing the number of walking trips within the region through supporting the policies, activities and detailed initiatives and actions identified in this Draft Plan.

This Plan recognises the importance of walking and promotes a pedestrian-friendly built environment. Walking routes should be well signed, connected, convenient, comfortable and convivial

Walking Policy 1	Increase the percentage of people who walk to work and school
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Activity	Activity Start	Contributes to GPS and LTMA Impacts														
		A	A	A	A	B	C	D	E	F	G	a	b	c	d	e
		1	2	3	4											
Ensure that the impact on walking is taken into account in decisions by public agencies of the location of key facilities, e.g. schools, hospitals, council offices, post offices, shops, parks and open spaces.	Short Term															
Assist in the undertaking of School Travel Plans to encourage safe and enjoyable walking to and from school.	Short Term															
Encourage walking through the District Plan. This may include developers incorporating sections of identified	Short Term															

walkway into their development																			
Provide a clearly definable network of walking routes to key destinations (such as schools, shopping districts, bus stops, stations, and places of work) from local residential communities	Short Term																		
Make maps showing walking routes available and promote with publicity campaigns.	Short Term																		
Review the Tasman Resource Management Plan to ensure priority is given to pedestrian access to, through and within new developments in planning decisions.	Medium Term																		

3.2.2 Pedestrian Safety

Road crashes cause a high social and economic impact on the region. The RLTS aims to reduce the harm (deaths, injuries, and property damage) resulting from crashes of road vehicles, through a combination of infrastructure, education and enforcement initiatives. With aims to increase the use of walking, addressing road safety concerns for pedestrian is critical, as safety is a major perceived barrier to greater modal shift. High quality and complete information is a key element of being able to accurately, efficiently and effectively target improvements to road safety; improved crash and incident reporting is vital to this end.

Walking Policy 2	Reduce the number of pedestrian injuries occurring within Tasman District
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Activity	Activity Start	Contributes to GPS and LTMA Impacts															
		A	A	A	A	B	C	D	E	F	G	a	b	c	d	e	
		1	2	3	4												
Promote better recording of injury and non-injury crashes involving pedestrians and integration with existing databases.	Short Term																
Undertake education and advertising campaigns to highlight pedestrian safety issues.	Short Term																
Continue to support Police efforts in enforcing traffic regulations (of importance to pedestrian safety) and run programmes in conjunction with the Police through the road safety co-ordinator.	Short Term																
Ensure that the pedestrian safety is an integral part of all new roading projects	Short Term																

and maintenance programmes.																			
Target minor safety improvements where historical safety issues have been identified, or at intersections and links on identified walking routes.	Medium Term																		
Establish a set of performance standards and provide adequate funding to cover the maintenance of all pedestrian infrastructure including surface quality, signage, pavement markings and vegetation control.	Short Term																		
Assist with undertaking Safer Routes to School (SRTS) in conjunction with schools. The Ministry of Education and will be actively involved in any SRTS consultation processes to identify those engineering features that will help to encourage safe and enjoyable walking to and from school.	Short Term																		

3.2.3 Understanding Pedestrian Needs

Within the context of the RLTS, walking includes those using walking aids such as wheelchairs and mobility scooters and those with specific requirements such as visually impaired pedestrians or parents with (often wide) pushchairs .

A walking environment designed with the needs of mobility and visually impaired pedestrians in mind will often create excellent levels of service for all pedestrians.

Whilst commuter movements have been targeted in this Plan, recreational walking facilities will also be progressed to help meet the public health aspects of the Regional Land Transport Strategy.

Walking Policy 3	Understand, and seek to provide for, the needs of all types of pedestrians
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Activity	Activity Start	Contributes to GPS and LTMA Impacts																	
		A	A	A	A	B	C	D	E	F	G	a	b	c	d	e			
		1	2	3	4														
Ensure that all key infrastructure programmes for transportation and community facilities are subject to Non Motorised Road User Reviews and Audits with a particular emphasis on the needs of mobility and visually impaired pedestrians.	Short Term																		
Ensure ongoing development of recreational walkways and improvement	Short Term																		

of recreational opportunities is an aim of Council's Community Services Department.																
Promote walking routes for tourists through appropriate signage that supports identified recreational facilities and networks.	Short Term															