



North Shore City Walking Strategy 2009

June 2009

North Shore City Council

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1.0

Executive Summary

“What is the first thing an infant wants to do and the last thing an older person wants to give up? Walking is the exercise that does not need a gym. It is the prescription without medicine, the weight control without diet, and the cosmetic that can’t be found in a chemist. It is the tranquilizer without a pill, the therapy without a psychoanalyst, and the holiday that does not cost a penny. What’s more, it does not pollute, consumes few natural resources and is highly efficient. Walking is convenient, it needs no special equipment, is self-regulating and inherently safe.”

(John Butcher, 1999, Founder, ‘Walk 21’)



1.1 Purpose of the Walking Strategy

This Strategy has been developed for the following reasons:

- North Shore City Council wishes to improve the environment for walking (including convenience and safety) and to encourage more people to walk more often for transport, recreation and physical activity. How we plan to do this is described in the Strategy
- The Strategy calls for better integration and co-ordination across the many divisions of Council who play a role in the development, maintenance and promotion of walking. How we can improve on this is outlined in the Strategy
- Local authorities who have a Walking Strategy backed up by an Implementation Plan are more likely to attract funding for walking projects

1.2 Vision, Expected Outcomes and Targets

North Shore City Council's vision for walking is:

“A city where people choose to walk more for transport, recreation, and physical activity, and where walking is accessible, safe, pleasant, and convenient.”

A set of high level expected outcomes have been developed to guide the direction of the Walking Strategy and assist in achieving the vision. These expected outcomes are:

- Walking for transport, recreation and physical activity is an everyday occurrence for all potential walkers
- Walking in the city is a pleasant and hassle free experience
- Walking is a safe experience
- People choose to walk rather than use private motor vehicles
- The walking environment is well connected and integrated
- The needs of different types of walkers are provided for
- Provision of walking infrastructure is effective and efficient

The following local targets for walking have been set:

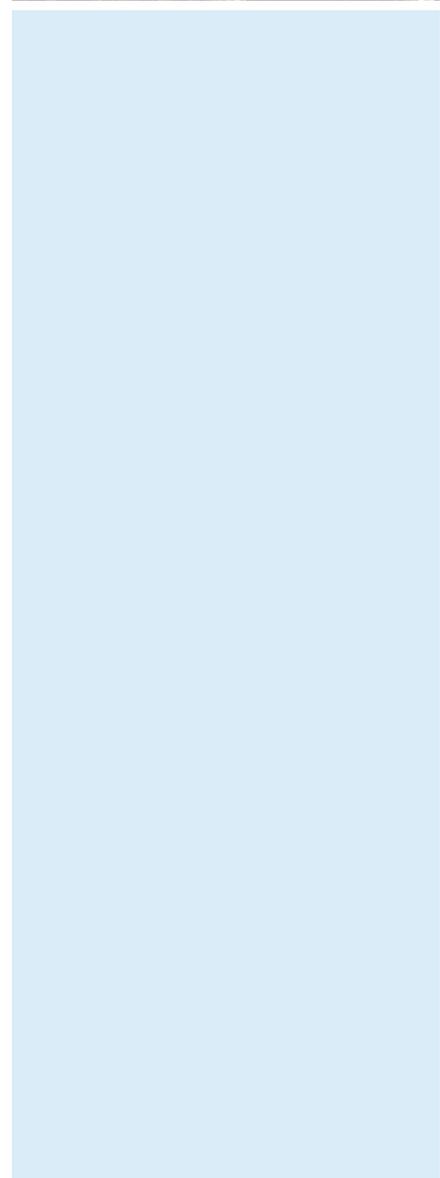
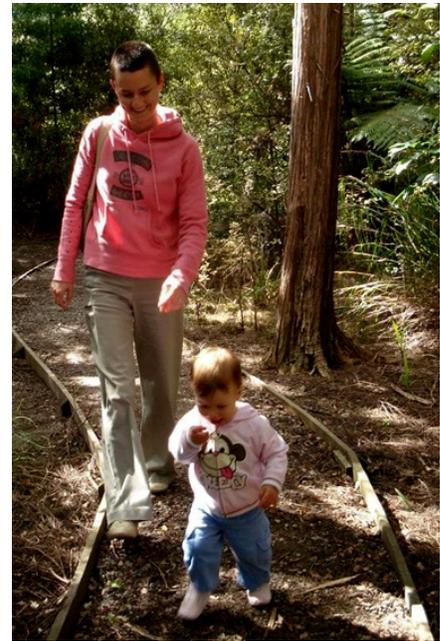
- Increase the proportion of walking for primary school commuters to 30% by 2019 (currently about 25%)
- Increase the proportion of walking for secondary school commuters to 50% by 2019 (currently about 45%)
- Increase the proportion of walking to work journeys to 7% by 2019 (currently 3%)
- Reduce pedestrian deaths and serious injuries, with the total not to exceed 12 p/a by 2019
- Customers are more than 70% satisfied with the overall condition of footpaths
- Customers are more than 60% satisfied with the condition of assets such as walking surfaces, seats, litter bins and other features in business areas
- Preserve the condition of the footpath network at more than 85% defect-free to ensure long-term sustainability
- Provide new footpath facilities that comply 100% with Council design standards and maintain existing standards for renewal activities

Additional targets will be developed and these targets reassessed during the review of the Walking Strategy.

1.3 Principles

The fundamental statements that underpin the Strategy are:

- Walking is a vibrant, healthy and fundamental part of life
- Walking, for every journey, should be safe, pleasant and convenient
- Walking is an integral part of the land transport system
- All walking needs to be catered for, both 'walk-only journeys' and those that link in with other modes, especially passenger transport
- Everyone should be able to use walking facilities
- Recreational walking is recognised as potentially providing the stimulus to encourage more walking for everyday activities
- Our communities should be designed so that walking is a prime means of access
- Walking routes should be well signed, connected, convenient, comfortable, and convivial





1.4 Policy Context

Existing policies and strategies at multiple levels across New Zealand call for more investment in walking and provision of a suitable environment that motivates people to walk more. North Shore City is required and encouraged to implement national and regional transport and non-transport policies, including those that relate to walking.

Of particular significance is:

- The updated New Zealand Transport Strategy, 2008 (NZTS) which includes a national target to increase walking and cycling and other 'active modes' to 30% of total trips in urban areas by 2040 (currently about 17%)
- 'Getting there – on foot, by cycle', 2005, which sets out to encourage more people to walk more often as part of their transport mix
- The Auckland Regional Land Transport Strategy, 2005 (RLTS) which strives to strike a balance between road transport and other, more sustainable ways of getting around
- The Physical Activity & Sport Strategy, 2005-2010, the Auckland Sustainability Framework, 2007 and the New Zealand Health Strategy, 2000 which focus on the importance of walking for physical activity and health outcomes, and also as contributing to reducing the region's ecological footprint and building a carbon neutral future for the region

This Walking Strategy provides guidance for North Shore City to contribute to these national and regional targets and visions.

There are also a number of North Shore City Council policies, strategies and plans, including the City Plan and District Plan that provide the local context for the Walking Strategy.

[See Section 5 – Policy Context – for more information on these and other key policy documents.](#)

1.5 Walking in North Shore City

A snapshot of the current situation in North Shore City is provided in Section 7. Results of a recent research project to understand the current cycling and walking behaviours of North Shore City residents are presented along with information on where residents walk. Reference is made to the many popular walks scattered across the city and maps showing the existing city wide green and blue network and transport network are provided. An example of a local walking network is also given. The section concludes with a figure showing the walkability index for North Shore City. This index illustrates higher walkability in Devonport, Takapuna and Milford and pockets around Northcote. Many of the newer areas of the city are based on a cul-de-sac design, which is a barrier to street connectivity.

1.6 Issues and Solutions

In order to promote and provide appropriate facilities for walkers it is important to understand why people do not walk more and what challenges are faced in providing an attractive walking environment.

Section 8 – Issues and Solutions – describes the barriers that are faced and outlines strategies to address them.

The issues and the strategies that will be implemented to address them and help achieve the vision of people choosing to walk more often are shown in Table 1.



Table 1: Issues and Strategies

Issue	Strategy
Pedestrian safety	<ul style="list-style-type: none"> • Improve the walking environment to make walking a safe experience
Personal safety	<ul style="list-style-type: none"> • Improve the walking environment to make people feel safe when walking
Planning and policy	<ul style="list-style-type: none"> • Ensure transport and land-use planning gives sufficient priority to pedestrians • Implement policies to make sure the needs of walkers are considered • Ensure rules, standards and codes of practice meet and are applied to the objectives of the Walking Strategy • Apply the principles of the Building Code to provide for the needs of walkers
Built environment	<ul style="list-style-type: none"> • Ensure new developments are planned and implemented with walking as a core design feature, and in particular promoting mixed uses that help to bring home, activities and public transport closer together
Walking infrastructure and facilities	<ul style="list-style-type: none"> • Develop walking routes within the city by creating new linkages and improving existing linkages between activities and destinations • Ensure regular renewals and maintenance projects are managed effectively and efficiently to reduce the impact on walkers • Develop and promote high quality recreational walking routes in the city
Information and communication	<ul style="list-style-type: none"> • Provide people with good information about walking and walking routes • Collect baseline and ongoing walking data • Investigate new walking initiatives
Funding	<ul style="list-style-type: none"> • Investigate and secure funding for implementation of the Walking Strategy
Co-ordination and integration	<ul style="list-style-type: none"> • Appoint a Walking Coordinator based within council • Identify Walking Champion/s based within council • Establish and maintain a Pedestrian Advisory Group and forum to provide expert guidance on walking issues across the city • Ensure projects that affect walking are positively integrated across council • Use software to assist with better integration of planning for pedestrians
Influencing travel choice	<ul style="list-style-type: none"> • Develop and deliver a travel behavior change programme
Advocacy and partnerships	<ul style="list-style-type: none"> • Use networks (internal and external) to advocate for the needs of walkers • Educate councillors, engineers, planners and designers about the inclusion of pedestrians' needs and how to provide for them • Use a collaborative approach and active partnering with key stakeholder groups to progress the walking strategy objectives



1.7 Implementation

For the Walking Strategy to be successful there needs to be an integrated cross-departmental planning process that allows for more focused and coordinated implementation of walking projects.

Strategies adopted as part of the North Shore Walking Strategy are expected to be implemented by Council – alone and in conjunction with other organisations and groups – through existing Council plans and processes, including the City Plan (LTCCP), Annual Plans, and Annual Business Plans.

Following the adoption of the Walking Strategy, a Walking Implementation Plan will be prepared. This plan will contain a summary of the projects, programmes and on-going activities to be implemented including, tasks, cost, time and responsibility. The Implementation Plan is expected to be updated annually to reflect completion of projects and programmes, and changes in priorities and new initiatives.

See section 10 for more detail on the Walking Implementation Plan. The Recreational Walking Plan will also contribute to actions within the Walking Strategy.

1.8 Monitoring and Review

Regular and ongoing monitoring will be an integral part of ensuring that walking strategies and outcomes are being fulfilled. Only by monitoring the outcomes of projects and programmes, at the aggregate as well as individual level, can the success of these projects be gauged, and where needed, programmes adjusted. The Walking Strategy will be reviewed every three to five years.

A detailed monitoring programme is to be developed as part of the Walking Implementation Plan and more details are outlined in section 11.0.



2.0

Introduction

This section provides a background on walking, the purpose of the Strategy, the methodology used to develop the Walking Strategy, and a description of the framework of the document. Information is also provided on consultation undertaken.



The NZTS recognises and supports walking as an alternative and viable means of transport that contributes towards health and sustainability targets.

2.1 Background

Existing policies and strategies at multiple levels across New Zealand call for more investment in increasing walking. By shifting from motorised transport to active travel a significant contribution can be made towards tackling climate change, oil depletion and population growth as well as reduced physical activity.

For at least two generations, planning and transport practice in New Zealand have focused on the car. The unintended consequence of this has been to suppress walking across all sectors of society. This orientation towards motor vehicles has also resulted in inequities between the provision for walking and the provision for cars. Central and regional government policies have been reviewed or introduced to change this trend. Section 5.0 – Policy Context - outlines these policies.

Across the developed world there are a number of constant factors in travel behaviour that have not changed noticeably in decades. Among these are that most car journeys are short enough to be walked or cycled. Addressing the barriers people face when walking will make walking an alternative and viable means of transport.

2.2 Purpose of the Walking Strategy

This Strategy has been developed for the following reasons:

- NSCC wishes to improve the environment for walking (including convenience and safety) and to encourage more people to walk more often for transport, recreation and physical activity. How we plan to do this is described in the Strategy
- The Strategy calls for better integration and co-ordination across the many divisions of Council who play a role in the development, maintenance and promotion of walking. How we can improve on this is outlined in the Strategy
- Local authorities who have a Walking Strategy backed up by an Implementation Plan are more likely to attract funding for walking projects



A sequence of workshops was undertaken with the steering group to provide an opportunity to review and gain feedback from each division of Council. External consultation was also undertaken on the draft Walking Strategy.

2.3 Methodology

Many council divisions are responsible for planning and promoting walking. To ensure success, an integrated cross-departmental approach was followed in the development of the Walking Strategy.

A steering group was established with representatives from the following divisions:

- Transport
- Parks
- Water Services
- Community Services
- Environmental Services
- Strategy & Policy

2.4 Structure of the Walking Strategy

The structure of the Walking Strategy begins with background information and then highlights the vision for walking, the expected outcomes as well as targets. The policy context and how the Strategy is related to various pieces of legislation, strategies and planning documents is then covered. The Strategy provides information on why walking is important for transport, recreation and physical activity and gives an overview of walking in North Shore City. This is followed by a description of key issues that need to be considered and addressed to achieve an increase in walking. Specific actions to achieve these strategies are presented. The document concludes with an explanation of how the performance of the Strategy will be implemented, monitored and reviewed.



Both internal and external stakeholders were consulted during the development of the Walking Strategy.

2.5 Consultation

Two stages of consultation took place. During the early stages of the development of the Strategy, internal consultation took place with council staff as well as external stakeholders such as Harbour Sport, Shore Safe, Age Concern, Auckland Regional Transport Authority, CCS Disability Action, Living Streets/Walk Auckland, and New Zealand Recreation Association. This initial consultation also included visiting the NSCC Community Boards to seek their input. The purpose of this initial consultation was to get feedback from key groups on barriers to walking, the proposed vision statement and desired outcomes.

The second phase of consultation took place from 16 February 2009 to 16 March 2009. The following key stakeholders and the general public were advised of the consultation:

- ACC
- Age Concern
- ARTA
- Auckland Regional Public Health Service
- Auckland Primary Schools Principals Assoc
- Board of Trustees Association (schools)
- Bus service providers (NZ Bus, Birkenhead, Ritchies)
- Business Associations
- CCS Disability Action
- Community Coordinators
- Cycle Action Auckland
- DOC
- Fullers
- Green Prescription through Harbour Sport
- Harbour Sport (including walking & running groups)
- Iwi groups
- Living Streets / Walk Auckland
- Ministry of Health
- North Shore City Community Boards
- North Shore City Schools
- North Shore Walking User Group
- NZ Navy
- NZ Police
- NZ Recreation Association
- NZTA
- Other TLAs in the region
- Plunket
- Resident Associations
- Royal NZ Foundation of the Blind
- Safe Kids
- Shore Safe
- SPARC
- Walking School Bus co-ordinators
- WDHB
- Workplace Travel Plan Companies
- Youth Council

There were 56 responses received.

Feedback from this consultation told us that interested parties were supportive of the Walking Strategy. Respondents agreed with the proposed vision statement and desired outcomes. Much of the feedback received indicated areas where further detail and emphasis was wanted. Information was also received about the work organizations already do to promote and provide for walking.

The draft Strategy was amended to include comments received from the consultation.



3.0

Vision, Outcomes and Targets

This section outlines the Walking Strategy vision, expected outcomes, and targets.



3.1 Vision

The overall vision for walking on the North Shore is:

“A city where people choose to walk more for transport, recreation, and physical activity, and where walking is accessible, safe, pleasant, and convenient.”

3.2 Expected Outcomes

A set of high level expected outcomes have been developed to guide the direction of the Walking Strategy and lead to more people walking more often. These outcomes are:

- Walking for transport, recreation and physical activity is an everyday occurrence
- Walking in the city is a pleasant and hassle free experience
- Walking is a safe experience
- People choose to walk rather than use private motor vehicles
- The walking environment is well connected and integrated
- The needs of different types of walkers are provided for
- Provision of walking infrastructure is effective and efficient

3.3 Targets

Many challenges are presented in setting targets specific to walking as both national and regional targets group walking, cycling and other 'active modes' together. As well as this, there are reservations about the robustness of the existing national and regional targets and the ability to measure them.

The considerations that were taken into account when setting North Shore walking targets were:

- existing national and regional targets
- the link with existing targets in other council policies
- the ability to measure progress against baseline information
- the relevance to expected outcomes identified in the Strategy

Targets have only been set against expected outcomes that have measurement tools available with existing baseline data. Where baseline data is not available, additional targets will be developed as part of future reviews of the Strategy. At this time guidance will be possible from the updated RLTS. Table 2 links proposed targets and means of measurement to three of the expected outcomes. Other targets will be proposed for the remaining expected outcomes as robust measures and soundly based targets are developed over time.

Table 2: Proposed Targets against Expected Outcomes and Measures

Expected Outcomes	Proposed Targets	Measured by
Walking for transport, recreation and exercise is an everyday activity	<ul style="list-style-type: none"> • Increase the proportion of walking for primary school commuters to 30% by 2019 (currently about 25%) • Increase the proportion of walking for secondary school commuters to 50% by 2019 (currently about 45%) • Increase the proportion of walking to work journeys to 7% by 2019 (currently 3%) 	<ul style="list-style-type: none"> • NZ Census • NZTA Household Travel Survey • Annual Residents Survey • Travel Behaviour Change research
People feel safer while walking	<ul style="list-style-type: none"> • Reduce pedestrian deaths and serious injuries, with the total not to exceed 12 p/a by 2019 	<ul style="list-style-type: none"> • NZTA Crash Database • NZ HIS Database
Provision of walking infrastructure is effective and efficient	<ul style="list-style-type: none"> • Residents are more than 70% satisfied with the overall condition of footpaths • Residents are more than 60% satisfied with the condition of assets such as walking surfaces, seats, litter bins and other features in business areas • Preserve the condition of the footpath network at more than 85% defect-free to ensure long-term sustainability • Provide new footpath facilities to comply 100% with Council design standards and maintain existing standards for renewal activities 	<ul style="list-style-type: none"> • Annual Residents Survey • Asset Management Plans

Local targets for the North Shore Walking Strategy should ideally be linked to targets related to national and regional strategies.



4.0

Principles

The principles of this Walking Strategy are:

- Walking is a vibrant, healthy and fundamental part of life
- Walking, for every journey, should be safe, pleasant and convenient
- Walking is an integral part of the land transport system
- All walking needs to be catered for, both 'walk-only journeys' and those that link in with other modes, especially passenger transport
- Everyone should be able to use walking facilities
- Recreational walking is recognised as potentially providing the stimulus to encourage more walking for everyday activities
- Our communities should be designed so that walking is a prime means of access
- Walking routes should be well signed, connected, convenient, comfortable, and convivial



5.0

Policy Context

The Walking Strategy has been developed within the national, regional, and local context. This section outlines how the Strategy is aligned with national and regional policies and local policies, plans, and perspectives.



The updated New Zealand Transport Strategy (NZTS) provides the national framework for transport policy. The Strategy's objectives are:

- Assisting economic development
- Assisting safety and personal security
- Improving access and mobility
- Protecting and promoting public health
- Ensuring environmental sustainability

5.1 National Context

North Shore City is required and encouraged to implement national and regional policies, including those that relate to walking. This Walking Strategy provides guidance on how North Shore City can contribute to national and regional targets, visions and policies.

Of particular significance is the updated New Zealand Transport Strategy 2008 (NZTS).

This document sets out a series of high-level transport targets, including increasing walking and cycling and other 'active modes' to 30% of total trips in urban areas by 2040 (currently about 17%).

Central government has set the direction for walking and cycling through the national walking and cycling strategy *'Getting there – on foot, by cycle'*, 2005. This strategy aims to encourage more people to walk more often. The strategy is integral to achieving the objectives of the NZTS and articulates the government's vision of a "New Zealand where people from all sectors of the community choose to walk and cycle for transport and enjoyment – helping to ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive and sustainable transport system".

A number of additional national policy documents have been considered in developing the Walking Strategy, including:

- Land Transport Management Amendment Act, 2008 – places emphasis on addressing the economic, social and environmental effects and benefits of land transport
- Transit New Zealand's (now NZTA) Planning Policy Manual, 2007 – recognises that different road systems require varying degrees of provision for cycling and walking
- NZ Positive Aging Strategy, 2005 – aims to improve opportunities for older people to participate in the community
- Road Safety to 2010, 2003 – aims to reduce road casualties through engineering, education, and enforcement actions
- Local Government Act, 2002 – outlines what needs to be included within Long-Term Council Community Plans
- Resource Management Act, 1991 – represents New Zealand's overriding environmental legislation
- National Energy Efficiency and Conservation Strategy, 2007 – sets the agenda for government programmes to promote greater energy efficiency and renewable energy
- NZ Disability Strategy, 2001 – aims to eliminate any barriers people with disabilities face in taking a full part in society
- NZ Health Strategy, 2000 – provides the framework for District Health Boards and other health organisations to operate, and includes objectives to increase physical activity
- Pedestrian Planning and Design Guide, 2007 – promotes a consistent best practice approach to planning and designing for pedestrians

- Ministry of Transport: Raising the Profile of Walking and Cycling in New Zealand, 2008 - a guide to help increase the number of people walking and cycling. The guide states that local authorities are more likely to attract funding for walking projects if they have a Walking Strategy backed up by an Implementation Plan

The principles of partnership, participation, and protection of taonga within Te Tiriti o Waitangi are a requirement for the development of policies and strategies, and must be incorporated into the implementation of policies. There will be ongoing consultation regarding walking issues specific to Māori and the development and implementation of appropriate walking actions.

