Pedestrian Network Guidance

Section 1: Walking in New Zealand

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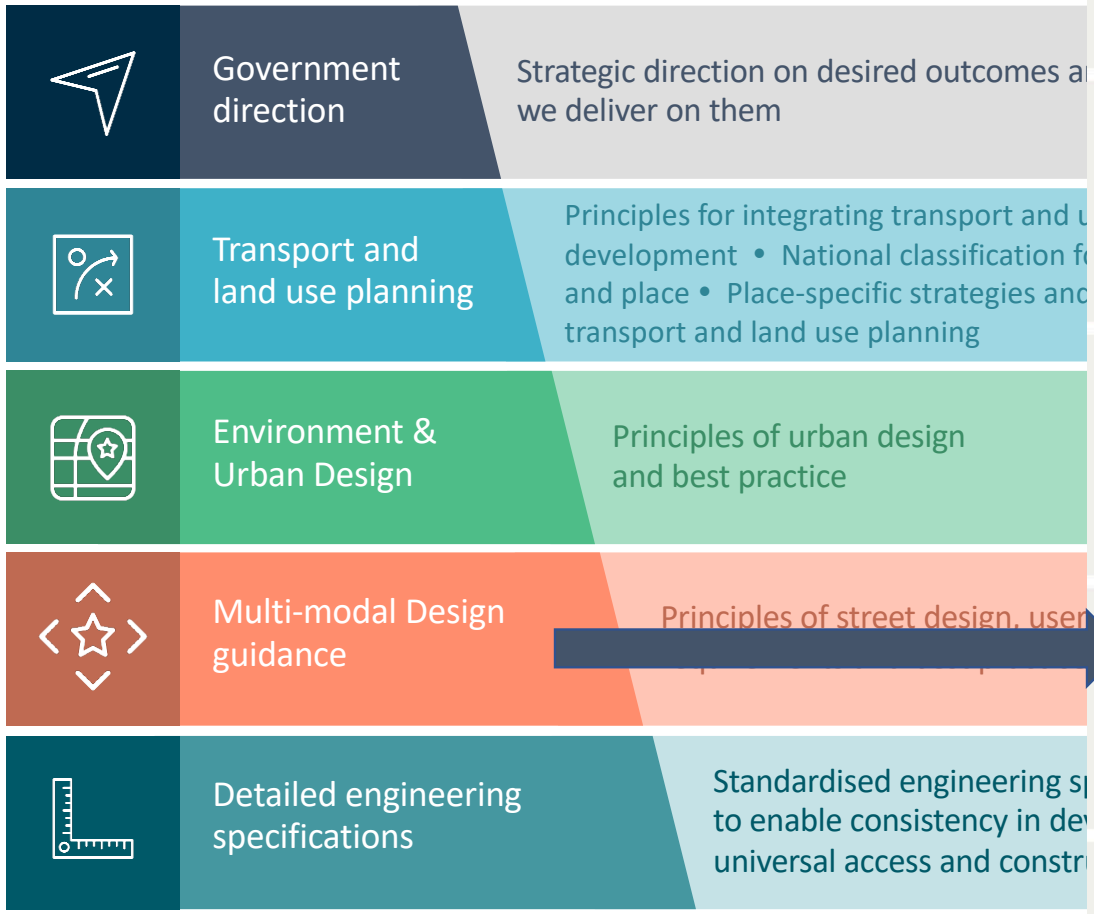
2WalkandCycle Conference 2021

WAKA KOTAHI
NZ TRANSPORT AGENCY

New Zealand Government

Guidance - the big picture



- Treaty of Waitangi & Māori Strategy
- Government Policy Statement on Transport
- National Policy Statement on Urban Development

- Planning Better Places
- One Network Framework
- Regional spatial plans, Regional Land Trpt Plans, District Plans
- Planning policy, consents and approvals

- Bridging the Gap
- Urban Design Frameworks & Masterplans
- Crime Prevention Through Environmental Design Guidance
- Landscape Guidelines, Urban Toolkit*

- Pedestrian Network Guidance*
- Cycling Network Guidance
- Public Transport Design guidance
- Urban Street Design Guidance*
- Speed Management Guide
- Local design guides

- NZS 4404 – Subdivision standard
- RTS14 – vision impaired guidelines
- Local engineering/infrastructure codes
- Traffic Control Devices manual

Context and definitions →

Defining pedestrians in relation to footpath users, including anyone using skateboards, scooters and other similar devices.

Pedestrians and the law →

Overview of seven parts of New Zealand legislation covering pedestrians and the walking environment.

Benefits of walking →

There are seven main benefits to walking, many of which overlap.

- Equity
- Environment
- Efficiency
- Health and wellbeing
- Community
- Economy
- Supports public transport

Walking activity and trends in New Zealand →

Seventeen percent of all trips are made by walking, mostly short trips. Walking trips are gradually being replaced by driving, especially for school journeys – with consequent impacts on population health.

A safe system for walking →

Providing for walking is an important part of the safe system approach. Keeping people safe on the network requires all participants (educators, street designers, regulators, etc) to focus on continuous improvement.