All these documents provide a broad context for the direction of the Walking Strategy and at a national level provide guidance and support for encouraging an increase in walking.

Further details on these documents can be found in the table in Appendix A.

5.2 Regional Context

In addition to the national context, there are regional documents that determine growth and development across the Auckland Region. The Regional Land Transport Strategy, 2005 and Auckland Regional Growth Strategy, 1999 are especially important regional documents.

A review of the RLTS, 2005 is currently underway and a revised version is expected by mid 2010. The RLTS, 2005 guides the development of the region's transport system. It calls for a substantial increase in public transport spending and places significant focus on travel demand management, in particular walking and cycling.

The Auckland Regional Growth Strategy, 1999 sets out a vision for managing population growth in the Auckland region. The purpose of the Strategy is to ensure that growth is accommodated in a way that best meets the interests of the region's inhabitants.

Other important regional policy documents include:

- *The Draft Regional Road Safety Plan, 2008-2012* - provides direction to fulfill the Road Safety to 2010 Strategy
- *The Auckland Sustainable Transport Plan, 2007* - includes the regional Walking Action Plan and has a vision for the Auckland region to be more 'walk-friendly'
- *The Auckland Regional Sustainability Framework, 2007* - is a shared commitment to sustainable development over the long term
- *The Auckland Regional Physical Activity & Sport Strategy, 2005* - focuses on the importance of sport and physical activity across the region

The table in Appendix A summarises the relevant regional strategies and plans in relation to walking.



The Auckland Regional Land Transport Strategy (RLTS), 2005, sets out how investment in Auckland's transport system should be managed over the next ten years to 2016. It sets regional objectives and policies that provide a framework for transport planners and service providers in the Auckland region. This Strategy is currently under review.



The District Plan is North Shore City's principle document for managing natural and built resources and specifying the way land can be used or developed.

The policy for walking and cycling is:

"To provide for cycling and walking in a safe and convenient manner through the comprehensive provision of cycleways and walkways in structure, neighbourhood units and subdivision plan areas and by providing cycleways in established areas."

5.3 Local Context

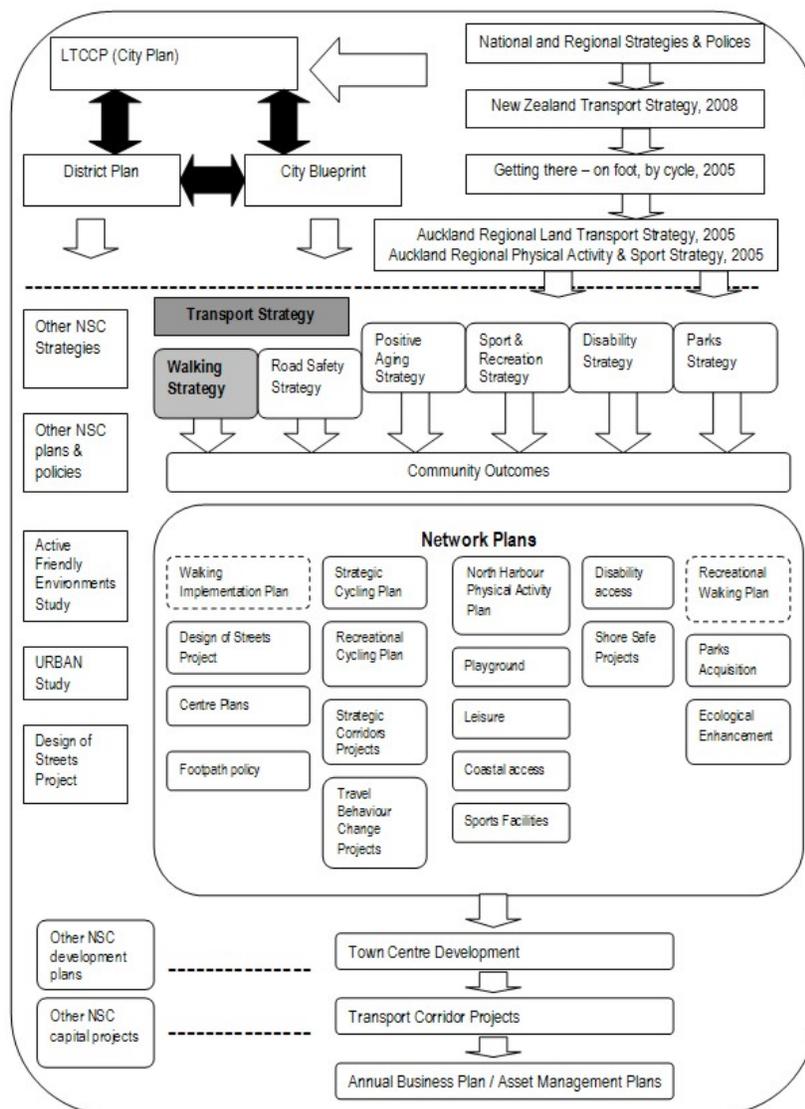
North Shore City Council is a signatory to the International Charter for Walking, indicating that it is committed to supporting walking and wishes to provide a supportive walking environment. The principles of this Charter are:

- Increased inclusive mobility
- Well designed and managed spaces and places for people
- Improved integration of networks
- Supportive land-use and spatial planning
- Reduced road danger
- Less crime and fear of crime
- More supportive authorities
- A culture of walking

There are many groups involved in walking: Council in the provision, maintenance, and promotion of walking; formal walking groups as advocates and users (such as Living Streets Aotearoa, Walk Auckland, Harbour Sport, and numerous walking groups scattered across the city); and members of the public also as advocates and users.

Walking crosses over many divisions of Council and is a significant component of many projects (e.g. access through stream restoration work for walking connections between urban areas and reserves, walkways through parks, linkages to public transport networks). The Walking Strategy provides guidance to many divisions: Transport Services, Water Services, Community Services, Parks, Environmental Services, and Strategy & Policy. Figure 1 illustrates where the Walking Strategy fits in the Council's strategic framework.

Figure 1: Strategic Framework for Walking Strategy



As illustrated in Figure 1, there are a number of North Shore City Council policies, strategies and plans that provide the local context for the Walking Strategy.

Key documents include:

- City Plan, 2006
- City Blueprint, 2001
- District Plan, 2002
- Transport Strategy, 2006
- Road Safety Strategy, 2006
- Parks Strategy, 2007
- Stormwater Strategy, 2004

Appendix A summarises these and other relevant local strategies and plans in relation to walking.



Key outcomes set out in the North Shore City Transport Strategy are to increase walking in the City, and to enhance the ability to walk safely, as well as contribute to the health and fitness of its residents.

5.3.1 Integration with Other Council Documents

The Walking Strategy has been developed to contribute to the implementation of other Council policies and frameworks such as the City Plan and the District Plan.

The North Shore City Plan is a fifteen year strategic plan, and council initiated projects need to show how they respond to and link in with the strategic plan outcomes. The extent to which walking is noted in each of the City Plan outcomes is a strong indication of the community's desire for a walkable city.

The District Plan outlines the rules governing land use and development activities. There are various mechanisms the District Plan can use to promote walkable environments and centres. The District Plan contains objectives and policies relevant to walking. The next major review of the District Plan is due to be notified in 2012, but Plan changes can be promoted before then where there is cause.

The Walking Strategy has a strong relationship to and is guided by:

- The North Shore City Transport Strategy
- The North Shore City Parks Strategy

The North Shore City Transport Strategy, 2006, (NSCTS) reflects the tenets of the national and regional transport strategies. The vision of the strategy is to: *"provide and support an integrated, safe, responsive and sustainable transport system that meets the needs of the North Shore community, enhances city development and minimises adverse social and environmental impacts"*. Key outcomes set out in the NSCTS are to increase walking in the city, and to enhance the ability to walk safely, as well as contribute to the health and fitness of its residents.

The North Shore City Parks Strategy, 2007 sets the vision and framework for the provision and management of Council-owned parks and establishes a clear sense of direction for resource allocation and action. The Parks Strategy identifies the core outcomes for parks focused around quality, recreation, natural environment, linkages, city identity, amenity, and community development. The strategy also supports walking through improved access to local reserves and facilities. One of the key planning documents for implementing the Parks Strategy will be the Recreational Walking Plan (currently in draft).

The Recreational Walking Plan (RWP) will provide direction to enhance existing, and develop new walks including coastal walks, bush tracks and fitness tracks. While the RWP is focused on walkways within parks, the Plan will also identify walking 'networks' that can be made up of a number of parks linked together. The RWP acknowledges that the built or natural environment can have a significant effect upon the quality of the recreational walking experience.

One of the key focuses of this plan is to identify areas where Council can develop or improve upon the quality of the already substantial recreational walking infrastructure within the city. The plan also identifies opportunities to promote and increase participation in recreational walking in the city.

5.3.2 Why Have Two Walking Documents?

Figure 2 shows how the RWP and the Walking Strategy align. The Walking Strategy is a high level strategic document that covers walking for transport and recreation and crosses many divisions of Council. The RWP falls under the Walking Strategy umbrella and Parks Strategy and focuses specifically on recreational walking. Unlike the Walking Strategy, which will have a separate Implementation Plan, the RWP is itself an implementation plan.

Figure 2: How Walking Strategy and Recreational Walking Plan Align

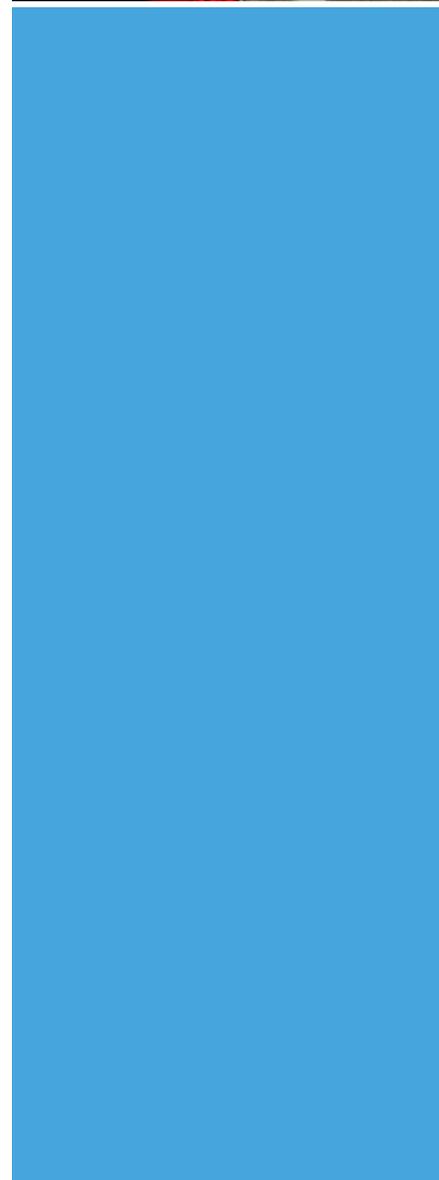


5.3.3 Other Significant Local Documents

There are a number of other documents of relevance that have been considered in the development of the Walking Strategy, including:

- North Shore City Road Safety Strategy, 2006
- North Shore City Cycling Strategy, 2009
- Design of Streets project, 2008
- North Shore City Positive Aging Strategy, 2006
- URBAN Study, 2008
- Active Friendly Environments Study – physical activity and the built environment, 2007

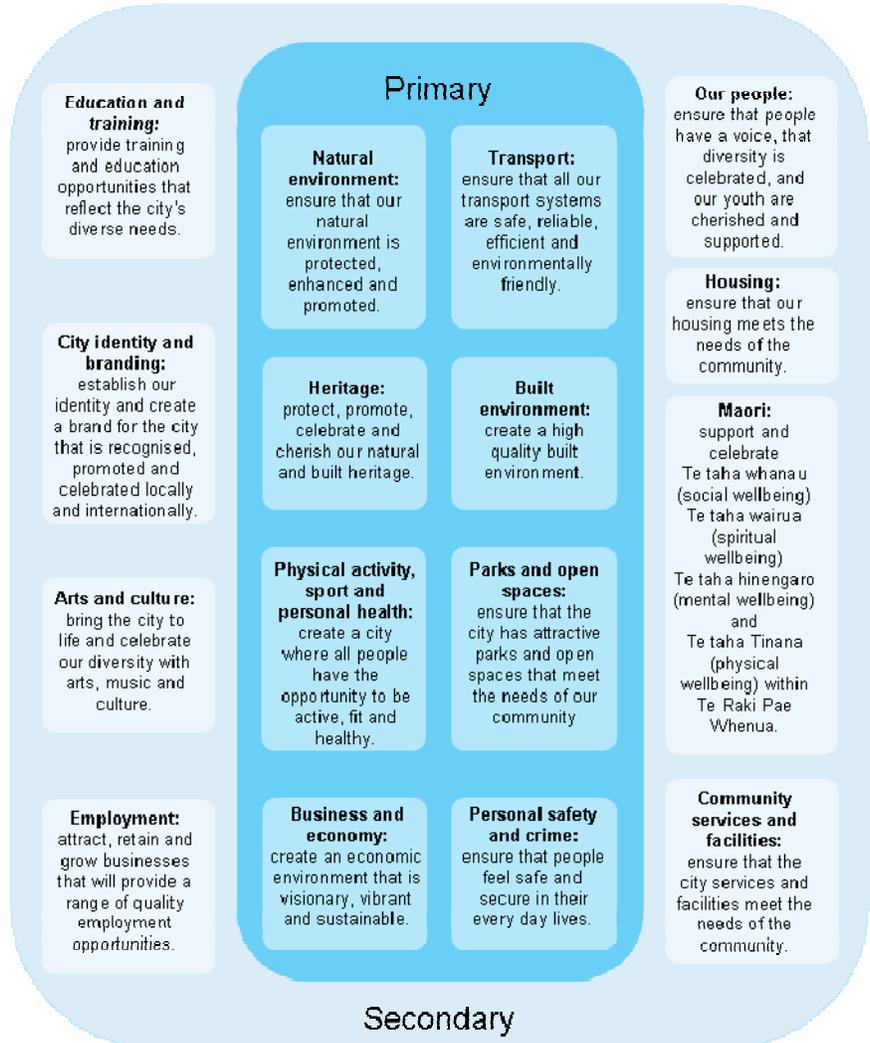
The direction and strategies developed for the Walking Strategy are aligned with each of these documents.



5.3.4 Community Outcomes

The Walking Strategy also contributes to the City’s community outcomes as illustrated in Figure 3.

Figure 3: Community Outcomes in relation to Walking Strategy





There will be consultation regarding walking issues specific to Māori during the development and delivery of the Walking Implementation Plan.

5.3.5 Local Heritage

North Shore City has evolved from a colourful past, and has been a hotly contested area. There are no iwi or hapū that can claim tāngata whenua (indigenous) to the North Shore. However, many Māori came and settled in the area so there are a number who from time to time held mana whenua (trusteeship/ customary authority) over the land. As such, there are many tracks, paths, and portages of significance to Māori who settled in the area or moved through the area. These heritage areas will be explored further during the development of the Implementation Plan to identify how to best acknowledge and honour these historical connections and traditions.



6.0

Why Walking is Important

This section provides background on why walking is important – for transport, recreation and physical activity.

There is increasing recognition of the importance of the role walking can play as part of New Zealand's transport system, and also as a viable recreation and physical activity choice. There is also recognition of the health and lifestyle benefits that this mode can play. The National Strategy '*Getting there by foot, by cycle*' recognises that walking is:

- The most sustainable mode of transportation (along with cycling)
- Easily affordable relative to private motor vehicles and public transportation systems
- Easily integrated with other transport systems and modes
- Responsive and adaptable to changes such as fuel shortages and price increases
- Intrinsically safe – only when motor vehicles dominate in terms of speed or traffic volumes does walking have negative safety implications
- Still a popular leisure pursuit, and could be an option chosen more for short trips
- A significant contributor to making communities connected and liveable

For physical activity, walking is one of the best and easiest ways of being active. Walking can be done in small amounts each day. It is free or relatively inexpensive, and can be easily incorporated into everyday life.

From a public health perspective, recent international literature suggests that a focus on moderate forms of activity that can be worked into daily life is one of the most promising ways to increase physical activity for large portions of the population.

The benefits of walking are not just around health outcomes. They also include a greater sense of community, less traffic congestion, greater economic benefits, and respect and ownership of our local communities. These benefits are described further below:

Environmental Benefits

- Walking contributes to reducing traffic congestion and air, noise and water pollution
- It is a sustainable and energy efficient mode of transport that does not rely on fossil fuels for power
- More walkable neighbourhoods are more aesthetically designed and have benefits for all

Health Benefits

- Regular walking increases fitness and helps to reduce heart diseases, obesity and cholesterol levels
- Walking is an excellent therapy and remedy for depression, fatigue, and aggression



The attractiveness and quality of our streets and public spaces is vital for getting more people to walk.



Individual Benefits

- Walking increases mobility in a low-cost and easy manner
- It offers increased independence, especially for children
- Walking is a great source of recreation

Community and Social Benefits

- Walking provides opportunities for social interaction
- Walking helps streets become populated by people, not cars, and enhances community cohesion and builds social capital
- Walking encourages more people on the street, which increases perceived security (and diminishes the fear of crime) and may help in actual crime reduction by aiding public surveillance
- Walking raises people's knowledge and awareness of the City and their local community
- A good walking environment contributes to the principle of a Council providing equitable services and infrastructure to all its citizens and ratepayers

Transport Benefits

- Walking provides an important link between other modes of transport
- More people walking reduces the numbers of vehicles on the roads and therefore congestion, fuel consumption, emissions, cost of providing roading and cost of providing parking

Economic Benefits

- Walking gives visitors and tourists the ability to easily move around the City and therefore benefits the economic well being of the City
- More walkable town centres mean people spend more money – more foot traffic around retail outlets



7.0

Walking in the North Shore

This section, along with Appendix B, provides a summary of the profile of pedestrian demand on the North Shore.



On any given day in North Shore City, up to 3,000 people are likely to walk to work, 15,000 students will walk to school, while up to 15,000 people will walk in town centres during mid afternoon, and over 50,000 may walk for recreational exercise during the day.

7.1 Pedestrian Profile

A summary of national and North Shore City pedestrian demand follows. This information is useful but it should be remembered that current walking figures probably underestimate demand if a safer and more pleasant walking environment was offered.

As well as this suppressed demand for walking, information on walking trips is scattered across a number of data sources and reports, and a comprehensive picture of walking demand for North Shore City is difficult to assess. To address this, a key strategy identified later in the document is the collection of baseline and ongoing data (see section 8 – Issues and Solutions - for more information).

National:

- The New Zealand Household Travel Survey (2003-2006) found that time spent walking has remained steady at an estimated 12% of all journeys
- The age group that does the most walking on average each week is 15-24 years (equates to about 1 hour and 40 minutes each week)
- Raising the Profile of Walking and Cycling in New Zealand shows that walking is highest for education related journeys (27%), with recreational walking the second highest (23%)
- National level figures indicate that around 60% of men and 80% of women walk as a recreational activity; it also showed that 35% of these men and 50% of women regularly go for short walks (10-30 minutes), while 65% of men and 50% of women go for longer walks (over 30 minutes)

North Shore City:

North Shore City Council undertook a research project in January 2009 to gain an understanding of the current cycling and walking behaviours of North Shore City residents, and to identify the drivers for, and barriers to walking and cycling. There were qualitative (focus groups) and quantitative (on-line survey) components to the study. 1251 responses to the on-line survey were received.

Walking specific results of this research include:

(Standard margin of error +/- 2.8%)

- 6% of respondents (North Shore residents) walk to work or study
- 15% of respondents (North Shore residents) live 2km or less from their place of work or study

Respondents gave the following examples of the types of walking undertaken:

- Around neighbourhood, parks etc 63%
- General recreation / fitness 62%
- Errands 50%
- Visit friends 26%
- Supermarket 25%
- To public transport 24%

The frequency of walking as a means of transportation was:

- 32% walk every day
- 13% walk four or five days per week
- 12% walk three times a week
- 14% walk twice per week
- 11% walk once per week
- 5% walk once a fortnight
- 14% walk once a month or less

Attitudes towards walking for recreation and as a means of transportation:

- 37% are currently doing as much walking as they want to
- 43% would like to be doing SOME more recreational walking
- 22% would like to do A LOT more recreational walking
- 13% would like to be doing SOME more walking as a means of transportation
- 4% would like to be doing A LOT more walking as a means of transportation

The average length of time walked for recreation:

- 4% under 15 minutes
- 18% between 15 and 30 minutes
- 50% between 30 minutes and 1 hour
- 21% between 1 hour and 1.5 hours
- 5% between 1.5 and 2 hours
- 3% for more than 2 hours

The main disadvantages of walking that were mentioned were:

- Weather issues 79%
- Takes a long time 59%
- Too many traffic fumes / traffic noise 40%
- Difficult to cross roads / roads too busy 34%
- It can be boring 13%
- There are no downsides to walking 10%

The survey results show that there are already large numbers of people on the North Shore who walk on a frequent basis for transport, recreation and physical activity. Many of the respondents noted that they would like to walk more.

The disadvantages to walking that were noted through the survey are discussed further in section 8 – Issues and Solutions.

Additional information on the North Shore City walking profile and trends can be found in Appendix B.



Walking is already a key mode of transport used by people in North Shore City. It is also frequently used for recreation and physical activity.



Fascinating facts

- 15% of the city's land area is covered by parks
- 700 hectares of ecologically important natural areas are protected within land owned by North Shore City Council
- 145 kms of the city's coastline is in parks land: that is 78% of the western coastline and 53% cent of the eastern coastline
- There are 122 playgrounds in the city
- Long Bay Regional Park is the only Auckland Regional Park in the city protected within land owned by North Shore City Council
- There are 680kms of road and 110kms of footpath in North Shore City. The road network grows at 1% per annum
- There are about 900 - 1000 cul-de-sacs in the city

7.2 Where do people walk

North Shore City has a number of key walking routes and destinations within parks, and along the coast or waterways, as well as along the transport network. These networks serve those who walk for transport, recreation and physical activity.

Figure 4 shows the City's green and blue network. This network is made up of parks and reserves, areas of native bush and vegetation as well as important marine areas, streams and coastline. The network provides many opportunities for recreational walking.

An example of a key coastal walk on the North Shore is the Te Araroa trail. This trail, illustrated in figure 5, is part of the goal of a New Zealand hiking trail from Cape Reinga to Bluff – a total distance of 2,920 kilometres. The North Shore City coastal walk is Te Araroa's first fully signposted urban section. Within North Shore City, the 23 kilometre walk takes you along the coastline from Long Bay to Devonport.

Figure 6 shows the City's key transport corridors. This network is made up of motorways as well as major and minor arterial routes. The map also shows important passenger transport facilities such as the busway stations and ferry terminals as well as town centres. Not shown on the map are the local roads which provide an important walking network providing linkages to and within these town centres.

Figure 4: Green and Blue Network



Key



Green corridors

1. Northern corridor
2. Eastern Bays corridor
3. Central corridor
4. Estuarine corridor
5. Harbour corridor



Areas of native bush and vegetation



Important streams



Parks and reserves



Important marine areas



Green open countryside or 'greenbelt'



Esplanade reserves along coastline and around lakes

Figure 5: Te Araroa Coastal Walk (North Shore City portion)

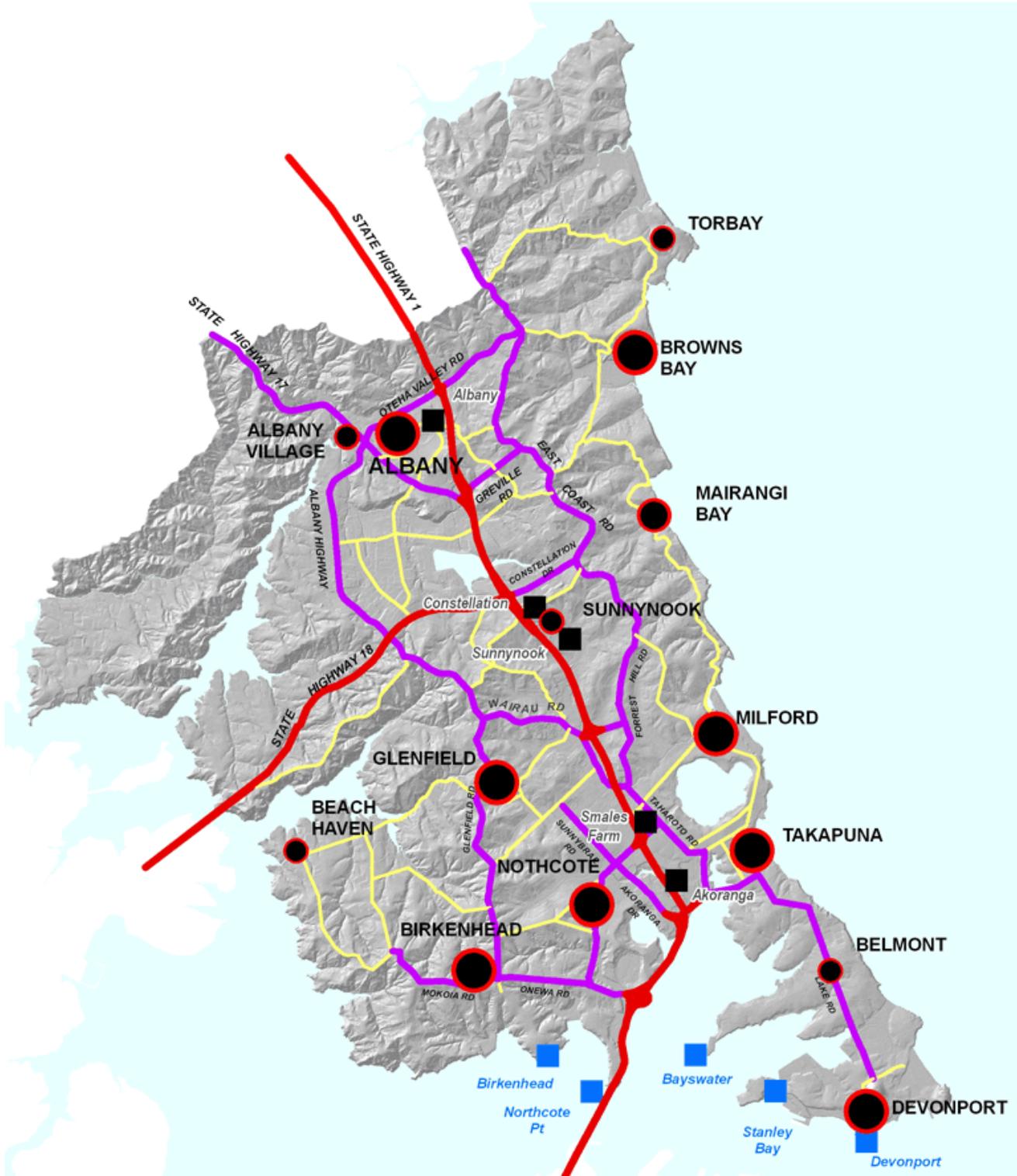
There are many popular walks scattered across North Shore City. These walks are noted below:

- Awaruku Bush
- Centennial Park
- Chatswood Reserve
- Eskdale Park
- Fernglen Native Plants Gardens
- Kauri Glen
- Kauri Park
- Kauri Point Centennial Park
- Kawerau Reserve
- Killarney Park
- Le Roys Bush
- Long Bay Regional Park
- Mt Cambria (Takaroro)
- Mt Victoria (Takuranga)
- Ngataranga Walkway
- Northcote Point Walk
- North Head (Takapuna) Historic Reserve
- North Shore Literary Walk
- Okura Reserve
- Rahopara Reserve
- Smith's Bush
- Sylvan Park
- Takapuna to Milford Walk

Further information on these walks can be found in Appendix C.



Figure 6: Transport Network



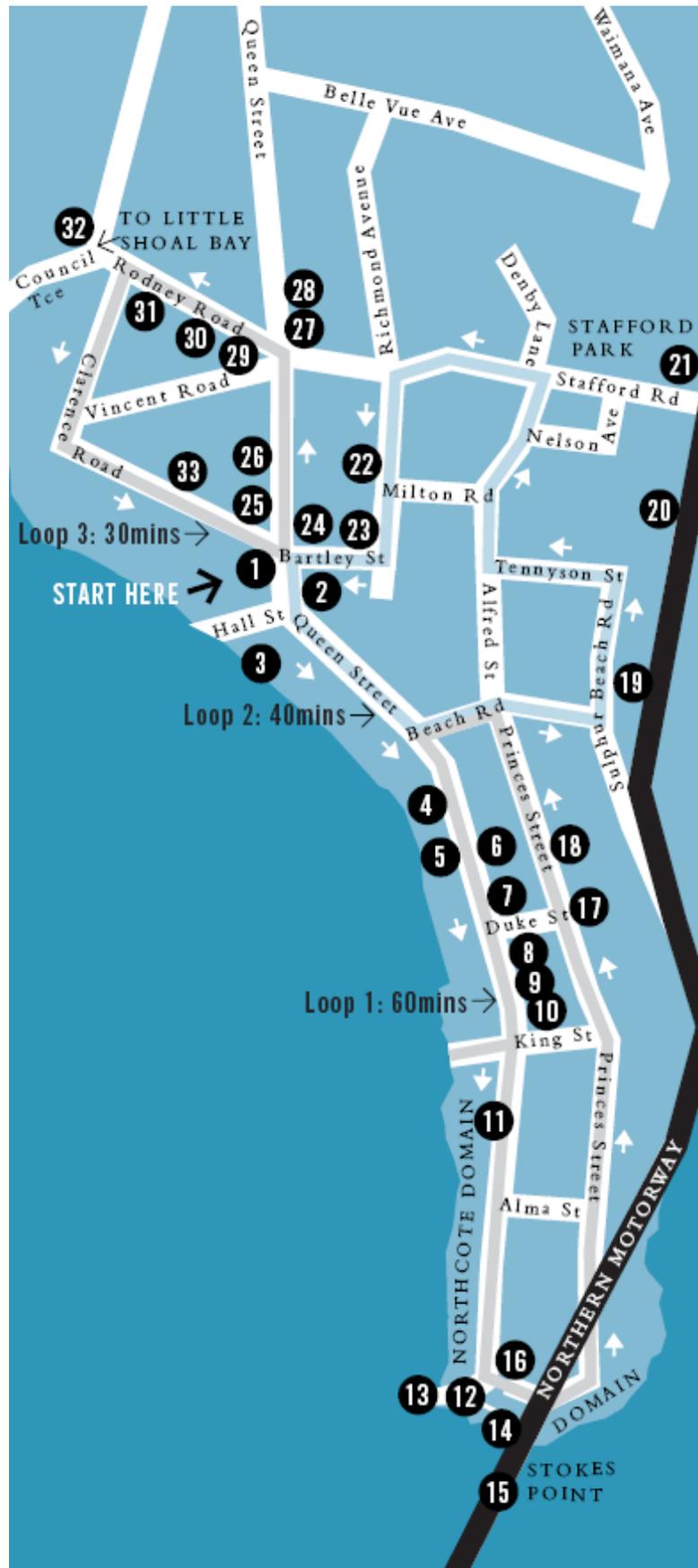
Key

- Motorways
- Major arterial routes and key corridors
- Minor arterial routes
- Town centres
- Northern Busway stations
- Ferry terminals

Illustrating local walking networks on a citywide scale is difficult because the infrastructure and facilities provided are extensive. Although many local area maps are already available on the North Shore City Council website there is still a lot of work to do. Developing this mapping to provide people with good information about walking routes is a strategy identified later in the document (see section 8 – Issues and Solutions).

The map in Figure 7 provides an example of a local walking route in Northcote Point.

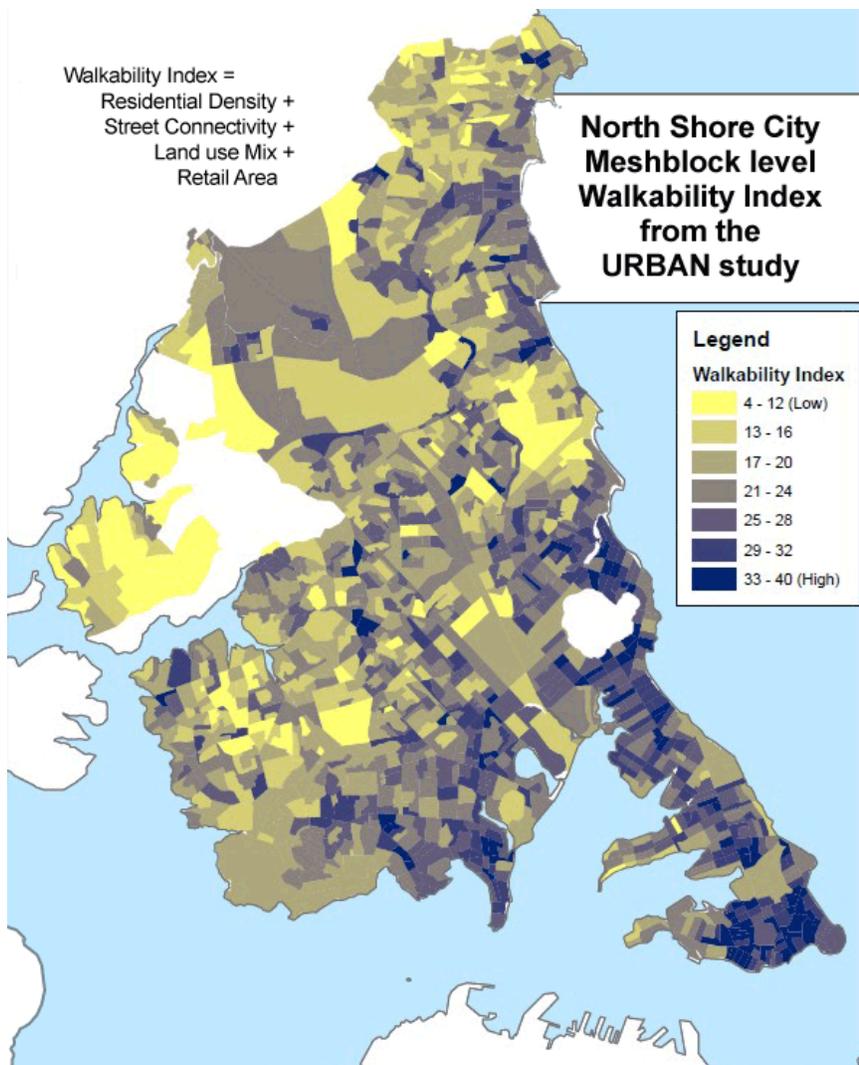
Figure 7: Northcote Point Walk



7.3 How walkable is North Shore City

A walkability index has been calculated for North Shore City as part of the URBAN (Understanding the Relationship between Physical Activity and Neighbourhoods) Study, 2008. This index is based on data related to residential density (census data), street connectivity (based on intersection density from road centreline database), land use mix (zoning data), as well as retail area (commercial building area to land area ratio). The study investigated how neighbourhood differences in the walkability of the built environment are linked to differences in physical activity patterns and body size of residents. Figure 8 illustrates the walkability of North Shore City. This figure shows higher walkability in Devonport, Takapuna and Milford and pockets around Northcote. Many of the newer areas of the city are based on a cul-de-sac urban design as shown in section 8.4.1, which is a barrier to street connectivity. More information on the URBAN Study, 2008 can be found in Appendix B.

Figure 8: North Shore City Walkability Index



The URBAN Study drew on evidence that attributes at the infrastructure level (such as street connectivity, access to destinations, dwelling density, and the ratio of residential to commercial and industrial space in a neighbourhood) contribute to walkability. In addition many features at the street level such as footpath quality, lighting, access to nature, the maintenance of verges and gardens and the legibility of neighbourhood streets have been associated with residents walking behaviour.

The walkability map was developed by Suzanne Mavoia at the Centre for Social and Health Outcomes Research and Evaluation, Massey University as part of the Health Research Council funded URBAN Study.



8.0

Issues and Solutions

To be able to promote and provide appropriate facilities for walkers it is important to understand why people do not walk more and what challenges are faced in providing an attractive walking environment. What are the barriers and what can be done to fix them.



During phase one of consultation on the draft Strategy, information was gathered on why people said they did not walk. A literature review was also conducted and useful information collected from the 2009 North Shore City Council Study to understand the cycling and walking motivations and barriers of North Shore City residents.

This section summarises the information into the following ten key issues:

- Pedestrian safety
- Personal safety
- Planning and policy
- Built environment
- Walking infrastructure and facilities
- Information and communication
- Funding
- Co-ordination and integration
- Influencing travel choices
- Advocacy and partnerships

In addition, this section describes the strategies and actions that will be implemented to help achieve the vision of people choosing to walk more for transport, recreation and physical activity and where walking is accessible, safe, pleasant and convenient. The issues identified in this section will be addressed through these strategies and actions.

A composite strategy and action table can be found in Appendix F.

For many people a range of things can act as physical or psychological barriers to walking. The removal of these barriers is an important step towards improving the walking environment.



8.1 Pedestrian Safety

8.1.1 Description of the issue

Pedestrian safety has been identified as a significant road safety issue in the North Shore City Road Safety Strategy, 2006. This is because whilst pedestrian injuries represent only nine percent of all injuries they make up 20 percent of all fatal and serious injuries. Table 3 shows pedestrian injuries in North Shore City.

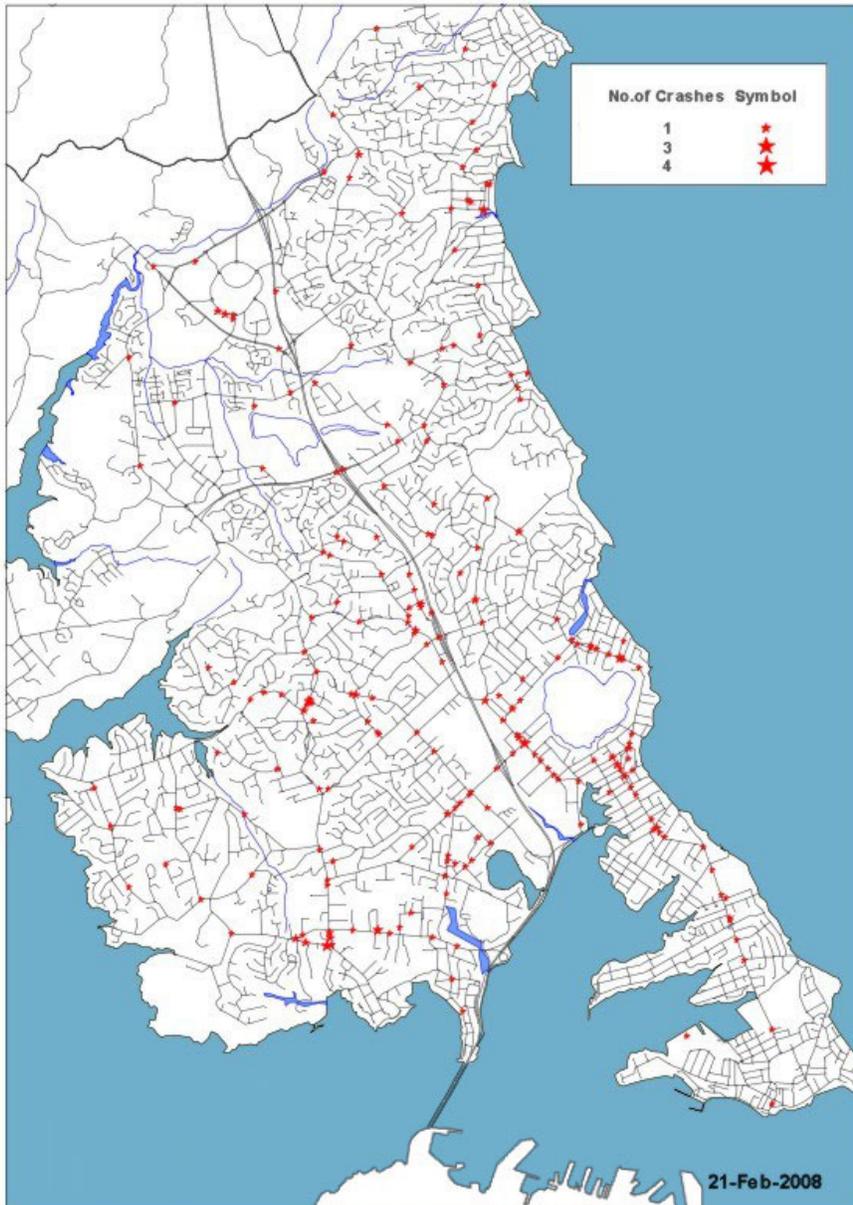
Table 3: Pedestrian Injuries on the North Shore

Pedestrian Injuries	2003	2004	2005	2006	2007
Fatal	0	0	1	1	1
Serious	13	16	10	8	11
Minor	27	37	35	24	27
Total	40	54	46	33	39

Looking at these figures in more detail, almost 44% of injuries in pedestrian crashes on the Shore involve young people up to the age of 19 years – making them the most at-risk group across the city. This may be because they walk more than other age groups. For example, young children have difficulty judging the speed and distance of approaching vehicles. Children are also easily distracted and unable to focus on multiple events. Road designers, and motorists, need to understand that children do not think like ‘mini adults’ when they are walking and playing near the road, and the road environment needs to be made as safe as possible to mitigate against their unpredictable actions. (Source: Land Transport NZ, 2007, Briefing notes, Road Safety North Shore City)

Figure 9 illustrates where the pedestrian crashes have occurred across the city between 2003 and 2008. The majority of these crashes happen on arterial roads away from intersections.

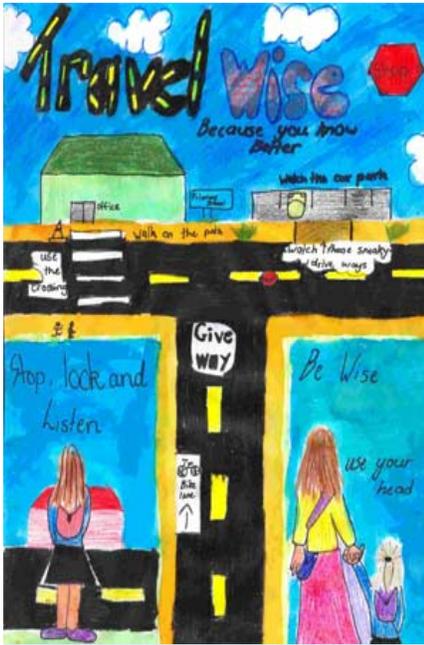
Figure 9: Reported Pedestrian Crashes, North Shore City, 2003 - 2008



Most (98%) of pedestrian crashes on North Shore City occur on urban roads. The majority of these happen away from intersections during the day. There is a crash bias toward the afternoon.