Definitions: “Pedestrians / walking” includes all path users











Images: ViaStrada / NZTA Pedestrian Planning + Design Training course

Device use locations based on research report 621 and Accessible Streets legislation (in consultation)

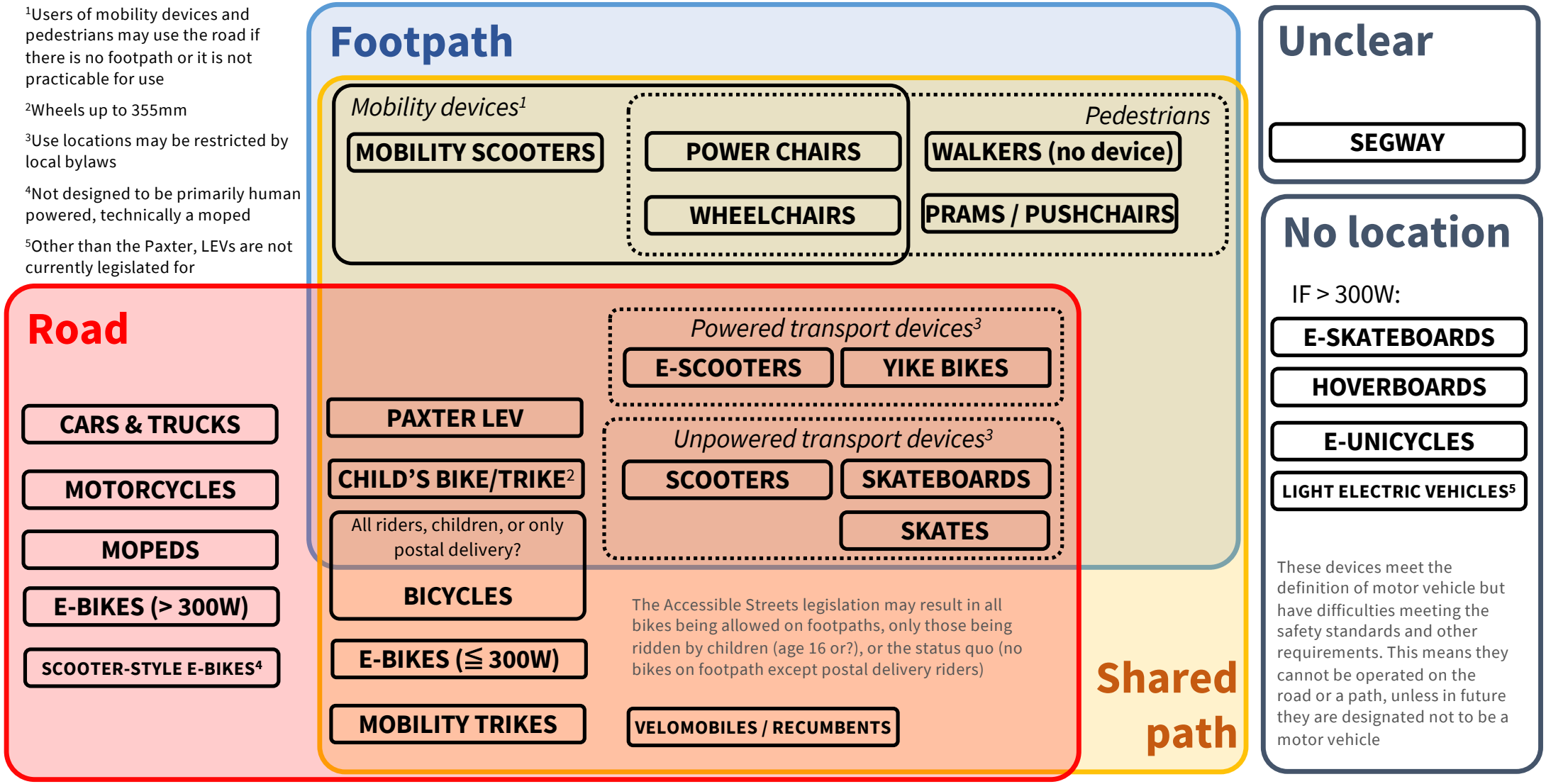
[1]Users of mobility devices and pedestrians may use the road if there is no footpath or it is not practicable for use