Research shows that reducing average speed by 1% will result in a decline in deaths of 4% and a decline in injuries of 2%. More specifically, a pedestrian hit by a vehicle travelling at 60 km/hr has only a 10% chance of surviving, compared with a 35% chance at 50 km/hr and a 95% chance at 30 km/hr.

Therefore, reducing vehicle speeds is one of the most effective ways of reducing road trauma. Roads need to be designed to make people drive slower. Programmes are also needed that will educate people in driving at speeds appropriate to the conditions and traffic regulations need to be enforced.



Because of School Travel Plans, fewer cars are on the roads and the number of morning trips to school on the North Shore has fallen by more than 1,570 per day.

North Shore City Council, in conjunction with other organisations and groups, is involved in many activities that are aimed at improving pedestrian safety. These activities include:

- Implementing traffic calming schemes which consist of a range of engineering measures (e.g. speed humps, platforms, chicanes, road narrowing and/or partial or full road closures) that are designed to slow vehicles down on local streets
- Using other engineering measures e.g. the use of road markings to narrow the road to lower speeds where appropriate
- Providing walking facilities e.g. pedestrian crossings and midway refuges to assist pedestrians cross the road safely
- Introducing 40km school speed zones during peak school travel times at selected schools. These zones legislate for reduced speeds either side of a school's boundary. The normal speed limit applies outside the posted times. School speed zones aim to provide a safer road environment outside schools, to reinforce driver expectation of the likely presence of children, and to encourage safe and active travel to school
- Undertaking School Travel Plans, which are a set of practical actions aimed at improving road safety and reducing car trips to school. Actions in a School Travel Plan can include setting up Walking School Buses, road safety engineering improvements for students who walk and cycle to school, promotions that raise awareness of the benefits of active and sustainable travel to school, putting in safe pedestrian crossing facilities and cycle ways as well as traffic-calming measures. [More information on School Travel Plans can be found in section 8.9](#)
- Providing injury prevention programmes e.g. falls prevention promotion programmes that stress the importance of exercise and staying active to prevent falls. According to the Pedestrian Planning and Design Guide, 2007 approximately 400 people are admitted to hospital in New Zealand each year because of falls in the road environment. They tend to be elderly and more likely to be seriously injured when they fall. Therefore, it is important that adequate attention is given to providing facilities that are slip, trip and stumble safe

8.1.2 Strategy and actions to address the issue

Table 4 shows the strategies and actions to be implemented to deal with issues relating to pedestrian safety. The table also shows the lead division to implement the action and the current status of the action.

Table 4: Pedestrian Safety strategies and actions

Strategy	Actions	Lead	Status
Improve the walking environment to make walking a safe experience.	Review the pedestrian network in accordance with the Pedestrian Planning and Design Guide for local implementation.	IS	E
	Implement auditing methods, e.g., non-motorised safety user audit.	IS, P	E
	Adopt the “Living Streets” approach of making streets liveable and safe.	ALL	E
	Utilise planning and operational processes and programmes, e.g., Neighbourhood Accessibility Plans, Pedestrian Access & Mobility Plans, School Travel Plans, and Workplace Travel Plans, to improve the walking environment.	IS	E /N
	Investigate opportunities to reduce speeds and introduce traffic calming measures where necessary.	IS	E
	Introduce further 40km school speed zones where appropriate.	IS	C
	Undertake programmes to educate people in driving at appropriate speeds.	IS	C
	Provide injury prevention programmes.	IS, CS	C
	Advocate for speed limit enforcement.	IS	C
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

8.2 Personal Safety

8.2.1 Description of the issue

The 2008 Quality of Life Survey National Report reveals that the majority of New Zealand residents feel safe (fairly or very safe) in their homes (97% during the day and 94% after dark); walking alone in their neighbourhoods after dark (62%) and in their city centre during the day (93%). A recent North Shore City Council survey found a similar result with over 90 percent of residents feeling safe in their neighbourhoods after dark. In addition, North Shore City has the status of having the lowest crime rate of any New Zealand city and received accreditation as a World Health Organisation (WHO) Safe City in 2007.

Despite these positive points, the real or perceived risk to personal safety is an important consideration for many in their decision to walk in North Shore City. A common concern is that people can feel unsafe when walking alone. Perceived personal safety varies for different groups of people. Perceptions of safety are influenced by a person’s mobility, age, sex, experience and background and the time of day.

Well maintained and well lit streets are needed to help pedestrians feel secure. Encouraging mixed use in town centres and using Crime Prevention through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is a partnership between the New Zealand Police and Ministry of Justice. Personal safety issues for pedestrians are identified and addressed in broader strategies to reduce crime in communities.

CPTED is a crime prevention philosophy based on proper design and effective use of the built environment to reduce the incidence and fear of crime. CPTED reduces criminal opportunity and fosters positive social interaction with an emphasis on prevention rather than apprehension.

principles also help to ensure that people feel secure in pedestrian areas.

The Pedestrian Planning and Design Guide, 2007 lists a number of actions and programmes that can best address personal security issues. These include pedestrian audits, school travel plans and walking school buses, lighting, and designing building frontages that overlook public spaces. Many of these points are discussed further in the subsections below.

8.2.2 Strategy and actions to address the issue

Table 5 below shows the strategies and actions to be implemented to deal with issues relating to personal safety. The table also shows the lead division to implement the action and the current status of the action.

Table 5: Personal Safety strategies and actions

Strategy	Actions	Lead	Status
Improve the walking environment to make people feel safe when walking.	Implement auditing methods, e.g., non-motorised safety user audit.	IS, P	E
	Adopt the "Living Streets" approach of making streets liveable and safe.	ALL	E
	Utilise planning and operational processes and programmes, e.g., Neighbourhood Accessibility Plans, Pedestrian Access & Mobility Plans, School Travel Plans, and Workplace Travel Plans, to improve the walking environment.	IS	E
	Adopt and apply 'Crime Prevention through Environmental Design' and 'barrier-free' principles to walking projects to increase the perceptions of safety while walking.	ALL	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

8.3 Policy and planning

8.3.1 Description of the issue

Providing a walkable city requires the development and implementation of appropriate policies, guidelines, rules and codes as well as suitable transport and land-use planning.

There are a range of council policies and codes of practice that offer guidance on providing for the needs of pedestrians. These documents need to be reviewed, implemented and enforced to ensure best practise is followed and that the outcomes of the Walking Strategy are achieved. Key documents such as the Footpath Policy and Corridors Strategy also need to be finalised and implemented to make sure the needs of pedestrians are adequately considered.

Suitable transport and land-use planning is also required. Land-use planning is particularly important. In fact modeling recently undertaken by the Auckland Regional Council has reinforced that intensification and mixed-use development may be one of the most effective ways of enabling an increase in active mode share. Without appropriate land-use, all other measures will have a reduced impact. Land-use planning is required to manage the growth of the city in a way that makes the city more rather than less walkable.

This can be achieved through the implementation of a 'compact city' approach to growth. Compact cities are characterised by town centres that are well connected to surrounding residential areas and employment locations within a contained urban area.

Appropriate transport planning that gives suitable priority to pedestrians is also important. Over time the quality of the pedestrian environment has been eroded, with roads used more intensively and often widened at the expense of pedestrian space. Traffic priority measures have dominated, even in areas used mainly by pedestrians. To achieve a more balanced approach to the provision of facilities for a range of users, often with conflicting requirements, councils internationally are using a 'road-user' hierarchy. This hierarchy, illustrated in Figure 10, can be used on a case by case basis by local authorities to guide decisions about competing infrastructure provision.

Figure 10: Road User Hierarchy



(Source: Pedestrian Planning and Design Guide, 2007)



A transport related goal in the Auckland Sustainability Framework is to create high quality and compact urban environments.

8.3.2 Strategy and actions to address the issue

Table 6 below shows the strategies and actions to be implemented to deal with issues relating to policy and planning. The table also shows the lead division to implement the action and the current status of the action.

Table 6: Policy and Planning strategies and actions

Strategy	Actions	Lead	Status
Ensure transport and land-use planning gives sufficient priority to pedestrians.	Use the road user hierarchy on a case by case basis to guide decisions.	IS	N
	Apply the 'compact city' approach to transport and land use development.	S&P, IS	C
Implement policies to make sure the needs of walkers are considered.	Conduct a review, finalise and enforce the footpath policy.	IS	E
	Review corridor strategy and corridor management plans to ensure the needs of different types of walkers are included.	S&P, IS	E
Ensure rules, standards and codes of practice meet and are applied to the objectives of the Walking Strategy.	Advocate for pedestrian priority and high levels of walking accessibility in land developments by reviewing and commenting on plan changes / district plan review.	ES, IS, S&P	E
	Advocate for pedestrian priority and high levels of walking accessibility in land developments by reviewing and commenting on significant development proposals / consent applications prior to formal submission through the adoption of a pre-application process or meeting.	ES, IS, S&P	E
	Conduct a review of council bylaws for activities on footpaths, e.g., tables, chairs, sandwich boards and other obstructions.	IS, ES	E
	Distinguish rules between construction, maintenance, and usage.	IS	E
Apply the principles of the Building Code to provide for the needs of walkers.	Through Building Code requirements ensure appropriate building design and end-use facilities (such as lockers and showers) are provided at key destinations (such as schools, recreation centres and workplaces).	IS, ES, S&P	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

8.4 Built Environment

8.4.1 Description of the issue

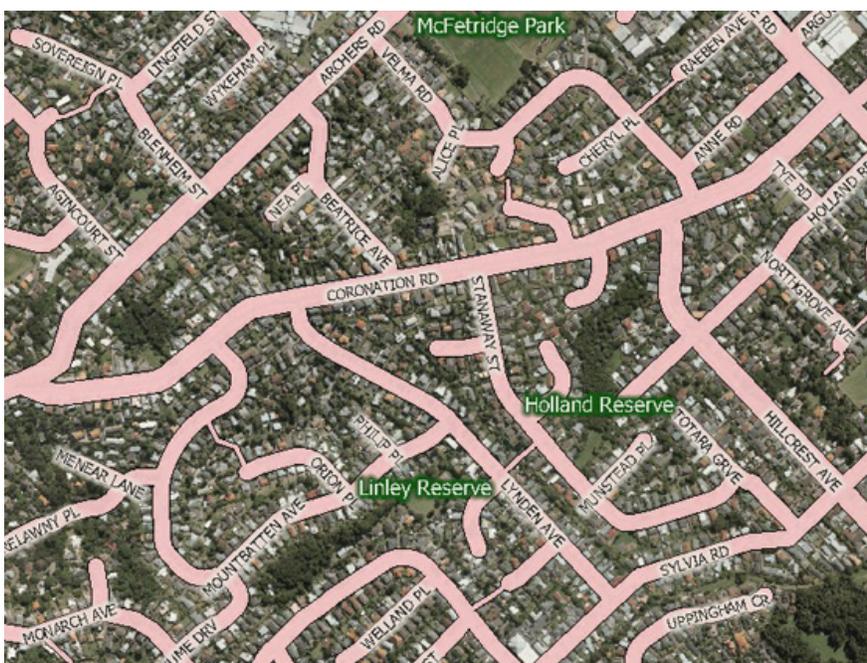
The built environment and urban form relates to how settlements are designed and structured. The built environment affects the need to travel and the attractiveness of walking. People are more likely to choose to walk if the environment is convenient, safe and pleasant, with direct routes that minimise travel time.

The primary characteristics of walkable communities are those that are connected, legible, comfortable, convenient, pleasant, safe, secure, universal and accessible.

Good urban design principles need to be considered when planning for new developments or other changes. For example, respect for the pedestrian, making sense of the environment, character and identity, variety and choice, access and connections, as well as safety. These principles will improve the walkability of the built environment.

An Active Friendly Environment (AFE) study undertaken by Auckland University of Technology (AUT) in 2007, looked at how the environment and urban design acted as barriers or motivators for getting people more regularly active. The study used North Shore City as the context. One of the key recommendations from the AFE Study was that high street connectivity needs to be considered as a positive design feature in future neighbourhood developments to promote physical activity. An example of low street connectivity and cul-de-sac design is illustrated in Figure 11 below. [More information on the AFE research can be found in Appendix B.](#)

Figure 11: Cul-de-sac design in Glenfield, North Shore City



Barriers to pedestrian movement for some people may include:

Increased distances imposed by road layouts, barriers, and footbridges

Lack of continuity of routes or connection between streets or suburbs or reserves

Footpaths and pedestrian areas – absence of, lack of width, poor surfacing, obstructions and footpaths blocked by road works, construction activity, and parked cars

Lack of footpath or walkway maintenance

Roads – where there is a lack of pedestrian crossing or the available pedestrian crossing is inadequate it can impact on pedestrian injury rates

Poor quality lighting

Lack of shade, rest areas and seating

There are an abundance of cul-de-sac dominated subdivisions with low street connectivity across North Shore City. These cul-de-sacs, particularly those that do not have walkway connections or adequate signage, are a barrier to walking and mean that people are a lot further between their home and where they want to go. As a result, they are more likely to take their car than walk or cycle.

There are various mechanisms the North Shore City District Plan can use to promote walkable environments and centres. Appendix D contains a list of useful points to be considered in the next review of the District Plan. These points are relevant to issues relating to the built environment as well as many of the other issues described in this section.

8.4.2 Strategies and actions to address the issue

Table 7 shows the strategies and actions to be implemented to deal with issues relating to the built environment. The table also shows the lead division to implement the action and the current status of the action.

Table 7: Built Environment strategies and actions

Strategy	Actions	Lead	Status
Ensure new developments are planned and implemented with walking as a core design feature, and in particular promoting mixed uses that help to bring home, activities, and public transport closer together.	Work with developers to raise the profile of the needs of walkers in new developments.	S&P, ES, IS	E
	Ensure centre and structure planning includes key urban design principles of activity mix and accessibility.	S&P	E
	Develop systems within consenting processes to assess projects in relation to the needs of walkers.	ES	E
	Ensure town centre planning processes identify and prioritise the needs of walkers	S&P	E
	Establish an urban design panel to ensure key urban design input is built into all private and council initiated development projects.	S&P	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

8.5 Walking Infrastructure and Facilities

8.5.1 Description of the issue

Providing new facilities and maintaining existing facilities is an important part of a walking friendly environment. This is the case for both on-street and off-street facilities.

Understanding who walking infrastructure and facilities are provided for is an important step in providing appropriate facilities. The Pedestrian Planning and Design Guide, 2007 notes that a 'pedestrian' is a person on foot, or in or on a device equipped with wheels or revolving runners that is not a vehicle. This can include an able pedestrian, a person pushing a pram, a person on a skateboard, a person in a wheelchair as well as other users. It is recommended that the walking environment should be designed for pedestrians with the lowest level of ability.

8.5.1.1 Providing facilities

The Pedestrian Planning and Design Guide, 2007 which promotes a 'world's best practice' approach notes that when designing for pedestrians, quite often the 'devil is in the detail'. Higher standards of footpath design are advised in this Guide primarily because falls on footpaths are a serious problem and existing designs are difficult to negotiate by people with impairments.

This Guide states that the main obstacle to walking is difficulty crossing roads. This is confirmed in the 2009 North Shore City Council Study on Cycling and Walking Motivators and Barriers which showed that a significant percentage of respondents (73%) found too many traffic fumes/traffic noise and difficulty to cross roads/roads too busy as the main disadvantage to them of walking. Therefore, well designed crossing facilities that pay attention to physical features like kerb crossings, islands, kerb protrusions and platforms as well as intersection details to make crossing the road easier, can make a real difference to safety and convenience for walkers.

Providing good quality footpaths is also important. Footpaths need to be provided with path dimensions and geometry that provides access for all. Surface materials need to be chosen for safety, convenience and aesthetics and the design and location of street furniture needs to be well managed. Other crucial considerations include locating and designing driveways appropriately, managing conflict on shared paths by good design and operation, the provision of quality connections to public transport and the need for appropriate lighting

The provision of additional facilities such as appropriate lighting, signage, benches, toilets and water fountains should also be considered when designing the pedestrian network to address barriers experienced by potential walkers.

The Pedestrian Planning & Design Guide, 2007 (produced by New Zealand Transport Agency) promotes a consistent 'world's best practice' approach to planning, designing, operating and maintaining walking infrastructure and networks. It encourages walking as a viable mode of transport for short trips in and around our communities, and recognises the important role walking also plays in many car and public transport journeys.

In developing the North Shore City Walking Strategy, this Guide has been referred to extensively.



Results from the AFE, 2007 research found that the main perceived barriers to engaging in physical activity were:

Lack of public transport infrastructure, safe cycling options, poor design and quality of footpaths

A lack of information about types and locations of activities and accessibility to facilities

Obstructions on the footpath from advertising boards, refuse bins and parked vehicles are particularly problematic for the mobility and vision impaired. However, these obstructions are a hazard and deterrent for many other walkers too and need to be addressed.

Providing facilities for the vision impaired, mobility impaired, children and older people needs particular attention. The primary concerns of these groups are safe crossing points and access to public transport, schools, shopping centres and community facilities. Wherever practical, footpaths should be maintained at a level suitable for wheel chairs, mobility scooters and pushchairs. Guidelines for mobility impaired pedestrians need to be complied with wherever possible.

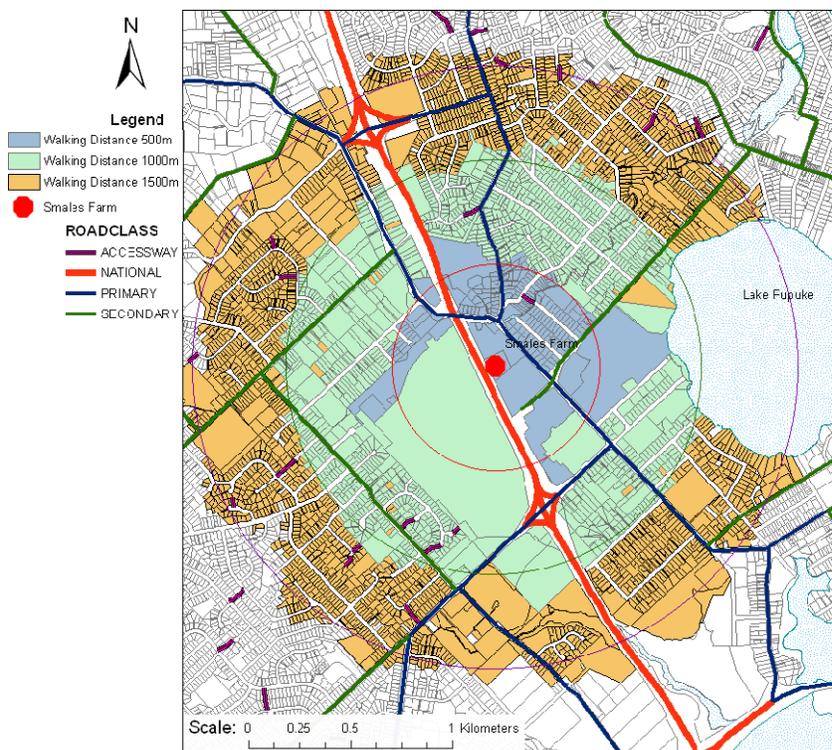
(Source: Pedestrian Planning and Design Guide, 2007).

8.5.1.2 Public transport interface

Although providing appropriate facilities across the city is important, particular attention is needed to the public transport interface. Good pedestrian access needs to be provided so that public transport can become a realistic alternative to car travel. As well as good quality pedestrian links, appropriate facilities need to be provided at bus stops.

An example of the planning needed to make sure there are adequate linkages to public transport can be found in Figure 12. The map shows a walking distance analysis undertaken for the Smales Farm Busway Station, as well as existing access linkages. This analysis makes it possible to identify access issues and where additional pedestrian linkages are needed to allow pedestrians to reach the Busway station.

Figure 12: Walking Distance and Linkage Map for Smales Farm Bus Station



8.5.1.3 Maintenance of facilities

Once facilities have been designed and provided they need to be adequately maintained. Without this, facilities that initially encouraged walking can become obstructions to pedestrian movement and a barrier to walking trips. An ongoing programme of planned preventive maintenance is required to address problems that arise in the short and long term.

(Source: Pedestrian Planning and Design Guide, 2007).

8.5.2 Strategies and actions to address the issue

Table 8 shows the strategies and actions to be implemented to deal with issues relating to the provision of walking infrastructure and facilities. The table also shows the lead division to implement the action and the current status of the action.

Table 8: Walking Infrastructure and Facilities strategies and actions

Strategy	Actions	Lead	Status
Develop walking routes within the city by creating new linkages and improving existing linkages between activities and destinations.	Implement an area-by-area planning approach over a 5 – 10 year plan.	ALL	E
	Undertake a gap-analysis and identify possible infrastructure improvements.	IS, P, CS	E
	Develop an improvement programme and identify integration opportunities (to include renewals, construction, education, and signage).	IS, ALL	E
	Develop and implement a prioritisation method (on facility / project level) including recognition of integration opportunities across departments.	IS, ALL	E
	Ensure coordination with public transport and give sufficient attention to the public transport interface.	IS	E
	Use design standards that meet Walking Strategy objectives and ensure they reflect recommendations in the Pedestrian Planning and Design Guide, and where relevant the 'Design of Streets' work.	IS, ES	E
	Educate, promote, and enforce rules around hazards and obstructions on footpaths.	IS, ES	E
Ensure regular renewals and maintenance projects are managed effectively and efficiently to reduce the impact on walkers.	Identify / create / utilise databases to improve management of renewals and maintenance projects.	IS, ALL	E
	Monitor and target maintenance of high usage walking areas.	IS, P	E
	Publicise Actionline's role in helping to address maintenance issues.	ALL	E
	Review and establish appropriate levels of service.	ALL	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

Table 8: Walking Infrastructure and Facilities strategies and actions (continued)

Strategy	Actions	Lead	Status
Develop and promote high quality recreational walking routes in the city	Develop and maintain a network of bush tracks.	P	E
	Improve access to and along the city's coastline and lake edge.	P	E
	Develop special interest walks and destination walks.	P	E
	Improve linkages in local neighbourhoods to facilitate recreational walking from home.	P	E
	Improve facilities in larger community recreation parks to allow for recreational walking.	P	E
	Ensure walks meet a wide range of abilities and fitness levels.	P	E
	Improve communication, signage, and promotion of recreational walking opportunities.	P	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

North Shore City has a proliferation of good quality on and off-street walking routes that need to be better communicated to residents. Signage that shows linkages through cul-de-sacs are especially important to communicate to residents.