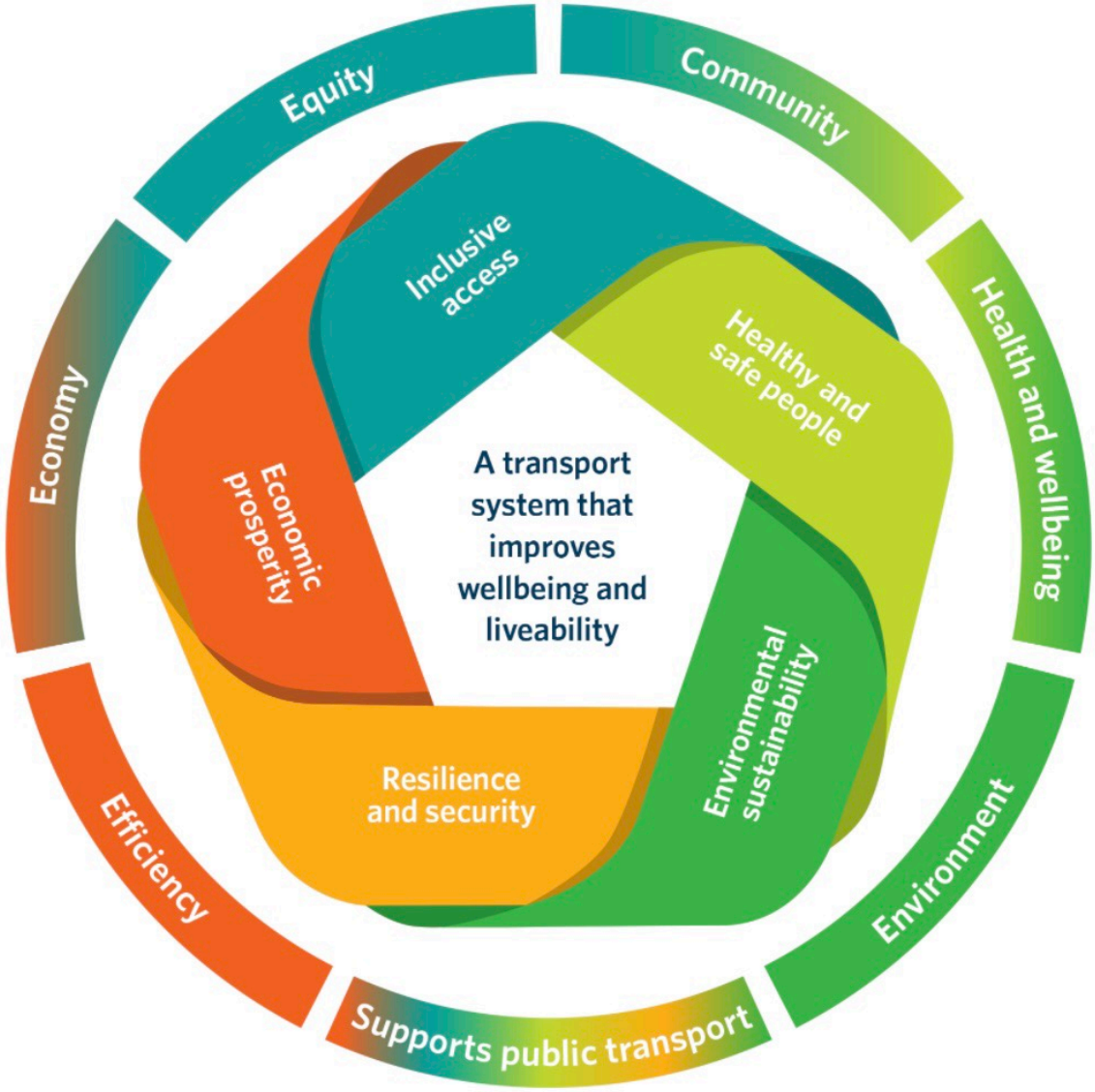
[2]Wheels up to 355mm

[3]Use locations may be restricted by local bylaws

[4]Not designed to be primarily human powered, technically a moped

[5]Other than the Paxter, LEVs are not currently legislated for




Equity
Community
Health and wellbeing
Environment
Supports public transport
Efficiency
Economy
Inclusive access
Healthy and safe people
Environmental sustainability
Resilience and security
Economic prosperity
A transport system that improves wellbeing and liveability

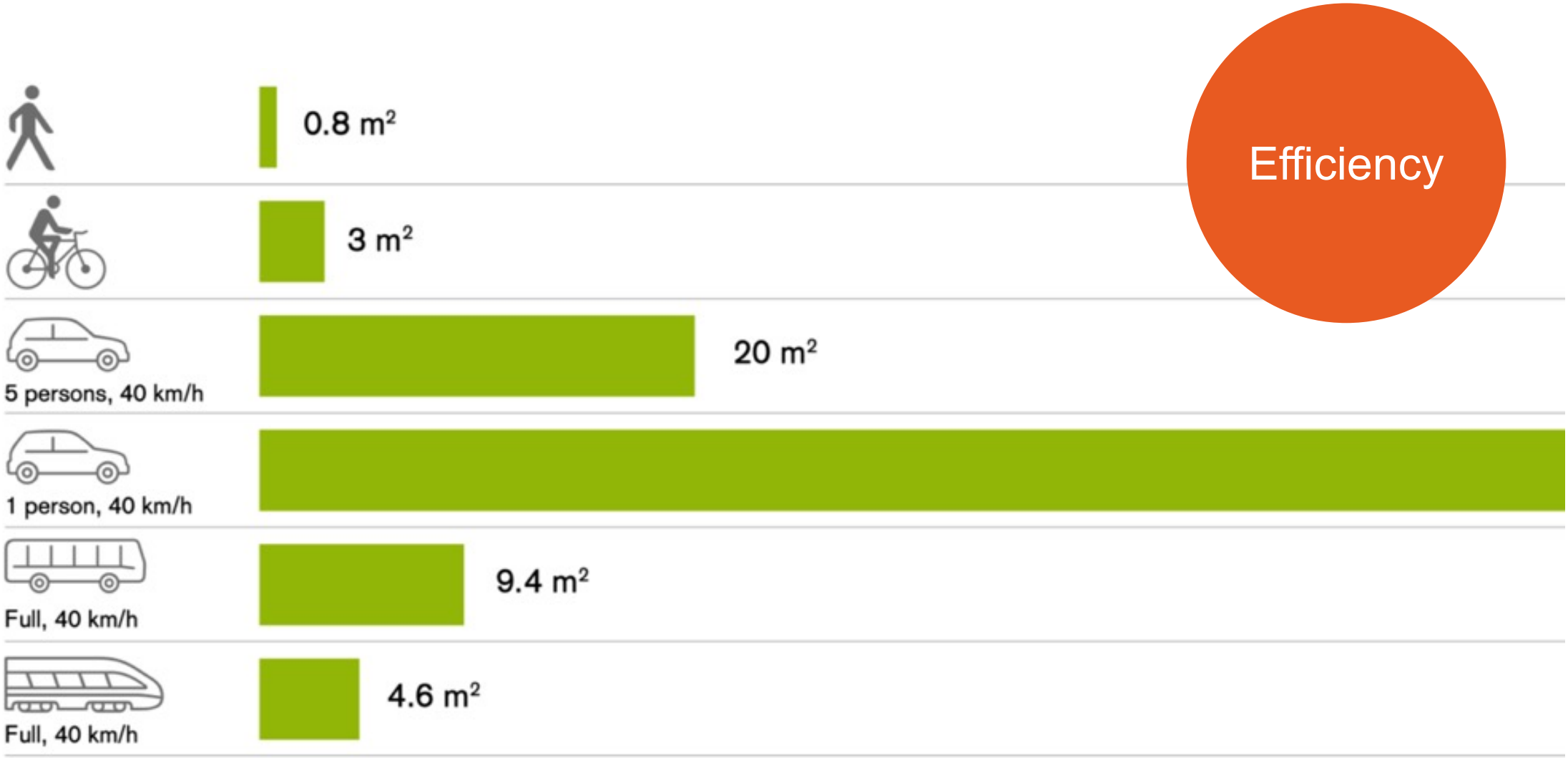
Equity

Disability Action Plan 2019–2023

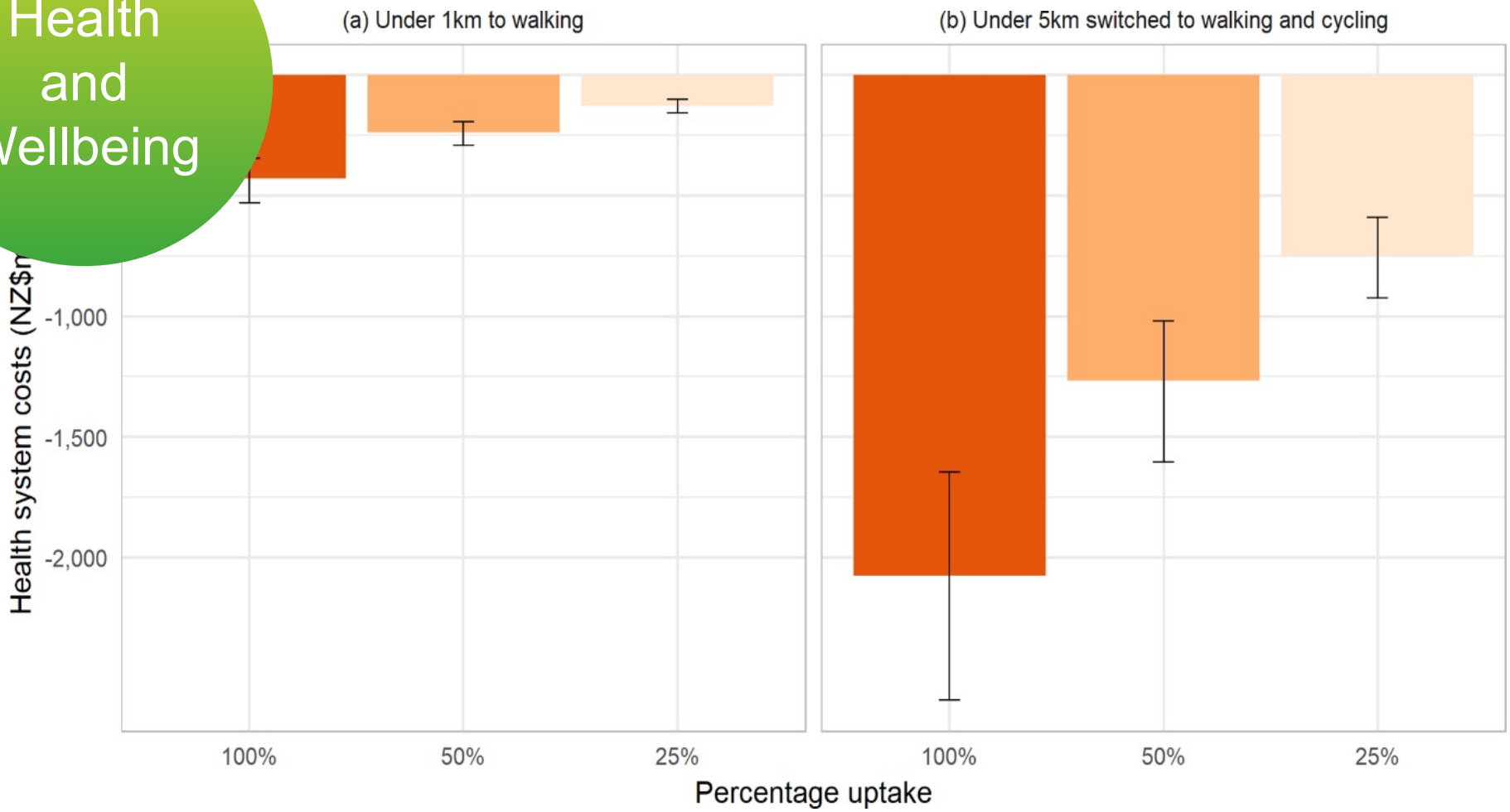
Putting the New Zealand Disability Strategy into action

November 2019


RODD & GUNN
ASB
ASB | ATM
RODD & GUNN
OPEN
SOS


Efficiency
0.8 m²
3 m²
20 m²
5 persons, 40 km/h
1 person, 40 km/h
9.4 m²
Full, 40 km/h
4.6 m²
Full, 40 km/h