8.6 Information and Communication

8.6.1 Description of the issue

Not knowing where walkways exist, where a walkway may be going, or how long it may take to get there, are further reasons why people choose to drive rather than walk. The Pedestrian Planning and Design Guide, 2007 refers to the need for pedestrian signage strategies that consider the location that signs will be provided, what the signs should look like to ensure consistency and what information should be provided on them. Consideration should be given to signs that are intuitive for users, can be seen over 360°, are vandal resistant and are easily lit.

Maps showing key destinations and landmarks provide valuable information. Walking network maps can be provided on the internet, on signage or in paper form.

Information needs to be communicated to residents telling them of the benefits of walking. Information on how far an average walking speed will take them is also important. Results of the 2009 North Shore City Council research on the motivators and barriers to walking and cycling showed that 59% of respondents thought a main barrier to walking was that it took too long. What many people do not know is that the average walking speed for adults is one kilometre in 12 minutes and that many destinations they travel to by car could be comfortably walked in this time. This information may be included in the mapping referred to above or be part of a travel behaviour change programme (*see section 8.9*). *An example of the information that can be communicated to residents who live close to a bus station can be found in 8.5.2.*

In addition to sharing information, baseline and ongoing information needs to be collected. This data will assist in measuring current walking levels and the prediction of future demand. This will help in prioritising projects and allow measurement of achievement against targets.

8.6.2 Strategies and actions to address the issue

Table 9 shows the strategies and actions to be implemented to deal with issues related to information and communication. The table also shows the lead division to implement the action and the current status of the action.

Table 9: Information and Communication strategies and actions

Strategy	Actions	Lead	Status
Provide people with good information about walking and walking routes.	Identify key target audiences and use appropriate communication tools to provide information and promote walking.	IS, P	E
	Investigate information requirements for encouraging increased usage of walkways including walking network maps, internet and signage.	IS, P, IT	N
	Work with and support key partners and stakeholders, both internal and external, to provide information about the benefits of walking.	IS, P, CS	C
	Promote the wider benefits of walking from a health and well being, family and community cohesion and sustainable environment perspective.	ALL	E
	Create Walking Network Maps to illustrate walking linkages across the city.	IS, P	ALL
Collect baseline and ongoing walking data.	Through surveys collect information on current walking levels by user group.	ALL	E
	Predict future demand for walking by user group.	ALL	E
Investigate new walking initiatives	Investigate options for 'theme' walks, e.g., Heritage, Geographical, Native Flora/Fauna, Technological (Geo-cache) and provide appropriate information.	ALL	N
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks, IT = Information Technology	
	Status	N = New, C = Current, E = Expanded	

The Active Friendly Environments Study, 2007, found that people who are aware of parks, beaches for walking and walking tracks are more likely to be sufficiently active.

8.7 Funding

8.7.1 Description of the issue

Planning and implementing projects that require publicity, infrastructure, improvements to safety or amenity, and better connectivity or access, all require funding. Traditionally, priority has been given to the provision of facilities for motorists above pedestrians. This means that the existing network may need to be retrofitted which can be expensive. The inability to access the required levels of funding internal to Council as well as through subsidy funding is a significant barrier to providing a suitable walking environment.

A subsidy is available from the New Zealand Transport Authority (NZTA) for improvements to pedestrian facilities. The process to access this subsidy is set out in NZTA's Programme and Funding Manual. A table summarising what funding is available for walking from the NZTA can be found in Appendix E. A concern of many local authorities is that subsidy funding is not available from NZTA for maintaining walking facilities.

There are also funding streams available through other government departments where it can be shown in applications that the project fits with relevant and appropriate goals and objectives. Developer contributions are another source of funding for the provision of additional or improved pedestrian facilities.

8.7.2 Strategies and actions to address the issue

Table 10 shows the strategies and actions to be implemented to deal with issues relating to funding. The table also shows the lead division to implement the action and the current status of the action.

Table 10: Funding strategies and actions

Strategy	Actions	Lead	Status
Investigate and secure funding for implementation of the Walking Strategy.	Advocate to central and regional government for adequate funding to be allocated to implement walking strategies and related projects.	IS	E
	Advocate to central and regional government to simplify funding processes.	IS	E
	Identify and allocate adequate funding in annual plans and LTCCP processes, to enable relevant walking projects and improvements signalled in this strategy to be progressed.	ALL	E
	Explore funding streams from government departments other than NZTA.	ALL	N
	Assess levels of funding to maintain appropriate levels of service for renewal and maintenance projects.	ALL	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	

Traditional economic evaluation methods tend to undervalue the wider public health benefits provided by active transport modes, including walking. A recent NZTA Research Report (359) notes that health benefits for existing pedestrians are not considered in the New Zealand Transport Agency Economic Evaluation Manual (EEM) and recommends that the benefits be counted for exiting walkers using the 'rule of half'. This means that per kilometre benefits would be applied in full to all new walkers and half the benefits would be applied to existing walkers.

8.8 Coordination and Integration

8.8.1 Description of the issue

Walking needs to be successfully integrated into existing Council planning processes and structures in order for the Walking Strategy to be implemented effectively. An integrated cross-departmental planning process that allows for more focused and coordinated implementation of walking projects is needed. In addition, the various divisions of council need to be adequately resourced with regards to planning for, encouraging, supporting and enabling pedestrian activity.

To assist with coordinated and integrated planning for pedestrians it is proposed that the following resources are used:

- Walking Coordinator
- Walking Champions
- Pedestrian Advisory Groups
- Software

Further information on each of these resources follows:

8.8.1.1 Walking Coordinator

The efforts of the various divisions within council need to be adequately coordinated. In response to this, and as a reflection of Council's commitment to improving the walking environment in the City, a Sustainable Transport Coordinator (walking and cycling) has been appointed by North Shore City Council. This role may incorporate some of the tasks of a Walking Coordinator until a dedicated position is established. The Sustainable Transport Coordinator role will support the Walking Coordinator, but in a limited capacity due to other commitments.

A Walking Coordinator, proposed to be based either within Transport services or Community Services, would be a focal point for all enquiries relating to walking from colleagues and the general public and could be tasked with:

- Representing pedestrian needs and views
- Conducting research on motivators, barriers and perceptions
- Raising awareness of walking as a means of travel as well as for recreation
- Identifying and promoting best practice
- Seeking improved conditions for pedestrians
- Lobbying for suitable infrastructure standards
- Acting as a coordinator and information disseminator
- Connecting, facilitating and engaging different agencies and skills, e.g., roading, parks, health and planning
- Ensuring that personnel across departments have the necessary skills to plan and design for pedestrian needs

In order for the Walking Strategy to be implemented effectively, walking will need to be successfully integrated into existing Council planning processes and structures.



8.8.1.2 Walking Champions

To keep walking on the political and project agendas, North Shore City Council will identify Walking Champions who can represent the various divisions of council, including the political arm. These Walking Champions will complement the role of the Walking Coordinator who has more of an operational focus. Two City Councillors were appointed as Walking Champions in December 2008.

8.8.1.3 Pedestrians Advisory Group

If required, Council will facilitate the establishment of an independently operated Pedestrian Advisory Group (PAG). This Group will provide opportunity for coordination, networking and information sharing between walking stakeholders, and support collaborative projects, events and campaigns. The PAG will be consulted on projects or programmes that could affect pedestrian movement and will convene a walking forum to provide an opportunity for discussion, networking, and sharing of information regarding issues that affect pedestrians. This Group could be an existing group such as the North Shore Walking Group set up by Living Streets.

8.8.1.4 Software

The use of software to complement the planning process will assist with the successful implementation of the Walking Strategy. Potential software already exists within Council such as the Project Information System (PIS) database and the GIS E-view database. This software has the potential to provide the first point of registration of new projects that impact on walking. Flagging projects that have an impact on delivery of the Walking Strategy allows for other departments, as well as the Walking Co-ordinator, to identify overlaps and potential points of integration. The databases used with the software will need to be consistently updated in order for their efficacy to be maximised.

8.8.2 Strategies and actions to address the issue

Table 11 shows the strategies and actions to be implemented to deal with issues relating to coordination and management. The table also shows the lead division to implement the action and the current status of the action.

Table 11: Coordination and Management strategies and actions

Strategy	Actions	Lead	Status
Appoint a Walking Coordinator based within council.	Establish a walking coordinator position within council, which will encourage, support and enable pedestrian activity, provide coordination, oversee the promotion, implementation, and monitoring of the Walking Strategy.	IS, CS	N
Identify Walking Champion/s based within council.	Establish walking champion/s across all divisions of council, to encourage, support and enable pedestrian activity, and promote the Walking Strategy.	ALL	N
Establish and maintain a Pedestrian Advisory Group and forum to provide expert guidance on walking issues across the city.	Convene and consult with a Pedestrian Advisory Group made up of a wide cross-section of people with an interest or expertise in walking.	ALL	N
	Facilitate the establishment of a Walking Forum to provide opportunity for coordination, networking and information sharing between walking stakeholders, and to support collaborative projects, events and campaigns.	ALL	N
Ensure projects that affect walking facilities are positively integrated across council.	Develop a system for alerting key departments to projects that include walking facilities to ensure priorities, multiple outcomes, and efficiencies are considered.	ALL	E
	Ensure active interdepartmental planning occurs with respect to the provision of walking facilities, especially when preparing the LTCCP.	ALL	N
	Ensure better integration between departments for consent processing to provide for walkers.	ALL	E
Use software to assist with better integration of planning for pedestrians.	Assess the potential of current software within Council.	ALL	N
	Explore other systems that may be available.	IT	N
	Ensure staff are aware of the importance of maintaining the software and are trained in its use.	ALL	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks, IT = Information Technology	
	Status	N = New, C = Current, E = Expanded	

8.9 Influencing Travel Choices

8.9.1 Description of the issue

Providing infrastructure for pedestrians will not be enough to achieve long term sustainable modal shift out of the private motor vehicle. The 'If we will build it, they will come' philosophy falls short of addressing the barriers and benefits that will encourage more people to walk more often. Therefore, to be in a position to influence

NAPs aim to make walking and cycling around local areas safer and more pleasant, and to ensure that local centres are well linked to the communities they serve and provide good passenger transport links to other centres. Achieving this involves integrating urban planning, transport planning and road safety initiatives into a single, effective project.

travel choice it needs to be understood why at a personal level people do not walk more.

Results of the North Shore City Council research on the motivators and barriers to walking and cycling undertaken in 2009 showed that the biggest (79%) disadvantage to walking noted by respondents was related to the weather. For this group the weather was either too hot, too wet or too cold. The research concluded that the main barriers to walking are to do with personal issues such as laziness, a lack of time or because of a particular life-stage. This research also found that habit was an important consideration. Many of the respondents did not walk as a means of transportation (even short distances) simply because they do not think about doing so. In fact most could think of at least one occasion in the previous week where they could have walked instead of driven but had not.

Targeted, researched, and best practice evidence-based behaviour change programmes need to be developed, implemented and evaluated to increase walking. The 2009 research mentioned above is an important part of this process. These and other research results will guide the development of appropriate programmes and the use of relevant tools. Examples of tools that can be used as part of behavior change programmes include:

- Pedestrian Access and Mobility Plans
- Community Walking Plans
- Neighbourhood Accessibility Plans
- Travel Plans

Each of these is described below:

8.9.1.1 Pedestrian Access and Mobility Plans (PAMPs)

PAMPs are specific to small areas, setting out details relating to particular issues and difficulties, and remedial actions in those areas (e.g., pedestrians in a small rural settlement will potentially have different trip characteristics from those in a larger city, and the environment may differ). PAMPs may be part of a broader neighbourhood planning process.

8.9.1.2 Neighbourhood Accessibility Plans (NAPs)

NAPs focus on providing access and safety by walking and cycling to local destinations, bus stops, rail stations and external links. NAPs have many features in common with PAMPs. The process involves consulting with the community to find out what the main issues are for pedestrians and cyclists. The council, in partnership with the community and community groups, then specifies a list of actions that need to be undertaken. These actions can include engineering, education, encouragement, enforcement, environmental and policy initiatives.

8.9.1.3 Workplace Travel Plans (WTPs)

WTPs are an integrated package of measures specific to an existing or proposed development, site or organisation, which aims to promote alternative travel choices to, and reduce reliance on, single-occupancy private car use. This planning should consider transport options and information for all trips to and from the site, whether by staff, customers or other visitors.

8.9.1.4 School Travel Plans

School Travel Plans were initially conceived to encourage more walking and cycling to school, less car travel and a reduction in congestion near the school gate. Safety engineering is involved in addressing dangers that are an obstacle to more walking and cycling.

(Source: Pedestrian Planning and Design Guide, 2007)

8.9.2 Strategies and actions to address this issue

Table 12 shows the strategies and actions to be implemented to deal with issues relating to influencing travel choices. The table also shows the lead division to implement the action and the current status of the action.

Table 12: Influencing Travel Choice strategies and actions

Strategy	Actions	Lead	Status
Develop and deliver a travel behaviour change programme.	Develop a Travel Behaviour Change Programme to increase the number of people walking using best practice communication, community engagement, and community based social marketing tools.	IS	E
	Support and improve existing programmes to promote sustainable transport choices e.g. School Travel Plans, Walking School Buses, Workplace Travel Plans and the Road Safety Programme.	IS	C
	Investigate and where appropriate develop new initiatives to increase walking, e.g. neighbourhood accessibility planning, personalised journey planning.	IS	N
	Support existing road safety education programmes for all road users that increase the safety of pedestrians, and that are integrated and support enforcement, engineering and external agencies programmes.	IS	E
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	



Community based social marketing is a growing field of expertise that is increasingly being used to facilitate behaviour change. It is an integrated approach and promotes the use of communication, education, and marketing to motivate people to undertake certain behaviour.

North Shore City Council's Travel Behaviour Change Team uses community based social marketing principles to guide the development of programmes.



Living Streets Aotearoa

Living Streets Aotearoa is the pedestrian and walking advocacy organisation for New Zealand. Living Streets works to develop walking-friendly communities throughout New Zealand, and to promote the social, environmental, health and economic benefits of walking as a means of transport and recreation.

Living Streets Aotearoa's vision is "more people choosing to walk more often".

Living Streets has set up a Walkers User Group for the North Shore.

8.10 Partnerships and Advocacy

8.10.1 Description of the issue

To reclaim the streets to provide for the needs of walkers, key people are needed to advocate for the recognition of the importance of walking as a transport mode, for recreation, and a means of physical activity. Pedestrian advocates are vital to act as reminders of the need to plan and build for the needs of walkers. Elected members, engineers and planners all have a significant role in advocacy, and any walking scheme or project must have their support to be effective.

Partnerships already exist with many key stakeholders but relationships need to be maintained and strengthened for maximum effect. Examples of stakeholders include the business community, passenger transport operators, sports trusts, district health boards, individuals and the wider community.

8.10.2 Strategies and actions to address the issue

Table 13 shows the strategies and actions to be implemented to deal with issues relating to partnerships and advocacy. The table also shows the lead division to implement the action and the current status of the action.

Table 13: Partnerships and Advocacy strategies and actions

Strategy	Actions	Lead	Status
Use networks (internal & external) to advocate for the needs of walkers.	Maintain and establish networks within, and external to, council to actively engage with advocating for the needs of walkers.	ALL	E
Advocate for the needs of walkers through key decision makers	Educate councillors, engineers, planners and designers about the inclusion of pedestrians' needs and how to provide for them.	ALL	E
Use a collaborative approach and active partnering with key stakeholder groups to progress the walking strategy objectives	Strengthen existing and new partnerships and relationships between local iwi, enforcement, regulatory, advisory and community organisations, private sector, trusts and special needs groups to promote and discuss walking projects and issues, and to share experiences and learn from others.	ALL	E
	Maintain active involvement in the Auckland Regional Walking & Cycling Group and local inter-agency groups that focus on walking.	ALL	N
Key	Lead	IS= Infrastructure Services, CS = Community Services, S&P = Strategy and Policy, ES = Environmental Services, P = Parks	
	Status	N = New, C = Current, E = Expanded	



9.0

Linking Expected Outcomes to Strategies

The high level expected outcomes have been linked to the list of strategies that will be implemented to work towards achieving these outcomes. Achieving the expected outcomes will contribute to the overall vision of people choosing to walk more.

Table 14 illustrates the strength of the relationship (i.e., three ticks indicates a stronger link than one tick) and that many strategies can contribute to one outcome.

Table 14: Matrix Linking Expected Outcomes to Strategies

STRATEGIES	EXPECTED OUTCOMES						
	Every day activity	Pleasant and hassle free experience	Well connected and integrated	Needs provided for	People choose to walk	Walking is a safe experience	Provision of infrastructure is efficient and effective
PEDESTRIAN SAFETY							
Improve the walking environment to make walking a safe experience	✓✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓✓	✓✓
PERSONAL SAFETY							
Improve walking environment to make people feel safe when walking	✓✓✓	✓✓✓	✓	✓✓✓	✓✓✓	✓✓✓	✓✓
PLANNING AND POLICY							
Ensure transport and land-use planning gives sufficient priority to pedestrians	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓	✓
Use policies to make sure the needs of walkers are considered	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓✓	✓
Ensure rules, standards, codes meet and are applied to the objectives of the Walking Strategy	✓✓	✓✓	✓✓	✓✓	✓✓✓	✓✓	✓
Apply the principles of the Building Code to provide for the needs of walkers	✓	✓✓	✓✓	✓✓	✓✓	✓	✓✓
BUILT ENVIRONMENT							
Ensure new developments are planned and implemented with walking as a core design feature, and in particular promoting mixed uses that help bring home, activities and public transport closer together	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓
WALKING INFRASTRUCTURE AND FACILITIES							
Develop walking routes within the city by creating new linkages and improving existing linkages between activities and destinations	✓✓✓	✓✓	✓✓✓	✓✓	✓✓	✓	✓✓
Ensure regular renewal and maintenance projects are managed effectively & efficiently to reduce the impact on walkers	✓✓	✓✓✓	✓	✓✓	✓✓	✓	✓✓
Develop & promote high quality recreational walking routes in the city	✓✓	✓✓	✓	✓✓	✓✓	✓	✓
INFORMATION AND COMMUNICATION							
Provide people with good information about walking and walking routes	✓✓✓	✓	✓	✓✓	✓✓✓	✓	✓
Collect baseline and ongoing walking data	✓	✓	✓	✓✓	✓	✓	✓✓
Investigate new walking initiatives	✓✓	✓	✓	✓	✓✓	✓	✓

Table 14: Matrix Linking Expected Outcomes to Strategies (continued)

STRATEGIES	EXPECTED OUTCOMES						
	Every day activity	Pleasant and hassle free experience	Well connected and integrated	Needs provided for	People choose to walk	Walking is a safe experience	Provision of infrastructure is efficient and effective
FUNDING							
Investigate and secure funding for implementation of the Walking Strategy	✓	✓	✓	✓	✓	✓	✓✓
COORDINATION AND INTEGRATION							
Appoint a Walking Coordinator based within council	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓	✓✓
Identify Walking Champion/s based within council	✓	✓✓	✓✓	✓✓	✓	✓✓	✓✓
Establish and maintain a Pedestrian Advisory Group and forum to provide expert guidance on walking issues across the city	✓	✓	✓✓	✓✓	✓	✓✓	✓
Ensure projects that affect walking facilities are positively integrated across council	✓	✓	✓✓	✓	✓	✓✓	✓✓
Use software to assist with better integration of planning for pedestrians	✓	✓	✓	✓	✓	✓	✓✓
INFLUENCING TRAVEL CHOICES							
Develop and deliver a travel behaviour change programme	✓✓✓	✓✓	✓	✓✓	✓✓	✓✓	✓
PARTNERSHIPS AND ADVOCACY							
Use networks to advocate for the needs of walkers	✓	✓✓	✓	✓✓	✓	✓	✓
Educate councilors, engineers, planners and designers about the inclusion of pedestrians' needs and how to provide for them	✓	✓	✓	✓✓	✓	✓	✓✓
Use a collaborative approach and active partnering with key stakeholder groups to progress the walking strategy objectives	✓	✓	✓	✓	✓	✓	✓



10.0

Implementation

This section explains the council plans and processes that guide the implementation of Strategies, the council activities and responsibilities related to walking, and the next phase of the Walking Strategy in terms of the development of a Walking Implementation Plan.

10.1 Council Plans and Processes

Strategies adopted as part of the North Shore Walking Strategy are expected to be implemented by Council - alone or in conjunction with other organisations and groups - through a number of Council plans and processes.

10.1.1 Council Plans and Planning

Council activities and budgeting are primarily coordinated and guided by the following plans:

- City Plan (LTCCP)
- Annual Plans
- Annual Business Plans

The Local Government Act, 2002 requires Councils to produce a Long Term Council Community Plan (LTCCP) every three years. This plan sets out how councils propose to deliver agreed community outcomes and to meet statutory obligations. For the North Shore City Council, its LTCCP (City Plan) includes the projects and programmes it proposes to carry out and the budgets required to fund them.

Council's Annual Plan focuses on the more detailed scheduling and budgeting required to deliver the City Plan on a year by year basis.

Business Plans are developed annually by each of the principal divisions of Council. There is no standard format for these plans. However, most cover the activities, outputs and outcomes expected to be delivered by the division as well as business improvement objectives and plans. These are identified for the division as a whole and for each of the departments within the division.

10.1.2 Operational Strategies and Plans

Most divisions and departments of Council develop strategies and plans to deliver specific outputs and outcomes. In the case of Transport (as part of the Infrastructure Services Division), these currently include the Transport Strategy and Implementation Plan, and subsidiary Cycle Strategy, and Safety Strategy. Key Parks Department strategies and plans are the Parks Strategy and draft Recreational Walking and Cycling Network Plans. Further detail on Council Strategies and Plans can be found in Section 5 – Policy Context - as well as Appendix A.

Where they exist, operational strategies and plans provide much of the basis for the relevant activities and plans which are contained in the City Plan. Although timing varies within Council, once developed, strategies tend to be revised every five to ten years. Implementation plans are updated or revised more frequently and, because they are often more detailed, reflect ongoing changes to project or programme scope and prioritisation. These may arise as part of the City Plan and Annual Plan processes.

The NSC plan provides a broad overview of what the community wishes to accomplish within a 15 year timeframe and how council intends to respond to and achieve these outcomes.



A summary of the recommendations from the NZ Transport Agency's *Pedestrian Planning and Design Guide, 2007* in relation to issues that should be considered for District Plan policies is shown in Appendix D. North Shore City is reviewing the District Plan and the recommended issues will be tabled in relation to reviews that affect walking objectives.

10.1.3 Guidelines and Standards

Council guidelines and standards apply to most aspects of infrastructure construction and maintenance (for example, Infrastructure Design Standards Manual). Rules, protocols and guidelines also apply to many other areas of Council operations. Some of these are dictated by legislation, such as the Resource Management Act, 1991 and Land Transport Management Act, 2003. Others have been established across Council or by individual divisions and departments.

10.1.4 District Plan

North Shore City Council's District Plan is the primary planning and regulatory document under the Resource Management Act, 1991 covering the management of natural and built resources and the way land can be used or developed.

There are various mechanisms the District Plan can employ to promote walkable environments and centres. The City's District Plan will need to be reviewed in light of the recommendations in the NZTA Pedestrian Planning and Design Guide (further detail can be found in Appendix D). The next major review of the District Plan is due to be notified in 2012, but Plan Changes can be promoted before then where there is a good case.

10.2 Council Walking-related Activities and Responsibilities

The Walking Strategy will be delivered in conjunction with the community through a number of activities and responsibilities within the Council processes outlined above.

These activities and responsibilities are:

- Maintenance and renewal of assets
 - Transport managed footpaths and walkways
 - Parks and reserves managed walkways
- Citywide projects and programmes
 - Walking infrastructure projects (such as walkways and bridges)
 - As part of larger transport infrastructure projects
 - Recreational walking projects (such as walking tracks and paths)
 - Stream restoration projects that provide for recreational walking
 - Safety programmes (such as pedestrian audits)
 - Community Board expenditure
- Location focused plans and projects
 - Town Centre upgrading projects
 - Neighbourhood Accessibility Plans (NAPS)
 - Safety programmes (such as Local Area Traffic Management)
- Behaviour change programmes
 - School focused
 - Workplace focused
 - Community focused programme based on personalised journey planning

- Safety projects for vulnerable road users (such as promotion of safe pedestrian behaviour or driver awareness campaigns)
- Statutory Planning Requirements and Processes
 - Subdivision and other development approvals
 - Application of District Plan provisions

The way in which the strategies and actions identified in the Walking Strategy will be delivered through these council implementation activities and responsibilities is outlined in Table 15 below.

Table 15: Matrix Linking Council Implementation Activities to Strategies

STRATEGIES	Maintenance and renewal of assets	Citywide projects and programmes	Location focused plans and projects	Behaviour Change programmes	Statutory requirements and processes
PEDESTRIAN SAFETY					
Improve the walking environment to make walking a safe experience	✓	✓	✓	✓	✓
PERSONAL SAFETY					
Improve the walking environment to make people feel safe when walking	✓	✓	✓	✓	
PLANNING AND POLICY					
Ensure transport and land-use planning gives sufficient priority to pedestrians	✓	✓	✓		✓
Use policies to make sure the needs of walkers are considered	✓	✓	✓		✓
Ensure rules, standards and codes of practice meet and are applied to the objectives of the Walking Strategy	✓	✓	✓		✓
Apply the principles of the Building Code to provide for the needs of walkers	✓	✓	✓		✓
BUILT ENVIRONMENT					
Ensure new developments are planned and implemented with walking as a core design feature, and in particular promoting mixed uses that help to bring home, activities, and public transport closer together		✓	✓	✓	✓
WALKING INFRASTRUCTURE AND FACILITIES					
Develop walking routes within the city by creating new linkages and improving existing linkages between activities and destinations	✓	✓	✓	✓	✓
Ensure regular renewals and maintenance projects are managed effectively and efficiently to reduce the impact on walkers	✓	✓	✓	✓	
Develop and promote high quality recreational walking routes in the city		✓	✓	✓	✓
INFORMATION AND COMMUNICATION					
Provide people with good information about walking and walking routes	✓	✓	✓	✓	✓
Collect baseline and ongoing data		✓	✓	✓	
Investigate new walking initiatives		✓	✓	✓	
FUNDING					
Investigate and secure funding for implementation of the Walking Strategy	✓	✓	✓	✓	

Table 15: Matrix Linking Council Implementation Activities to Strategies (continued)

STRATEGIES	Maintenance and renewal of assets	Citywide projects and programmes	Location focused plans and projects	Behaviour Change programmes	Statutory requirements and processes
COORDINATION AND INTEGRATION					
Appoint a Walking Coordinator based within council	✓	✓	✓	✓	✓
Identify Walking Champion/s based within council	✓	✓	✓	✓	
Establish and maintain a Pedestrian Advisory Group and forum to provide expert guidance on walking issues across the city	✓	✓	✓	✓	✓
Ensure projects that affect walking facilities are positively integrated across council	✓	✓	✓	✓	✓
Use software to assist with better integration of planning for pedestrians	✓	✓	✓	✓	✓
INFLUENCING TRAVEL CHOICES					
Develop and deliver a travel behaviour change programme		✓	✓	✓	
PARTNERSHIPS AND ADVOCACY					
Use networks to advocate for the needs of walkers	✓	✓	✓	✓	✓
Educate councilors, engineers, planners and designers about the inclusion of pedestrians' needs and how to provide for them	✓	✓	✓	✓	✓
Use a collaborative approach and active partnering with key stakeholder groups to progress the walking strategy objectives	✓	✓	✓	✓	✓

10.3 Walking Implementation Plan

Following adoption of the Walking Strategy, a Walking Implementation Plan will be prepared.

This plan will contain a summary of the projects, programmes and on-going activities that will be implemented to meet the vision, expected outcomes, and actions of the Walking Strategy. The Draft Recreational Walking Plan will also contribute to the implementation of activities identified in the Walking Strategy.

The purposes of the Implementation Plan are to:

- Implement the strategies that promote and support walking
- On an ongoing basis, provide a framework for integrating the implementation of Council's walking related projects, programmes and activities and the achievement of multiple outcomes

- Summarise all of the planned walking related projects, programmes and activities in one place
- Show how planned walking related projects, programmes and activities meet Council’s strategies, plans and statutory obligations
- Identify and keep a record of what action is to be taken, who is responsible and involved, what the timeframes are, and what expenditure is involved
- Put projects into priority order
- Support applications for subsidy funding

It is expected that the initial Implementation Plan will reflect the existing planned projects, programmes and activities of the relevant divisions and branches. This is because the projects and programmes will have already been submitted as part of developing the 2009 to 2024 City Plan. Nevertheless, there will be opportunity to fine tune plans and activities and foreshadow future additions and changes. As outlined in Section 8 – Issues and Solutions – there are a number of new and expanded actions proposed in the Strategy. Many of these actions will thus only be reflected in subsequent Implementation Plans.

To be effective, the Implementation Plan will need to be updated every year to coincide with the development of Council’s Annual Plan and, every three years, the City Plan. The update of the Plan should also coordinate with the updating of business and asset management plans. Table 16 illustrates the approximate timeline for coordinating with the Annual Plan process.

There are different approaches that can be used to prioritise walking schemes. The Pedestrian Planning and Design Guide, 2007 recommends a method based on the expected improvement in walkability received by the greatest number of new and existing pedestrians. The various prioritisation approaches will be assessed to identify which is most appropriate for North Shore City.

Table 16: Indicative timeline for coordinating with Annual Plan process

	July	August	September	October	November	December	January	February	March	April	May	June
Integrated planning process to identify walking projects	■	■										
Projects requiring cross departmental alignment identified		■	■									
Included in Asset Management Plan		■	■									
City Plan activity statement template populated				■								
Final revisions accepted in Draft City Plan					■							
6 monthly review of projects								■				
Projects approval in adopted City Plan												■

An Implementation Plan will be developed to provide details for actions at an operational level. A Recreational Walking Plan will also provide operational detail for recreational walking.



11.0

Monitoring and Review

This section outlines the information and data requirements for monitoring the Walking Strategy. It describes some of the existing data collection tools, the agency that collects the data, and what the data might indicate. National surveys, existing data collection methods, and additional tools will be utilised in the monitoring and review of this strategy.



Information about the pedestrian environment and pedestrian movements will be gathered regularly to give a base for on-going decisions to be made in the area of implementation. Data is also important to show changes and trends in provision and perception. This will illustrate the level to which the Strategy is being implemented and the success of the planned actions. An important action identified for implementation in Section 8 – Issues and Solutions – is the collection of information through surveys of current walking levels by user group.

Regular reviews of the Strategy and the Implementation Plan will be necessary to ensure the intent of these documents reflect the changing pedestrian patterns and trends over time. The Walking Strategy will be reviewed on a three to five year schedule, with the Implementation Plan reviewed annually.

11.1 Data available

Regular and ongoing monitoring is integral to ensuring that the strategies and outcomes of this Strategy are being met. Monitoring can also show if improvements or alterations are required. The overall result is that Council will be able to monitor changes in walking attitudes and behaviour, and gauge the success of the strategies and related actions of the North Shore City Walking Strategy. Another important aspect of monitoring and evaluation is investigating whether actions are leading to the intended outcome of increased walking.

There are various methods that can be used to monitor the extent to which the outcomes of this Strategy are being achieved. These monitoring methods are summarised in Table 17.

To allow for comparison over time, monitoring will need to be undertaken for an initial year to establish baseline information.

Table 17: Overview of monitoring and evaluation tools

Tools	Description	Source	Indicators
Surveys	<ul style="list-style-type: none"> • Surveys – on street or personal pedestrian activity surveys can be conducted on a three-yearly schedule, which aims to highlight types of pedestrian activity within the City • Pedestrian counts – A count of pedestrian numbers at different sites in the City is conducted by the Institute of Valuers every two years. In addition to this the Council could consider periodically surveying the number of pedestrians in various areas related to specific projects either manually or by automatic video or infrared sensors at selected sites • Household Travel Surveys – these are conducted periodically by the NZTA to monitor travel patterns in order to investigate exposure to risk • A nation-wide Census – carried out every five years by Statistics NZ, it gives specific geographical information about the means of travel to work – including walking • Annual residents' survey – this is carried out by the Council every year. This survey covers issues such as residents' perception of the quality of the pedestrian environment • Specific surveys / focus groups – periodically there may be surveys undertaken to investigate the general or specific feelings of the public or groups of the public, toward the pedestrian environment • Travel Behaviour Change programme data – schools and businesses involved with the TravelWise programme are surveyed every year • Active Friendly Environments data and URBAN study data • Active New Zealand Survey data from 5 yearly SPARC survey 	<ul style="list-style-type: none"> • NZ Travel Survey (MoT) • Census journey to work data • North Shore City Council • Auckland Regional Transport Authority • AUT • Massey University • SPARC 	<ul style="list-style-type: none"> • Walkability • Mode share • Trends over time
Inventory of walking infrastructure / network plans	<ul style="list-style-type: none"> • Formative evaluation material - audits of current infrastructure and future plans; gaps in provision • Funding and staffing levels (demonstrates level of commitment) • Footpath upgrade measured in kms upgraded • Actionline / call centre database of facilities & maintenance • Measure usage of walking related sections of council website 	<ul style="list-style-type: none"> • Council • ARTA 	<ul style="list-style-type: none"> • Percentage money spent on pedestrian facilities • Percentage schools with travel plans • Number of NAPs • Perceptions and barriers • Percentage schools with WSB • Percentage resource applications specifically with pedestrian issues • Percentage pedestrians know how to use Actionline
Crash data	<ul style="list-style-type: none"> • Crash database – this is held by Land Transport NZ and contains the reports of all road crashes. Provided in the NZTA annual road safety issues report • Hospital records (HIS) pedestrian injury data • ACC records of claims made by pedestrians for injuries 	<ul style="list-style-type: none"> • NZTA • NZ HIS database • ACC 	<ul style="list-style-type: none"> • Injury rates
Walking events	<ul style="list-style-type: none"> • A record of the number of events, type of event, promotional activity, and participation, e.g. Feet First Week, Feetbeat Challenge, Walk2Work 	<ul style="list-style-type: none"> • Council • NZTA 	<ul style="list-style-type: none"> • Awareness / perceptions / barriers • Trends over time (if events are annual) • Numbers participating
Feedback from the public	<ul style="list-style-type: none"> • There is on-going feedback gathered from public enquiries and requests, particularly related to the provision of infrastructure 	<ul style="list-style-type: none"> • Council 	<ul style="list-style-type: none"> • Perceptions / opinions
Pedestrian Safety Campaign monitoring	<ul style="list-style-type: none"> • This can be carried out by the Council annually to monitor the effectiveness of pedestrian safety campaigns and to find trends in pedestrian and driver attitudes 	<ul style="list-style-type: none"> • Council 	<ul style="list-style-type: none"> • Awareness, behaviour change, perceptions.



The following tools have been highlighted as additional monitoring and evaluation priorities. They require funding and resources to add value to measuring the effectiveness of the Walking Strategy:

- Travel diaries
- Perception surveys
- Pedestrian counts at selection of sites

These various monitoring tasks will ultimately show to what extent the overall strategies and actions of the Walking Strategy are being met and will be developed further as part of the development of the Implementation Plan.



12.0

Concluding Thought

The fundamental purpose of this Strategy is to get more people walking more often. A number of key strategies have been developed, which when implemented, will improve the environment for walking and encourage more walking.

The identified actions will assist in the creation of a walkable community which will have numerous benefits ranging from a sense of community, choices of transportation and healthier neighbourhoods, to increased mobility and access.



Concluding thought on walkable communities by well-known walking advocate Dan Burden:

A 'walkable community' is designed for people, to human scale, emphasizing people over cars, promoting safe, secure, balanced, mixed, vibrant, successful, healthful, enjoyable and comfortable walking, bicycling and human association. It is a community that returns rights to people, looks out especially for children, seniors and people with disabilities and takes aggressive action to reduce the negative impacts of sixty-plus years of auto-centric design and uncivil driving practices. It is also a community that emphasizes economic recovery of central neighborhoods, promotes the concepts of recovering and transforming suburban sprawl into meaningful villages, and especially takes ownership and action to protect and preserving open space.

A walkable community, like a livable community, smart growth community, or sustainable community, makes a neighborhood, hamlet, village, town, city or metropolis into a place where many people walk, ride bicycles and use transit, and where anyone who drives a car moderates their behavior in a way where they take nothing from the rights of those who wish to stay healthy and active by taking part in activities outside the car.

A walkable community is one that is old, historic, well worn, restored sensibly and worthy of protection. A walkable community is one that is compact, new, fresh, invigorating and teeming with people enjoying their streets, parks, plazas, buildings and other physical space.

By Dan Burden of Walkable Communities (www.walkable.org).



13.0

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13.1 Appendix A: Key national, regional, and local policies, strategies, and plans

National Context	Land Transport Management Act (LTMA), 2003	Places emphasis on addressing the economic, social and environmental effects and benefits of land transport. The purpose of the Act is “to contribute to the aim of achieving an integrated, safe, responsive and sustainable land transport system”. The LTMA provides a new framework for transport policy with a move away from a focus on roads to a more holistic approach.
	New Zealand Transport Strategy (NZTS), 2008	<p>The recently updated New Zealand Transport Strategy 2008 (NZTS) sets out the issues facing the transport sector, and provides greater direction in order to meet government targets in the areas of sustainability, economic development, energy and climate change. The strategy’s objectives are:</p> <ul style="list-style-type: none"> ▪ Assisting economic development ▪ Assisting safety and personal security ▪ Improving access and mobility ▪ Protecting and promoting public health ▪ Ensuring environmental sustainability <p>The NZTS recognises and supports walking as an alternative and viable means of transport which contributes towards health and sustainability targets. An important high-level target is to increase walking and cycling trips to 30% of total trips in urban areas by 2040 (currently 17%).</p> <p>The NZTS will be supported by three yearly Government Policy Statements (GPS) which will give direction to the transport sector and allocate funding to achieve objectives. The GPS will set funding and expenditure priorities for road controlling authorities. The current GPS will be replaced by mid 2009.</p>
	Getting there – on foot, by cycle – National Walking and Cycling Strategy, 2005	<p>This national walking (and cycling) strategy sets out to encourage more people to walk more often as part of their transport mix. The strategy is integral to achieving the objectives of the NZTS and articulates the government’s vision of a “New Zealand where people from all sectors of the community choose to walk and cycle for transport and enjoyment – helping to ensure a healthier population, more lively and connected communities, and a more affordable, integrated, safe, responsive and sustainable transport system”.</p> <p>The three primary goals of this Strategy are:</p> <ul style="list-style-type: none"> ▪ Community environments that support walking and cycling ▪ More people choosing to walk and cycle, more often ▪ Improved safety for pedestrians and cyclists <p>This strategy is given effect through the National Walking and Cycling Implementation Plan (2006-2009).</p>
	Resource Management Act, 1991	Represents New Zealand’s overriding environmental legislation. Its principal objective is to “promote the sustainable management of natural and physical resources”. The responsibility of implementing the RMA falls largely on New Zealand’s regional and territorial authorities.
	Local Government Act, 2002	Outlines what needs to be included within Long-Term Council Community Plans (LTCCPs). LTCCPs provide a broad overview of what a community wishes to achieve within a 10 year time-frame and how Councils intend to respond and achieve these outcomes. LTCCPs are the instrument by which councils allocate funding to implement their community strategies. Within NSCC, the LTCCP is named the City Plan.
	Transit New Zealand’s Planning Policy Manual, 2007	Transit New Zealand has established national policies for managing planning and development along state highways. This Manual recognises that different roading systems require varying degrees of provision for cycling and walking. These provisions allow for good quality, safe and accessible cycling and walking facilities.
	Pedestrian and Cyclist Road Safety Framework, 2006	This framework provides a comprehensive approach for effectively reducing risks to and improving safety for pedestrians (and cyclists).