Health and Wellbeing



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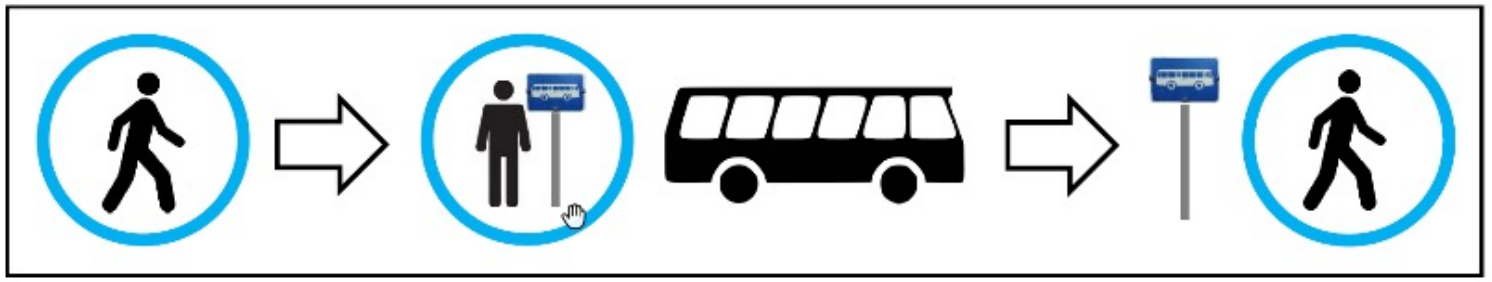
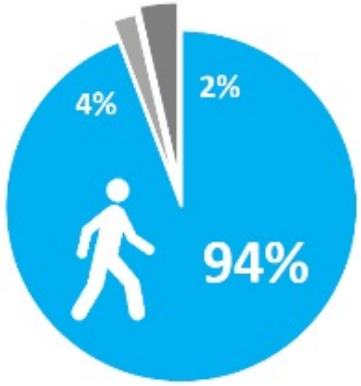
Mizdrak et al 2019

Supports public transport

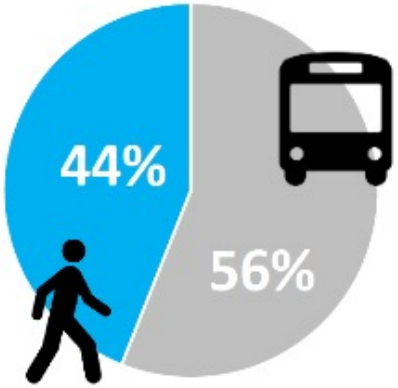
1



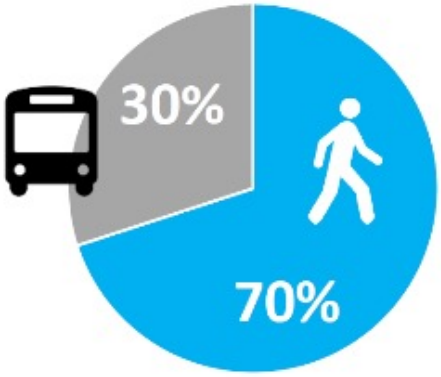
Walking to stops/stations?



Travel time from door to door



Memories of the journey



NTNU
Helge Hillnhütter

12 Cities on three continents, 42,000 interviews; Brög & Hillnhütter, not yet published

2

Variation distance perception **30%**

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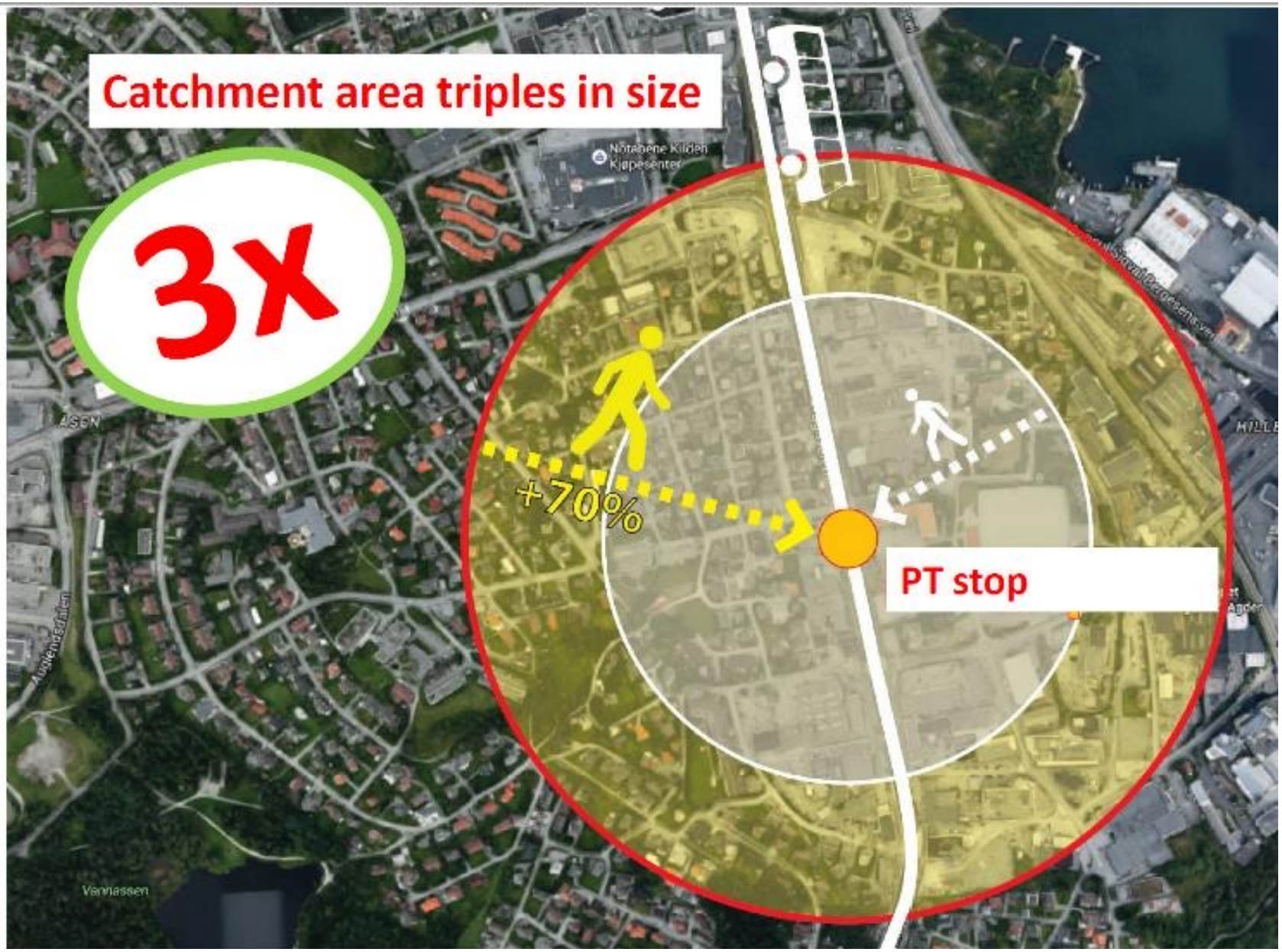
3