13.1 Appendix A: Key national, regional, and local policies, strategies, and plans (continued)

National Context	The National Energy Efficiency and Conservation Strategy, 2007	The second New Zealand Energy Efficiency and Conservation Strategy was adopted in October 2007. The Strategy sets the agenda for government programmes to promote greater energy efficiency and renewable energy across the economy. The Strategy has the following objective for transport – “to reduce the overall energy use and greenhouse gas emissions from New Zealand’s transport system”.
	Road Safety to 2010 Strategy, 2003	This is a national strategy which aims to reduce road casualties to no more than 300 deaths and 4,500 hospitalisations a year by 2010 through engineering, education and enforcement actions. It emphasises that road safety should be integrated into the transport system, and that the safety needs of all road users are to be accommodated - this includes cyclists, pedestrians, public transport users and motorists. As an update to this Strategy, the Road Safety 2020 document is currently being developed.
	New Zealand Health Strategy, 2000	This Strategy provides the framework within which the District Health Boards and other organisations across the health sector will operate. There are 13 population health objectives, including reducing obesity and increasing the level of physical activity. The promotion of cycling and walking as transport options can help to achieve both a reduction in obesity and an increase in levels of physical activity, thus helping to achieve these particular population health objectives.
	Raising the Profile of Walking and Cycling in New Zealand, 2008	This guide discusses the benefits of walking and cycling, provides a ‘snapshot’ of the current walking and cycling picture, and considers the many initiatives that can be implemented to increase the numbers of New Zealanders using these active modes for safe and convenient transport.
	New Zealand Disability Strategy, 2001	The key aim of the strategy is “to eliminate any barriers people with disabilities face in taking a full part in society”. The strategy contains a number of action statements particularly in relation to accessible public transport and routes for people with disabilities.
	New Zealand Positive Aging Strategy, 2005	This Strategy aims to improve opportunities for older people to participate in the community in the ways they choose. Part of the Strategy involves providing opportunities for older people to take part in physical activity, including walking.
	New Zealand Energy Strategy to 2050, 2007	The New Zealand Energy Strategy was released in 2007. The vision of the strategy is a “reliable and resilient system delivering New Zealand sustainable, low emissions energy services. The transport sector is targeted as it is responsible for approximately half of the country’s energy use and the rate of greenhouse emissions from transport is growing unsustainably.
	Other relevant national-level Strategies and Guides that support more walkable environments are:	<ul style="list-style-type: none"> • Pedestrian Planning and Design Guide, 2007 – sets out ways to improve New Zealand’s walking environment • The Walkway Act, 1990 – encourages recreational walking • National Guidelines for Crime Prevention through Environmental Design, 2005 • NZ Urban Design Protocol and People + Places + Spaces: An Urban Design Guide for New Zealand, 2005
Regional Context		
Regional	Auckland Regional Land Transport Strategy (RLTS), 2005 (Planned to be reviewed by mid 2010)	<p>The RLTS provides the regional framework for transport planning in Auckland. This Strategy sees walking as an important mode of transport, and is a core part of its Traffic Demand Management approach. Promotion of walking will contribute towards the RLTS objectives of:</p> <ul style="list-style-type: none"> • Assisting economic development • Assisting safety and personal security • Improving access and mobility • Protecting and promoting public health • Ensuring environmental sustainability • Supporting the Auckland Regional Growth Strategy • Achieving economic efficiency

13.1 Appendix A: Key national, regional, and local policies, strategies, and plans (continued)

Regional Context	Auckland Regional Sustainable Transport Plan 2006-2016, 2007	<p>This Plan – and in particular the Walking Action plan - supports the implementation of the RLTS objectives for walking and has vision that “by 2016, the Auckland region will be more walk-friendly”. The regions objectives for walking are:</p> <ul style="list-style-type: none"> • The region’s communities are walkable • Walking is a natural choice for short journeys • Walking is on the increase and pedestrian injury rates have declined • Walking increases community cohesion and safety <p>Both Takapuna and Albany were identified as centres on the North Shore where centre-level sustainable transport plans should be prepared. Where specific centres have not been identified in this document, project funding should be sought under the umbrella of safety projects, travel plans, or integrated roading improvements.</p>
	Auckland Transport Plan, 2007	The Auckland Transport Plan, 2007 outlines all the major transport projects and activities to be funded in the region over the next 10 years.
	Draft Regional Road Safety Plan, 2008	Provides strategic direction to RoadSafe Auckland and articulates at a regional level the government’s Road Safety to 2010 strategy and the national NZ Road Policing Strategy. It acknowledges that perceived safety concerns are a critical barrier to increased walking, cycling or passenger transport use. Addressing safety concerns within these transport modes will facilitate greater use. Pedestrian safety is identified as a key road safety issue facing the region.
	Auckland Regional Physical Activity & Sport Strategy 2005-2010, 2003	Focuses on the importance of sport and physical activity with the aim of addressing the declining levels of physical activity in the Auckland region. The vision for the region is: <i>“Auckland is a region where physical activity through exercise, sport, active transport (such as walking and cycling) or active recreation, is a way of life.”</i>
	Auckland Regional Growth Strategy: 2050 (ARGS), 1999 (Currently being reviewed)	The ARGS is a vision for what Auckland could be like in 50 years time with a population of two million. It identifies the need to concentrate population and employment growth into selected urban areas (called ‘nodes’) and to intensify land use activities along key transport corridors. Both high quality public transport (bus/rail) and alternative modes of transport (like walking) play a critical role in the intensification of the ‘nodal’ areas. Funding for transport projects is beginning to link transport and land use outcomes, and there are obvious synergies between improved town centres and transport outcomes that support walking as a mode.
	Auckland Sustainability Framework, 2007	<p>The Regional Growth Forum endorsed the Auckland Sustainability Framework in 2007. The Framework provides a shared commitment to sustainable development for the Auckland region over the long term. It provides a 100 year vision. In relation to walking the three primary goals are: Goal 1 - A fair and connected society; Goal 6 - A quality compact urban form; Goal 7 - Resilient infrastructure.</p> <p>The Framework proposes eight shifts in thinking – two that particularly relate to walking are: reduce our ecological footprint and build a carbon neutral future.</p>
	Health Impact Assessments (HIAs):	At the regional level there are public health initiatives that seek to avoid future health problems by ensuring that the population of the region is fit and active. Health Impact Assessments (HIA’s) are being promoted by the Auckland Regional Public Health Service as a way of identifying the positive and negative impacts of development proposals, in relation to health outcomes, and the steps that can be taken to manage the issues highlighted. Providing a safer, more convenient walking environment is likely to be a common theme of such HIA’s. Funding is available to support the development of HIA’s.

13.1 Appendix A: Key national, regional, and local policies, strategies, and plans (continued)

Local Context

<p>North Shore City Plan (draft), 2009-2024</p>	<p>This is a 15 year strategic plan for NSC, and council-initiated projects need to show how they respond to, and link in with the strategic plan outcomes.</p> <p>There are a number of community outcomes which are relevant to the Walking Strategy, including:</p> <ul style="list-style-type: none"> • Parks and Open Spaces • Natural Environment • Transport • Built Environment • Personal Safety and Crime • Community Services and Facilities • Physical Activity, Sport and Personal Health • Business and Economy <p>The extent to which walking is noted in each of the Outcomes is a strong indication of the community's desire to see a better walking environment in the city.</p>
<p>North Shore City Blueprint, 2001 (Currently being reviewed)</p>	<p>The City Blueprint is the Council's response to the ARGS. It provides a framework for achieving desired growth and change in the city over the next 20 years. It identifies the future form and structure of the city. Nodal intensification is proposed, and a programme of actions is set out to advance plans for this development, including a series of town centre-based studies. Work for Browns Bay, Northcote, Albany Village and Highbury are underway, with a larger study for Takapuna. Plans have mostly looked at the commercial area, and how the environment in these areas can be improved, with more limited reference to connections out into adjacent residential catchments. The City Blueprint is currently being reviewed.</p>
<p>North Shore City District Plan, 2002 (planned major review due 2012)</p>	<p>The District Plan outlines the rules governing land use activities. The District Plan contains objectives and policies relevant to walking in Section 6.4 Urban Growth Strategy; Section 12.3.1 Transport System Effectiveness and Safety; Section 12.3.3 Cycleways and Walkways; Section 19.3.2 Range and Distribution of Open Space. The policy for cycling and walking is to – “provide for cycling and walking in a safe and convenient manner through the comprehensive provision of cycleways and walkways in structure, neighbourhood units and subdivision plan areas and by providing cycleways in established areas”.</p>
<p>North Shore City Transport Strategy, 2006</p>	<p>The vision and objectives of this Strategy reflect the tenets of the national and regional transport strategies. The vision of the Strategy is to: “provide and support an integrated, safe, responsive and sustainable transport system that meets the needs of the North Shore community, enhances city development and minimises adverse social and environmental impacts”. Key outcomes are to increase walking, cycling and the use of public transport in the City, and to enhance the ability to walk and cycle safely, as well as enhancing the health and fitness of its residents.</p> <p>The Transport Strategy is given effect through the North Shore City Implementation Plan, 2007.</p>
<p>North Shore City Road Safety Strategy, 2006</p>	<p>This Strategy was developed as a response to national road safety targets to reduce the number and severity of crashes. The vision of this Strategy is: “A transport system that is safe for all modes of travel and where people are less likely to be injured or killed.” The Strategy identifies key safety issues for pedestrians in the City and outlines interventions to address these issues.</p>
<p>North Shore City Parks Strategy, 2007</p>	<p>The Parks Strategy, adopted in 2007, is an update of the Open Space Strategy, 2000. It sets the vision and framework for the provision and management of Council-owned parks and establishes a clear sense of direction for resource allocation and action. The Parks Strategy identifies the core outcomes for parks focused around quality, recreation, natural environment, linkages, city identity, amenity, and community development. The strategy also supports walking through improved access to local reserves and facilities.</p>
<p>North Shore City Stormwater Strategy, 2004</p>	<p>While aimed at stormwater management, this Strategy has a bearing on walking outcomes. The Strategy identifies streams where restoration work is proposed so as to improve their amenity values. As part of the restoration plans, improved access to identified streams is proposed as a way of making the community aware of the value of these streams and the importance of stormwater management. To be useful, these streamside routes should link in with wider walking routes.</p>

13.1 Appendix A: Key national, regional, and local policies, strategies, and plans (continued)

Local Context	North Harbour Physical Activity Strategy (NHPAS), 2006	To achieve the outcomes of the NHPAS there is a push for a collaborative approach between agencies, and an equal focus on improving infrastructure and promoting support systems and approaches. In terms of infrastructure, quality recreational walking routes and recreational precincts are proposed, while under social support, activities like setting up walking groups is encouraged.
	North Shore City Positive Aging Strategy (PAS), 2006	The NSC PAS sets out a series of strategies and actions to address positive aging. The strategies most relevant for the Walking Strategy are: Aging in place; Recreation and leisure; Transport; and Housing for older people.
	North Shore City Footpath Policy (draft), 2007	The draft footpath policy aims to provide a citywide pedestrian network and to improve facilities for pedestrians and other footpath users. The policy includes design and maintenance standards for footpaths, especially around town centres, and also covers provision for shared cycle/pedestrian facilities and mobility scooters.
	North Shore City Asset Management Plans	Provide the detail for each division of Council on the management of assets and planned expenditure of budget.
	North Shore City Recreational Walking Plan (draft), 2008	This will enhance existing, and develop new, coastal walks, bush tracks and fitness tracks. While focused on walkways within parks, the Plan will identify walking 'networks' that can be made up of a number of parks linked together. This Plan acknowledges that the built or natural environment can have a significant effect upon the quality of the recreational walking experience.
	North Shore City Cycling Strategy, 2009	Aimed at meeting the demands and safety needs of cyclists on the North Shore. It reinforces the Council policy to increase the number of cyclists. In particular, cycling is seen as a sensible alternative mode of transport to the car for local journeys and also as excellent physical activity and recreation. There are synergies to be gained from linking the Walking Strategy to this document in terms of provision of shared facilities and linkages between suburbs, centres, and transport corridors.
	North Shore City Recreational Cycling Network Plan, 2007	This plan complements the Open Space Strategy and has a focus on recreational cycling with routes which mostly involve parks and reserves, but also follow roads and streets in some cases. This plan guides the implementation of an accessible, well-designed and safe network and features linkages to both off-road and on-road cycling.
	North Shore City TravelWise Programme	TravelWise to School is a programme that aims to reduce the number of children being driven to school by private car, and to increase safety for those who walk or cycle to school.
	North Shore City Design of Streets project (draft), 2008	This draft document is a reference handbook for achieving high quality streets. The vision for this project is "The streets of North Shore City provide a living environment and means of facilitating exchange that is attractive, enjoyable and safe."
	Active Friendly Environments (AFE) – physical activity and the built environment Study, 2007	<p>The study investigated physical activity sites in the city and physical activity behaviours and perceptions from residents of North Shore City. Of particular interest for transport and roading are the key relevant findings of:</p> <ul style="list-style-type: none"> • Lack of infrastructure for public transport, cycling, and transport related physical activity • Main barriers for transport related physical activity were time and distance constraints, lack of information, poor design and quality of footpaths • Connectivity within the street environment is key factor to promoting physical activity, and increasing commuting to work or study • Aesthetics is a key element to attract people to engage in physical activity • Most people deem it appropriate to walk 20-30 minutes for transport • Walking facility over Harbour Bridge supported by a third of respondents who work or study in Auckland City
Understanding the Relationship Between Physical Activity and Neighbourhoods (URBAN) Study, 2008	The URBAN study (Understanding the Relationship Between Physical Activity and Neighbourhoods) has built on from the AFE study mentioned above. It investigated how neighbourhood differences in the walkability of the built environment are linked to differences in physical activity patterns and body size of residents.	

13.2 Appendix B: Walking Profile – data and trends

The information contained in this appendix provides a profile of pedestrian demand on the North Shore. A companion document “Review of phase one documentation: Policy context, profile of walking, purpose of strategy & why walking is important” contains comprehensive information about key trends for travel in New Zealand.

13.2.1 Key Trends for Walking in North Shore City

Walking is already a mode of transport that is used by people in North Shore City. However, given the many benefits of walking and the contribution to environmental sustainability, there is significant potential for walking to increase as a means of transport in the city.

Every trip made by car or bus involves a walking component. The available information on walking as the main means of travel within North Shore City suggests that on any given day, up to 3,000 people are likely to walk to work, 15,000 students will walk to school, while up to 15,000 people will walk in town centres during mid afternoon, and over 50,000 may walk for recreational exercise during the day. (*Source: Inception Report, 2006*)

13.2.1.1 Journey to Work – 2006 Census

According to the Census data for 2006, the majority of trips to work in North Shore City are still undertaken predominantly by car with 2.9% of trips by walking. This is consistent with 2001 census data, but shows a decrease from 3.2% in 1996.

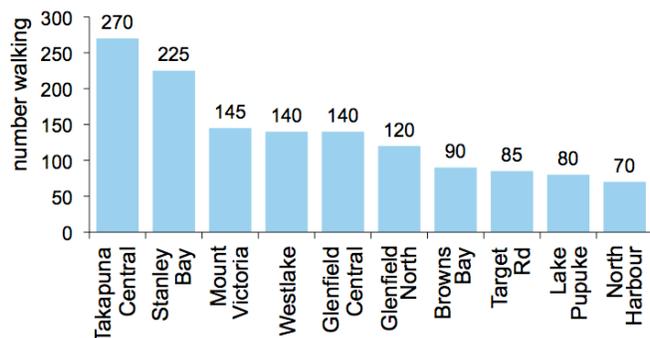
The 2006 census data shows that for all North Shore residents, 2.9% of work trips were made by walking. There were 3,237 people who walked to work out of a total of 109,000 work trips. Over 8,000 people also took the bus or ferry, and all of these trips would have also involved a walking component.

Over 15 years, there has been a decline in reported walk to work trips, from 4.3% (1991) to 2.9% (2006).

13.2.1.2 Journey to Work – City Level Data

The following graph (Figure 13) shows the number of people walking to the top 10 walking destinations, by area unit, for North Shore City for 2001. Walking rates to Stanley Bay are influenced by the presence of the Navy.

Information on walking trips is scattered across a number of data sources and reports making up-to-date information or a comprehensive picture of walking demand for North Shore City difficult to assess.

Figure 13: Journey to work, top 10 North Shore destinations.

13.2.1.3 Walking to School - City Level Data

Car travel dominates trips to school for primary and intermediate schools. Rates vary, but for primary schools around 20% to 30% of trips by students are by walking, increasing to perhaps 40% to 50% for secondary schools.

Seventy four schools are located around North Shore City. These schools range in size from 15 students to over 3,000 students. Total student numbers in 2008 are around 40,000. This suggests that there are around 15,000 trips to school that involve walking.

Since 2001, the Council has been actively supporting the establishment of walking school buses (WSBs). As of March 2008, 30 out of a total of 47 North Shore primary schools now operate WSBs which has resulted in 94 WSB routes involving more than 1200 school children and over 540 volunteers.

In a 2003 report on transport to schools, surveys of parents noted:

- 39% of parents reported at least one student in their household who lives within 1km of school
- 46% have a student within 1 – 5km of school
- Three quarters of parents agreed that it would be possible for at least one of their children to walk to school

In terms of the trip to school, ARC research indicates that parents see health / fitness as the primary benefit of their children walking to school. However, this is offset to some extent by problems with bad weather, and by the sense that it is not safe (with concerns about traffic safety mentioned approximately three times more often than concerns about stranger danger).

13.2.1.4 Walking to and in town centres

There is no consistent data on walking trips to and within town centres and other activity nodes.

At a regional level, data from the Auckland Regional Transport Model indicates that in the morning peak, around 15% of trips to town centres are made by walking. Rates of walking to larger sub-regional centres like Albany and Takapuna are lower than for smaller town centres where residential areas are generally closer to these centres. The following table has been sourced from a report on transport in the Auckland Region.

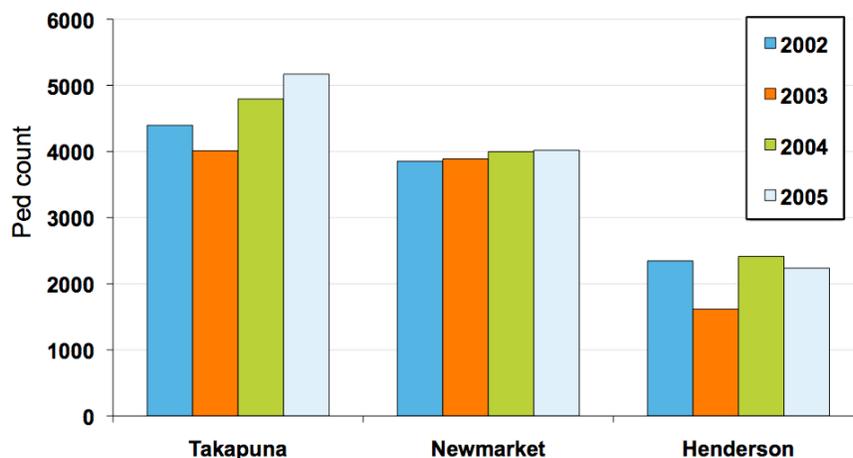
Most parents believe some time between seven and eight years of age is an acceptable time for children to start walking to school. Nevertheless, parents report that just over half of primary school children walk to school at least some of the time, just under half of intermediate school children, around 45% of college students, and 32% of tertiary students. A similar proportion, 44% of students surveyed, report that they walk to school at least some of the time.

Table 18: Mode share to town centres in the Auckland region.

Mode share	CBD	Sub-regional	Smaller centres	All destinations
Vehicle	39%	72%	61%	62%
Car passenger	14%	9%	14%	14%
Walking / cycling	22%	11%	18%	16%
Public transport	25%	8%	6%	8%

The Property Institute of New Zealand counts pedestrians in the main town centres of the region on an annual basis. The figures below are total pedestrians counted at various stations between 11.00 – 11.30am and 2.00 – 2.30pm.

Takapuna is the only North Shore centre counted. The number of counting stations vary between the town centres, so it is not possible to directly compare numbers across the different centres. The table in Figure 14 provides an “average” figure for the three selected centres.

Figure 14: Pedestrian counts within town centres – Property Institute of New Zealand

Year	Takapuna	Newmarket	Henderson
2002	4396	3853	2345
2003	4010	3888	1614
2004	4793	3997	2413
2005	5170	4019	2236
Counting stations	18	9	9
Average per station	287	447	248

Centre-based plans have been prepared by the Council for centres like Highbury and Browns Bay and some of these plans record the number of pedestrians in the relevant centre.

The Browns Bay Centre Plan (2001) recorded a total of 2151 pedestrians over a one hour period, spread over seven stations, or 307 pedestrians per station.

The Highbury Centre Plan (2006) noted that 5% of people who worked in Highbury walked / jogged there. Within the centre, estimates suggest that over a half hour period, 160 to 200 people would use the main pedestrian crossings in the centre.

Extrapolation of these rates across larger centres in North Shore City suggest that around 14,000 people may be out walking in town centres in the relevant time period.

13.2.2 Recreational Trips

The residents of North Shore City are fairly active, with the council reporting that the majority of residents take part in physical activity at least weekly (89%) and a large proportion participate in physical activity every day (52%). Most of this physical activity is informal but around one third of residents' involvement in physical activity is through a club, team or an organised group.

National level figures indicate that around 60% of men and 80% of women walk as a recreational activity. 35% of these men and 50% of women regularly go for short walks (10-30 minutes), while 65% of men and 50% of women go for longer walks (over 30 minutes).

13.2.3 Active Friendly Environments (AFE) Study Results

The AFE Study involved an investigation of physical activity sites in North Shore City and of physical activity behaviours and perceptions of residents. The study findings are categorised by the study method and showed that:

Focus Group results:

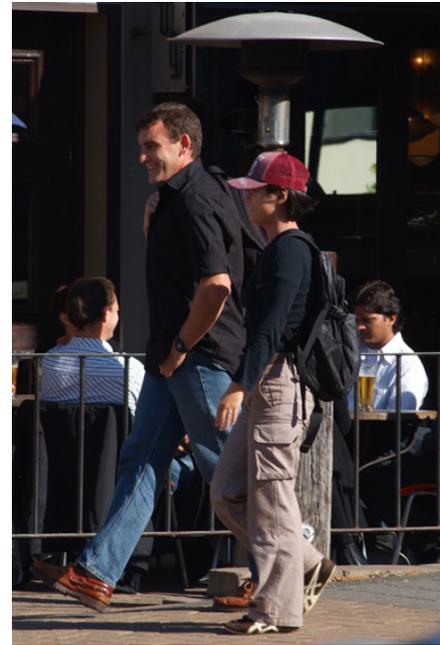
- Everyone recognised that walking was a useful and beneficial activity for the general population
- People will walk if there is an attractive destination, e.g., the coast
- The main perceived barriers to engaging in physical activity were:
 - A lack of information about types and locations of activities and accessibility to facilities
 - Lack of public transport infrastructure, safe cycling options, poor design and quality of footpaths

Facilities Survey:

- Females were more likely to attend sites where they could engage in unstructured activities (such as walking) whereas males were more likely to attend sites where structured physical activity occurred
- A key attraction of many of the open spaces was aesthetics
- A majority of the sites have strong local catchment areas

Telephone Survey:

- North Shore residents are more active and less obese when compared to the New Zealand population
- Perceptions of an aesthetically pleasing neighbourhood will increase the likelihood of engaging in sufficient physical activity levels
- People who regularly use or are aware of parks, beaches for walking, and walking tracks are more likely to be sufficiently active
- Respondents who are members of a gym or have home exercise equipment are more likely to be sufficiently active



The results of the AFE study support and validate the existing directions of Council. Many of the study findings are directly aligned with Council's Community Outcomes, LTCCP and Business Plans. The study illustrated how the information can be applied to on-going work programmes across Council departments.