Attractive walking environments can **triple** the amount of potential public transport users



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Economy

1. Walking is free

For individuals and households, transport costs are the third-largest part (15%) of household budgets (after housing and food). The majority of these costs are for vehicle ownership.

2. Shared spaces benefit retailers

A summary of several evaluations of the Auckland shared spaces showed increases in retail spending from +27% to +439%

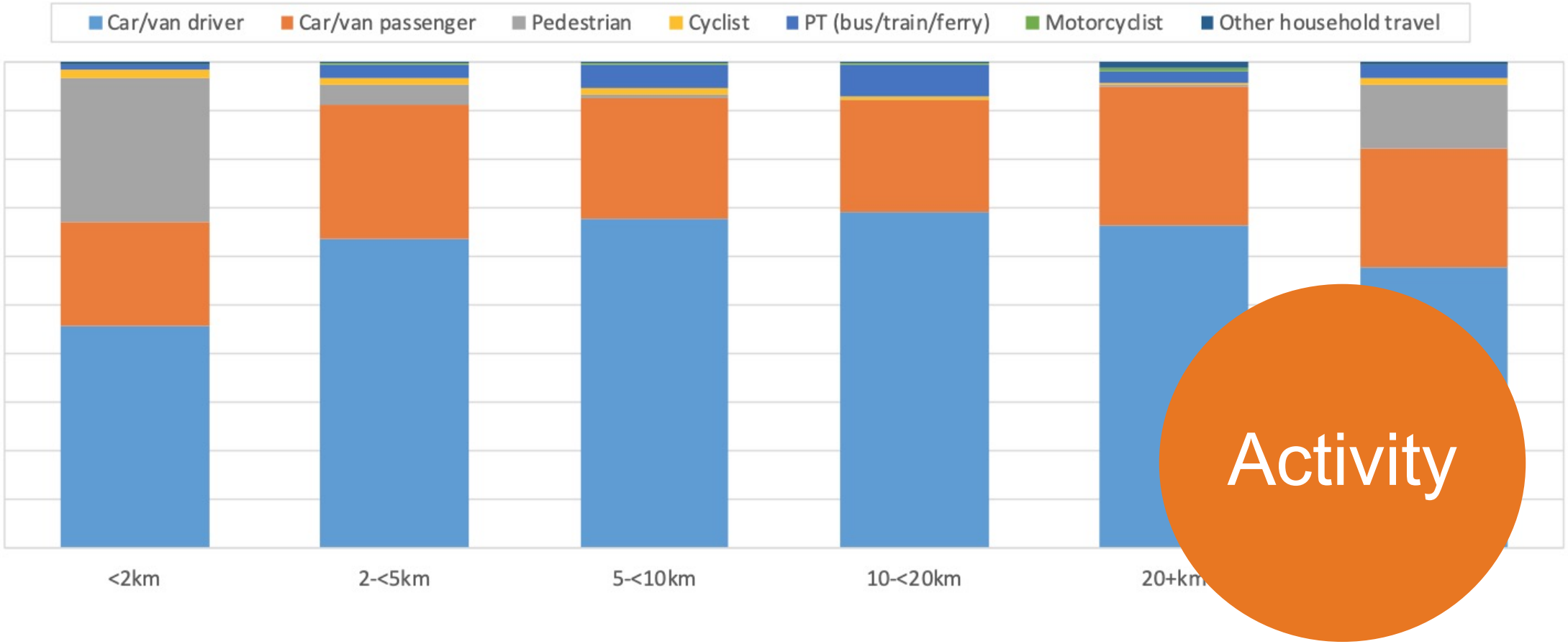
3. Pedestrians spend more

An economic survey of nine shopping areas in Auckland, Christchurch and Wellington found that pedestrians “contribute a higher economic spend” in proportion to their mode share and thus “are important to the economic viability of local shopping areas

4. Tourists are attracted

In Dunedin, surveys indicate that over 60% of visitors participate in a “walk in the city” and the enhancement of various walking activities is a key focus area for the city

mode distribution of trip legs by distance, main urban areas



We design for people

By promoting good choices but planning for mistakes:

- ❑ Street design limits errors e.g. *smoother path surfaces to reduce* trips/falls
- ❑ Influence land use - shorter trips
- ❑ Assist public understanding and supporting monitoring and evaluation e.g. walking activity
- ❑ Education Portal - school curriculum

By designing for human vulnerability:

- 30 km/h streets
- 10 km/h shared spaces
- Separation of mobility types
- Better intersection design
- Raised platforms

A safe system for walking

And take a system response

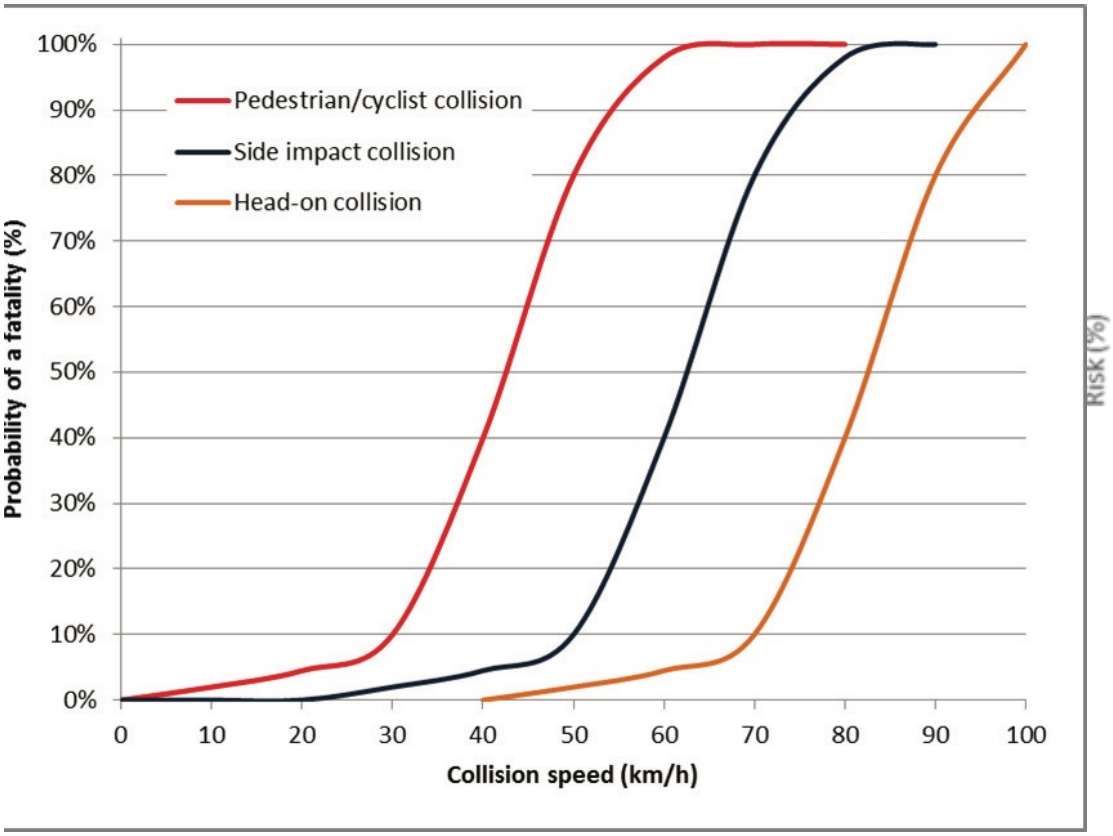
a shared responsibility:

- ➢ Embed safe system principles in standards
- ➢ Prioritise road safety criteria in decision making
- ➢ Enable system designers to play their part
- ➢ Leadership that enables high-performing professionals and a positive political environment

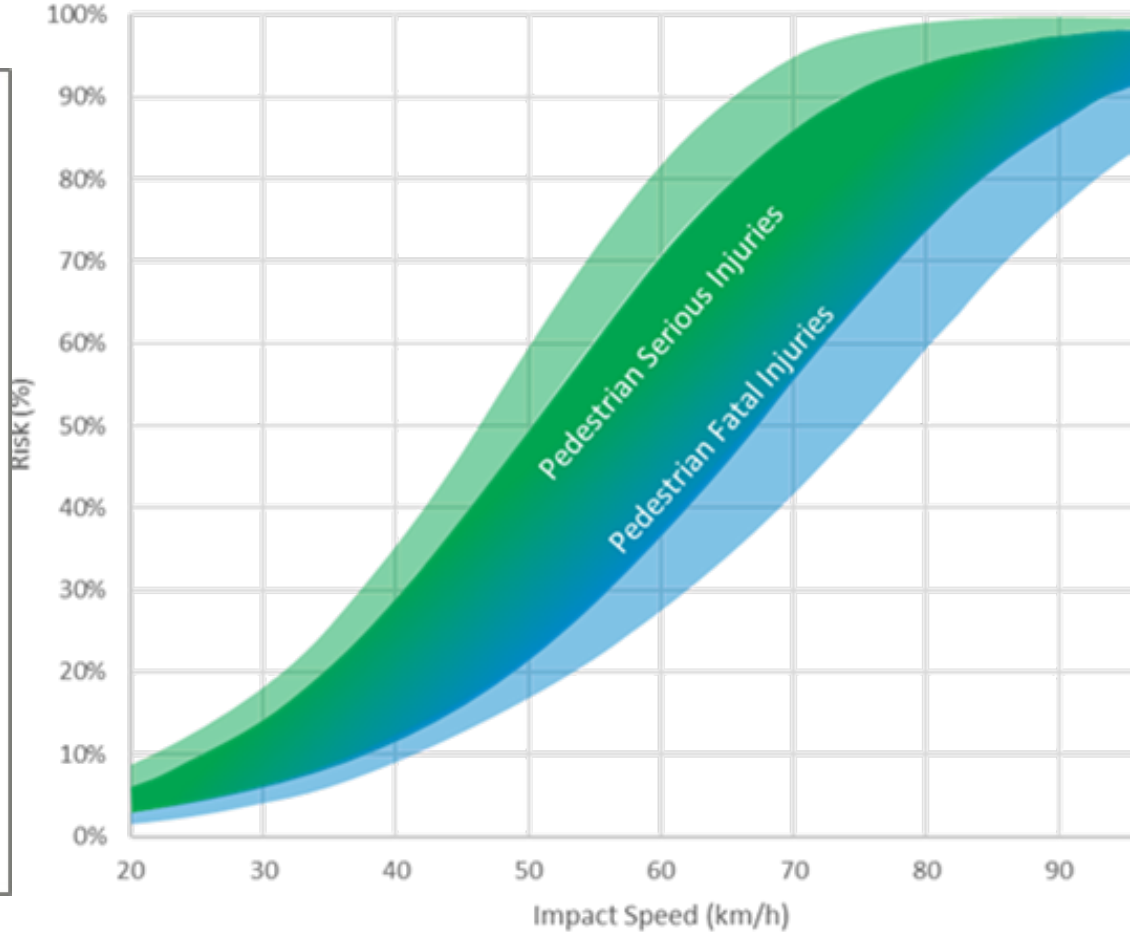
Strengthen all parts of the system:

- ✓ System management
- ✓ Vehicle design
- ✓ CPTED
- ✓ Review road safety penalties (initially distracted driving / cell phone use) and enhance drug driver testing

A Safe System for Walking
Risk is lessening, but the basic facts remain…

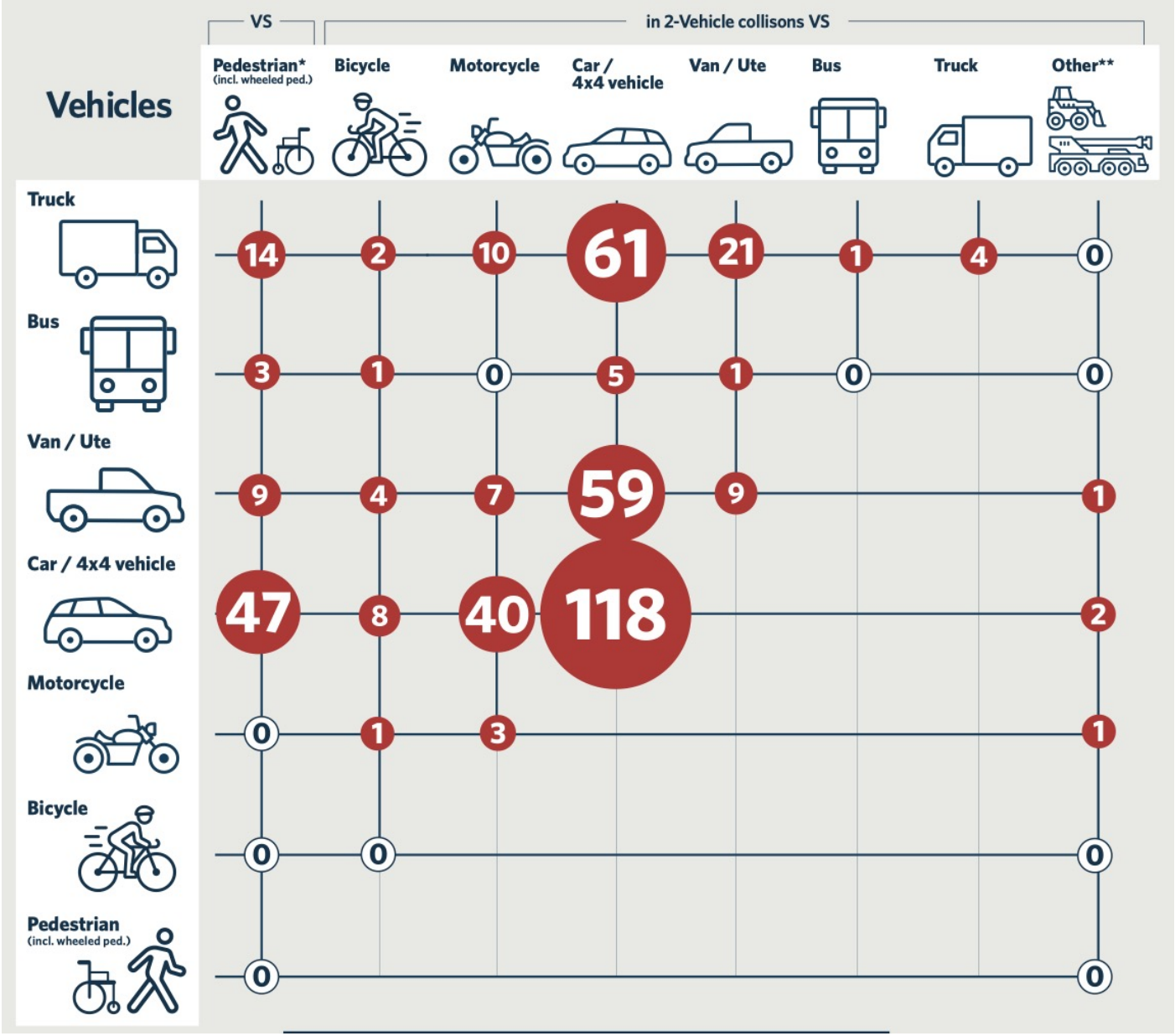


Wramborg (2005)



Source: Abley – redrawn from AAA Foundation for Traffic Safety, 2011, *Impact Speed and a Pedestrian's Risk of Severe Injury or Death*, September

2018-2019 fatalities



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