- The majority of people deem it appropriate to walk between 21 and 30 minutes for transport purposes
- Walking and cycling to work confers health benefits
- The main barriers to engaging in transport related physical activity are time and distance constraints, followed by having to carry heavy or awkward items

GIS Spatial Analysis:

- The organic development of NSC has resulted in small areas of high street connectivity, but large tracts of poorly connected street networks
- High street connectivity was positively associated with achieving sufficient overall physical activity
- Living close to the coastline was strongly associated with achieving sufficient overall physical activity levels
- Transport related physical activity levels vary by distance and purpose
- High street connectivity was positively associated with increased likelihood of commuting to place of work/study by transport related physical activity modes

13.2.4 URBAN Study Results

The URBAN study (Understanding the Relationship Between physical Activity and Neighbourhoods) is investigating how neighbourhood differences in the walkability of the built environment are associated with variation in physical activity patterns and body size of residents. Walkability is a multilayered concept. There is evidence that attributes at the infrastructure level such as street connectivity, access to destinations, dwelling density, and the ratio of residential to commercial and industrial space in a neighbourhood contribute to walkability. In addition many features at the street level such as footpath quality, lighting, access to nature, the maintenance of verges and gardens and the legibility of neighbourhood streets have been associated with residents walking behaviour.

The URBAN study team developed specific tools to reliably measure the multiple attributes associated with neighbourhood walkability: a GIS based walkability index and a tool to audit the characteristics of the neighbourhood streetscape (photovoice). Both measures are being applied to neighbourhoods in Christchurch, Waitakere and North Shore cities in 2008 and 2009.

13.3 Appendix C: Popular Walking Routes

The information that follows describes popular walks in North Shore City. Additional information is available on the North Shore City Council website.

WALK	DESCRIPTION
Awaruku Bush	Awaruku Bush is accessed from Awaruku Road and Relko Crescent in the northern reaches of the city at Torbay. A feature of this reserve is the self guided nature trail.
Centennial Park	Centennial Park, located on Beach and Rae Roads, Campbells Bay, has a nature trail and wonderful views of the harbour. It is also a popular spot for watching yachts sailing in the gulf.
Chatswood Reserve	Chatswood Reserve in Birkenhead is a remnant of the kauri/hard beech forest that once covered much of North Shore City. Some large kauri remain aged approx. 350 to 400 years. The reserve is botanically rich and is reached from 17 entrances from surrounding streets.
Eskdale Park	Eskdale Park, on the corner of Lauderdale and Eskdale Roads in Glenfield is a composite of many parks. It features a two hour return walk past the old cemetery, boardwalks and early regenerating bush as well as mature forest.
Fernglen Native Plant Gardens	Fernglen native plant gardens is a jewel among North Shore City's many public and private gardens and is located on the extension of Kauri Road, Birkenhead. These gardens are open daily 9am-4pm and feature a unique collection of NZ native ferns and plants. The property was bought by the Fisher family in 1888 and purchased by the then Birkenhead City Council in 1989.
Kauri Glen	Kauri Glen, located on Kauri Glen Road near Northcote College features large kauri trees, taraire forest and the Waiurutoa Stream. Walkers can enjoy a loop track which takes one and a half hours. Adjoining Kauri Glen is Cecil Eady Bush where the walk takes one hour.
Kauri Park	Kauri Park, in Rangatira Road, Birkenhead, has fine stands of large kauri trees with the oldest examples to be found in the north of the park. The walking track is a one and a half hour return trip. This park is noted for seasonal changes in its rich mix of ferns and flowering species, including native orchids.
Kauri Point Centennial Park	Kauri Point Centennial Park is accessible off Onetaunga Road, and has walks that take you to the tranquil beach of Kendall Bay. Several lookouts afford good views of the harbour. Here is the only remaining example of a fortified pa on Waitemata Harbour. Some of the land was originally owned by Sir John Logan Campbell. Much of the land was taken for harbour and defence purposes earlier this century. In 1987, 22 hectares were purchased from the Harbour Board to form the present park. Wetlands and regenerating native bush are a feature.
Kawerau Reserve	Kawerau Reserve, Kawerau Avenue, Bayswater, has a boardwalk and bridge providing access to the wetland areas. It is suitable for wheelchairs and prams.
Killarney Park	Killarney Park is home to the Pumphouse in Takapuna and is a pleasant setting for outdoor concerts or for feeding the ducks.
Le Roys Bush	Le Roys Bush's entrance is between 210 and 212 Onewa Road. There is a walking track of one hour from Onewa Road to Little Shoal Bay, which affords views of notable trees, bush and a waterfall. Children will enjoy the play equipment.
Long Bay Regional Park	Long Bay Regional Park is part of the Auckland Regional Parks network and has a wonderful setting. The long white sandy beach is complemented by picnic and barbecue areas, adventure playgrounds, miniature railway and a restaurant. There are cliff top and beach walks for a leisurely stroll or keen tramp. The Long Bay Okura Marine Reserve is a new feature.
Mt Cambria (Takaroro)	Mt Cambria (Takaroro), accessible from Vauxhall Road and Church Street, Devonport, was originally a volcanic cone which was quarried away to provide roading, garden walls, and ships ballast. The Mt Cambria restoration was recognised with a national award for park design and construction in 1992. The area has gardens, walkways, and is home to the Devonport Museum. A feature is the hand-crafted steps up and over the precipitous bluffs of the old quarry. Mt Cambria Walk is a tribute to people who have helped shape Devonport.

13.3 Appendix C: Popular Walking Routes (continued)

WALK	DESCRIPTION
Mt Victoria (Takarunga)	Mt Victoria (Takarunga) in Devonport is one of the seven volcanoes that Auckland was founded on. It affords spectacular views of the city and harbour and an interpretative map of the Hauraki Gulf is on the summit. The hill was occupied by the Kawerau and terraces and pits are still visible on the northern and eastern slopes. The grave of noted Maori chief Eru Patuone, The Peacemaker, is on the lower slope. One of the bunkers built in 1885 now houses the Devonport Folk Music Club. Vehicle access is from Kerr Street in Devonport. Mt Victoria closes at 6.30pm Thursday to Saturday.
Ngataranga Walkway	Ngataranga Walkway extends across the Devonport peninsula from Ngataranga Bay to Narrow Neck Beach. From the northern end of Victoria Road a path leads down to Ngataranga Park. A wide track extends around to Lake Road and across onto the Seabreeze Road side of Alison Park, past the duck pond to Woodall Park and across old Lake Road to Narrow Neck Beach where there are toilets and changing rooms for the disabled, a barbecue, and a children's playground at Ngataranga Park. The maze is unique to the area, depicting the transition in time from the stone gardens of the Maori through to the European influences. It can be described as a moko on the land.
Northcote Point Walk	Take a leisurely stroll through historic Northcote Point, with its many old villas, a beautiful coastline and spectacular views. Northcote Point is one of the city's most interesting heritage areas and today, enjoys the advantages of a small backwater close to the city. Cultural and historical origins of the area are outlined in the guide.
North Head (Takapuna) Historic Reserve	North Head (Takapuna) Historic Reserve in Devonport is the only mainland reserve included in the Hauraki Gulf Maritime Park. It is open 6am -10pm seven days, with the vehicle gates open 6am - 6pm. Tunnels and disappearing guns tempt the adventurous to explore while superb views are afforded of the harbour and the Hauraki Gulf. North Head was first occupied by Maori and later by Europeans who built many of the fortifications in the late 1800s. Note the disappearing guns, some of the few remaining in the world. North Head is maintained by the Department of Conservation.
North Shore Literary Walk	North Shore has established literary walks around Devonport, Takapuna and Castor Bay. The walks provide the perfect opportunity to find out about well-known authors who live or have lived in the city, and have to some extent been inspired by the city's unique environment. A guide outlining the walks looks at some of the authors' writings and guides people past places of literary significance.
Okura Reserve	Okura in the north of the city is a Department of Conservation reserve which is accessed from Haight's Access Road. There is a 9km track walk or a three hour return trip which takes in historic Dacre Cottage.
Rahopara Reserve	The tapu (sacred) Rahopara Reserve (accessible from Kennedy Park) features a unique viewing platform with stunning views of the Hauraki Gulf. The site, a pa or fortified village, has historic and cultural significance and the design includes traditional Maori palisade/stockade-style fencing through the trenches of the old pa site. The viewing platform was also crafted in the Maori style and features specially carved poles. Rahopara Reserve is a short walk from the southern end of Kennedy Park in North Shore City.
Smith's Bush	Smith's Bush is on Northcote Road with its main entrance from Onewa Domain. Here the 40 minute nature trail leads past a cathedral grove of giant puriri. Kahikatea and totara feature as well.
Sylvan Park	Sylvan Park on the Milford side of Lake Pupuke is a popular base for sailing and rowing events. It has walks and a barbecue area.
Takapuna-Milford Walk	The popular Takapuna-Milford Walk passes a number of historic interest points, and is known locally as Takapuna's 'Golden Mile'. While a considerable amount of expensive development has happened along this stretch over recent decades, much of its historic architecture, flora and geology has been preserved and makes for a fascinating landscape.

13.4 Appendix D: NZTA Pedestrian Planning and Design Guide, 2007 - Considerations for District Plans

Issue	Comments
Environmental design	The seven basic requirements for walkable communities (connected, legible, comfortable, convenient, pleasant, safe and secure) should be incorporated into district plan policies. The underlying principle is that pedestrians should not be delayed, diverted or placed in danger. Crime Prevention Through Environmental Design (CPTED) principles should be applied to all new development.
Development type and density	Mixed and/or higher density development should be favoured in policies, particularly close to public transport routes, interchanges and the urban core.
Development of unused land	If an application for a new development involves apparently unused land (including road reserves), the site should be checked over a suitable period to check whether pedestrians use the land on a casual basis. If they do any adverse impacts of the development on walking should be identified and, where possible, mitigated.
Connected pedestrian routes	Every new development should form part of a connected pedestrian network. It should link obvious trip ends, such as residential with shops, supermarkets, public spaces and community services. District plan policies should not permit layouts that include circuitous routes and cul-de-sacs that have no alternative outlet for pedestrians.
Footpath provision	District plans should specify the circumstances where footpaths are required along with any design standards for footpaths.
Driveways	Driveways should be located as far from street intersections as possible to avoid confusion for pedestrians over the intended path of drivers. The number of driveways crossing footpaths should be minimised and sharing of driveway access between properties encouraged.
Internal layout	Internal site layouts should encourage vehicles to exit sites in a forward direction. They should minimise interaction between pedestrian access and vehicle movement.
Design standard	District plans should positively encourage walking, and all new pedestrian infrastructure should be provided to a standard higher than the permissible minimum.
Public transport	District plans should allow for more intensive development around public transport modes and interchanges, and encourage pedestrian friendly access routes. For new developments ensure route layouts permit public transport to efficiently serve the area and provide shelters, seating and pedestrian signage.
Parking	District plan policies should provide guidance on providing and managing parking spaces.
Workplace travel plans	District plan policies should require workplace travel plans to be developed for all new developments that are major traffic generators. These should promote alternative travel choices to, and reduce reliance on, single-occupancy private car use.
Gated communities	Gated residential communities can be a barrier to pedestrian routes and should be discouraged. Where one is proposed, pedestrian access through it should be maintained. In the unlikely event that this is not feasible, existing formal or informal pedestrian routes should not be blocked.
Monitoring pedestrian activity	Every scheme or strategy to help pedestrians should have a clear set of objectives set out in district plans. Effective monitoring is necessary to track progress in meeting these objectives and establish trends.
Maintaining a pedestrian envelope	District plans should require facility standards to be maintained including clearing public and private vegetation to maintain the pedestrian envelope, the visibility of signage and the visibility of vehicles at crossing points.

13.5 Appendix E: NZTA Funding options

Activity class	Work category	Provides for	Funding Assistance Rate
Transport planning	002: Studies and strategies	Walking studies and strategies	75%
Pedestrian and cycling facilities	451: Pedestrian facilities	Construction / implementation of new or improved pedestrian facilities	TA Base rate (43%) + 10%
New and improved infrastructure for local roads	323: New roads	Construction of new road structures as part of construction of a new road additional to existing network	TA Base rate) + 10%
	324: Road construction	Construction of new road structures as part of reconstruction or upgrading of an existing road	TA Base rate + 10%
	341: Minor improvements	Construction of low-cost / low risk improvements up to \$250 000 for an individual project	TA Base Rate + 10%
Maintenance and operation of local roads	122: Traffic service maintenance	Pedestrian crossing lighting. Signs	TA Base rate
	141: Emergency reinstatement	Restoration of eligible pedestrian facilities damaged by a natural event	TA Base rate
	151: Network and asset management	Pedestrian counts	TA Base rate
Renewal of local roads	222: Traffic Services renewals	Pedestrian crossing lighting. Signs	TA Base rate
Public transport infrastructure	531: Passenger transport infrastructure	Pedestrian access to public transport	60%
Demand management and community programmes	432: Community programmes	Information gathering, promotion, education and training, consultation	75%

13.6 Appendix F: Composite Strategy and Action table

Pedestrian Safety	
Strategies	Actions
Improve the walking environment to make walking a safe experience.	<ul style="list-style-type: none"> Review the pedestrian network in accordance with the Pedestrian Planning and Design Guide for local implementation. Implement auditing methods, e.g., non-motorised safety user audit. Adopt the “Living Streets” approach of making streets liveable and safe. Utilise planning and operational processes and programmes, e.g., Neighbourhood Accessibility Plans, Pedestrian Access & Mobility Plans, School Travel Plans, and Workplace Travel Plans, to improve the walking environment. Investigate opportunities to reduce speeds and introduce traffic calming measures where necessary. Introduce further 40km school speed zones where appropriate. Undertake programmes to educate people in driving at appropriate speeds. Provide injury prevention programmes. Advocate for speed limit enforcement.
Personal Safety	
Strategies	Actions
Improve the walking environment to make people feel safe when walking.	<ul style="list-style-type: none"> Implement auditing methods, e.g., non-motorised safety user audit. Adopt the “Living Streets” approach of making streets liveable and safe. Utilise planning and operational processes and programmes, e.g., Neighbourhood Accessibility Plans, Pedestrian Access & Mobility Plans, School Travel Plans, and Workplace Travel Plans, to improve the walking environment. Adopt and apply ‘Crime Prevention through Environmental Design’ and ‘barrier-free’ principles to walking projects to increase the perceptions of safety while walking.
Policy and Planning	
Strategies	Actions
Ensure transport and land-use planning gives sufficient priority to pedestrians.	<ul style="list-style-type: none"> Use the road user hierarchy on a case by case basis to guide decisions. Apply the ‘compact city’ approach to transport and land use development.
Implement policies to make sure the needs of walkers are considered.	<ul style="list-style-type: none"> Conduct a review, finalise and enforce the footpath policy. Review corridor strategy and corridor management plans to ensure the needs of different types of walkers are included.
Ensure rules, standards and codes of practice meet and are applied to the objectives of the Walking Strategy.	<ul style="list-style-type: none"> Advocate for pedestrian priority and high levels of walking accessibility in land developments by reviewing and commenting on plan changes / district plan review. Advocate for pedestrian priority and high levels of walking accessibility in land developments by reviewing and commenting on significant development proposals / consent applications prior to formal submission through the adoption of a pre-application process or meeting. Conduct a review of council bylaws for activities on footpaths, e.g., tables, chairs, sandwich boards and other obstructions. Distinguish rules between construction, maintenance, and usage.
Apply the principles of the Building Code to provide for the needs of walkers.	<ul style="list-style-type: none"> Through Building Code requirements ensure appropriate building design and end-use facilities (such as lockers and showers) are provided at key destinations (such as schools, recreation centres and workplaces).

13.6 Appendix F: Composite Strategy and Action table (continued)

Built Environment	
Strategies	Actions
Ensure new developments are planned and implemented with walking as a core design feature, and in particular promoting mixed uses that help to bring home, activities, and public transport closer together.	<ul style="list-style-type: none"> • Work with developers to raise the profile of the needs of walkers in new developments. • Ensure centre and structure planning includes key urban design principles of activity mix and accessibility. • Develop systems within consenting processes to assess projects in relation to the needs of walkers. • Ensure town centre planning processes identify and prioritise the needs of walkers. • Establish an urban design panel to ensure key urban design input is built into all private and council initiated development projects.
Walking infrastructure and Facilities	
Strategies	Actions
Develop walking routes within the city by creating new linkages and improving existing linkages between activities and destinations.	<ul style="list-style-type: none"> • Implement an area-by-area planning approach over a 5 – 10 year plan. • Undertake a gap-analysis and identify possible infrastructure improvements. • Develop an improvement programme and identify integration opportunities (to include renewals, construction, education, and signage). • Develop and implement a prioritisation method (on facility / project level) including recognition of integration opportunities across departments. • Ensure coordination with public transport and give sufficient attention to the public transport interface. • Use design standards that meet Walking Strategy objectives and ensure they reflect recommendations in the Pedestrian Planning and Design Guide, and where relevant the 'Design of Streets' work. • Educate, promote, and enforce rules around hazards and obstructions on footpaths.
Ensure regular renewals and maintenance projects are managed effectively and efficiently to reduce the impact on walkers.	<ul style="list-style-type: none"> • Identify / create / utilise databases to improve management of renewals and maintenance projects. • Monitor and target maintenance of high usage walking areas. • Publicise Actionline's role in helping to address maintenance issues. • Review and establish appropriate levels of service.
Develop and promote high quality recreational walking routes in the city.	<ul style="list-style-type: none"> • Develop and maintain a network of bush tracks. • Improve access to and along the city's coastline and lake edge. • Develop special interest walks and destination walks. • Improve linkages in local neighbourhoods to facilitate recreational walking from home. • Improve facilities in larger community recreation parks to allow for recreational walking. • Ensure walks meet a wide range of abilities and fitness levels. • Improve communication, signage, and promotion of recreational walking opportunities.
Information and communication	
Strategies	Actions
Provide people with good information about walking and walking routes.	<ul style="list-style-type: none"> • Identify key target audiences and use appropriate communication tools to provide information and promote walking. • Investigate information requirements for encouraging increased usage of walkways including walking network maps, internet and signage. • Work with and support key partners and stakeholders, both internal and external, to provide information about the benefits of walking. • Promote the wider benefits of walking from a health and well being, family and community cohesion and sustainable environment perspective. • Create Walking Network Maps to illustrate walking linkages across the city.
Collect baseline and ongoing walking data.	<ul style="list-style-type: none"> • Through surveys collect information on current walking levels by user group. • Predict future demand for walking by user group.
Investigate new walking initiatives.	<ul style="list-style-type: none"> • Investigate options for 'theme' walks, e.g., Heritage, Geographical, Native Flora/Fauna, Technological (Geo-cache) and provide appropriate information.

13.6 Appendix F: Composite Strategy and Action table (continued)

Funding	
Strategies	Actions
Investigate and secure funding for implementation of the Walking Strategy.	<ul style="list-style-type: none"> Advocate to central and regional government for adequate funding to be allocated to implement walking strategies and related projects. Advocate to central and regional government to simplify funding processes. Identify and allocate adequate funding in annual plans and LTCCP processes, to enable relevant walking projects and improvements signalled in this strategy to be progressed. Explore funding streams from government departments other than NZTA. Assess levels of funding to maintain appropriate levels of service for renewal and maintenance projects.
Coordination and management	
Strategies	Actions
Appoint a Walking Coordinator based within council.	<ul style="list-style-type: none"> Establish a walking coordinator position within council, which will encourage, support and enable pedestrian activity, provide coordination, oversee the promotion, implementation, and monitoring of the Walking Strategy.
Identify Walking Champion/s based within council.	<ul style="list-style-type: none"> Establish walking champion/s across all divisions of council, to encourage, support and enable pedestrian activity, and promote the Walking Strategy.
Establish and maintain a Pedestrian Advisory Group and forum to provide expert guidance on walking issues across the city.	<ul style="list-style-type: none"> Convene and consult with a Pedestrian Advisory Group made up of a wide cross-section of people with an interest or expertise in walking. Facilitate the establishment of a Walking Forum to provide opportunity for coordination, networking and information sharing between walking stakeholders, and to support collaborative projects, events and campaigns.
Ensure projects that affect walking facilities are positively integrated across council.	<ul style="list-style-type: none"> Develop a system for alerting key departments to projects that include walking facilities to ensure priorities, multiple outcomes, and efficiencies are considered. Ensure active interdepartmental planning occurs with respect to the provision of walking facilities, especially when preparing the LTCCP. Ensure better integration between departments for consent processing to provide for walkers.
Use software to assist with better integration of planning for pedestrians.	<ul style="list-style-type: none"> Assess the potential of current software within Council. Explore other systems that may be available Ensure staff are aware of the importance of maintaining the software and are trained in its use
Influencing travel choice	
Strategies	Actions
Develop and deliver a travel behaviour change programme.	<ul style="list-style-type: none"> Develop a Travel Behaviour Change Programme to increase the number of people walking using best practice communication. Support and improve existing programmes to promote sustainable transport choices. Investigate and where appropriate develop new initiatives to increase walking. Support existing road safety education programmes for all road users that increase the safety of pedestrians.
Partnerships and Advocacy	
Strategies	Actions
Use networks (internal & external) to advocate for the needs of walkers.	<ul style="list-style-type: none"> Maintain and establish networks within, and external to, council to actively engage with advocating for the needs of walkers.
Advocate for the needs for walkers through key decision makers.	<ul style="list-style-type: none"> Educate councillors, engineers, planners and designers about the inclusion of pedestrians' needs and how to provide for them.
Use a collaborative approach and active partnering with key stakeholder groups to progress the walking strategy objectives.	<ul style="list-style-type: none"> Strengthen existing and new partnerships and relationships between local iwi, enforcement, regulatory, advisory and community organisations, private sector, trusts and special needs groups to promote and discuss walking projects and issues, and to share experiences and learn from others. Maintain active involvement in the Auckland Regional Walking & Cycling Group and local inter-agency groups that focus on walking.