

Walking Policy

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WELLINGTON CITY COUNCIL **Wellington**

WELLINGTON CITY COUNCIL WALKING POLICY

PURPOSE OF THE WALKING POLICY

The purpose of this Walking Policy (the policy) is to provide a framework for initiatives to collaboratively improve the pedestrian walking environment in Wellington. With the primary focus of promoting walking trips that would otherwise be taken by car, this Policy seeks to improve the walking environment and increase the number of short trips made by people to work or study, either as a single journey, or as part of a journey. The policy also seeks to increase walking activity in suburban centres by encouraging people to walk to their local services rather than taking the car. It also seeks to make walking to schools more attractive for children. This is important in promoting walking as a lifelong activity.

BACKGROUND

Walking is a major form of transportation in Wellington City, either in its own right or combined with another mode of transport. Walking has benefits as a mode of travel in terms of reducing road-based traffic volumes and consequent environmental impacts, improving overall levels of health in the community, and encouraging activity and vibrancy on the street network and in public spaces.

The policy has the overarching aim of promoting 'walking for a purpose' as opposed to recreational walking which is recognised in Council's Open Space Access Plan (2004). The policy does however, recognise that different types of walkers have varying needs and requirements of walking experiences and levels of provision. This Policy is aimed at all walkers, whether they have special mobility requirements, have limited experience (e.g. children) or are utility walkers (e.g. commuters). The policy seeks to ensure that all walkers have a safe and pleasant walking experience and aims to actively encourage walking as the foremost mode of transportation in the city. The policy will encourage walking to help ease pressure on the city's transport system and identify a prioritised network of pedestrian connections in the city and suburbs for protection and enhancement. The policy also promotes connectivity with the open space access network.

On an international scale, the importance and value of walking has been recognised in the International Charter for Walking. This walking policy will signal the Council's commitment to that Charter.

Nationally, walking has been identified as an important mode in the New Zealand Transport Strategy it is further supported by the *National Walking and Cycling Strategy: Getting there – on foot; by cycle and more recently by the Government's Policy Statement on Transport*. Regionally the Regional Land Transport Strategy and subsequent Draft Regional Walking Plan (2008) advocate that Council and the New Zealand Transport Agency develop strategies and review programmes to improve the pedestrian environment. Council is committed to working in partnership with these organisations, and this policy will serve as a framework for initiatives to collaboratively improve the pedestrian walking environment.

In addition to national and regional obligations, Wellington City Council's own Transport Strategy (2006) contains a number of community outcomes relating to recreational walking and other pedestrian issues. The policy fits under the Transport Strategy and also closely aligns with the Open Space Access Plan (2004) which promotes the use of track networks throughout Wellington. The Council's Urban Development Strategy (2006) also aims to develop the city in a way that makes the city more walkable and concentrate growth around

key transport nodes. This ensures that residents can easily walk to services, amenities or key public transport hubs.

The Wellington City Council Transport Strategy (2006) also identifies that the development of a Travel Demand Management (TDM) Plan is a key priority for the next three years. The policy forms a primary element of the TDM Plan (along with public transport and cycling); which aims to control road congestion, improve the performance of the City's transport system and moderate road space demand.

Wellington enjoys a high level of pedestrian activity for both the journey to work and also for movement within the city. Wellington has the highest number of commuter walking trips by population of any city in New Zealand and at nearly 20% of all commuter trips, is one of the highest in the developed world¹.

In more recent years, there have been a rapidly increasing number of residents in the central city. The Central City is expected to remain the most rapidly growing part of the region for many years. The mix of recreational, cultural, political and entertainment activities within the commercial and business heart has diversified as the city has evolved, increasing vibrancy, vitality and attracting a range of people into the city. This has had a positive spin-off as many more residents are within an easy walking distance of their place of work. This, coupled with Victoria and Massey University students living on or near campus, has seen a steady increase in the number of people choosing to walk to work or study.

Wellington is already a walking city yet more work is still needed to understand the 'pedestrian profile' and improve safety. By establishing and implementing measures to encourage more walking, the policy will help to strategically target groups who are both *willing and able* to change their travel habits to include walking in their everyday trips.

HOW DO WE MEASURE TARGETS?

It is important that information about the pedestrian environment and pedestrian movements is gathered regularly to inform planning decisions. Analysing changes and trends in provision and perception aid policy implementation decisions.

Types of data collected and used by the Council include:

- The nation-wide Census - carried out every five years by Statistics New Zealand, it gives specific geographical information about the means of travel to work - including walking.
- Pedestrian counts - Council periodically surveys the number of pedestrians in various areas related to specific projects.
- Crash database - this is held by Land Transport New Zealand and contains the reports of all road crashes. This is reported annually.
- Feedback from the public - there is ongoing feedback gathered from public enquiries and requests, particularly related to the provision of infrastructure.
- Annual Residential Satisfaction Survey. This survey covers residents' perception of Council services and can be used to assess opinions on the quality of the pedestrian environment.
- Annual Transport Monitoring Survey Report. A tailor-made survey to assess the quality of the transport and pedestrian environment.

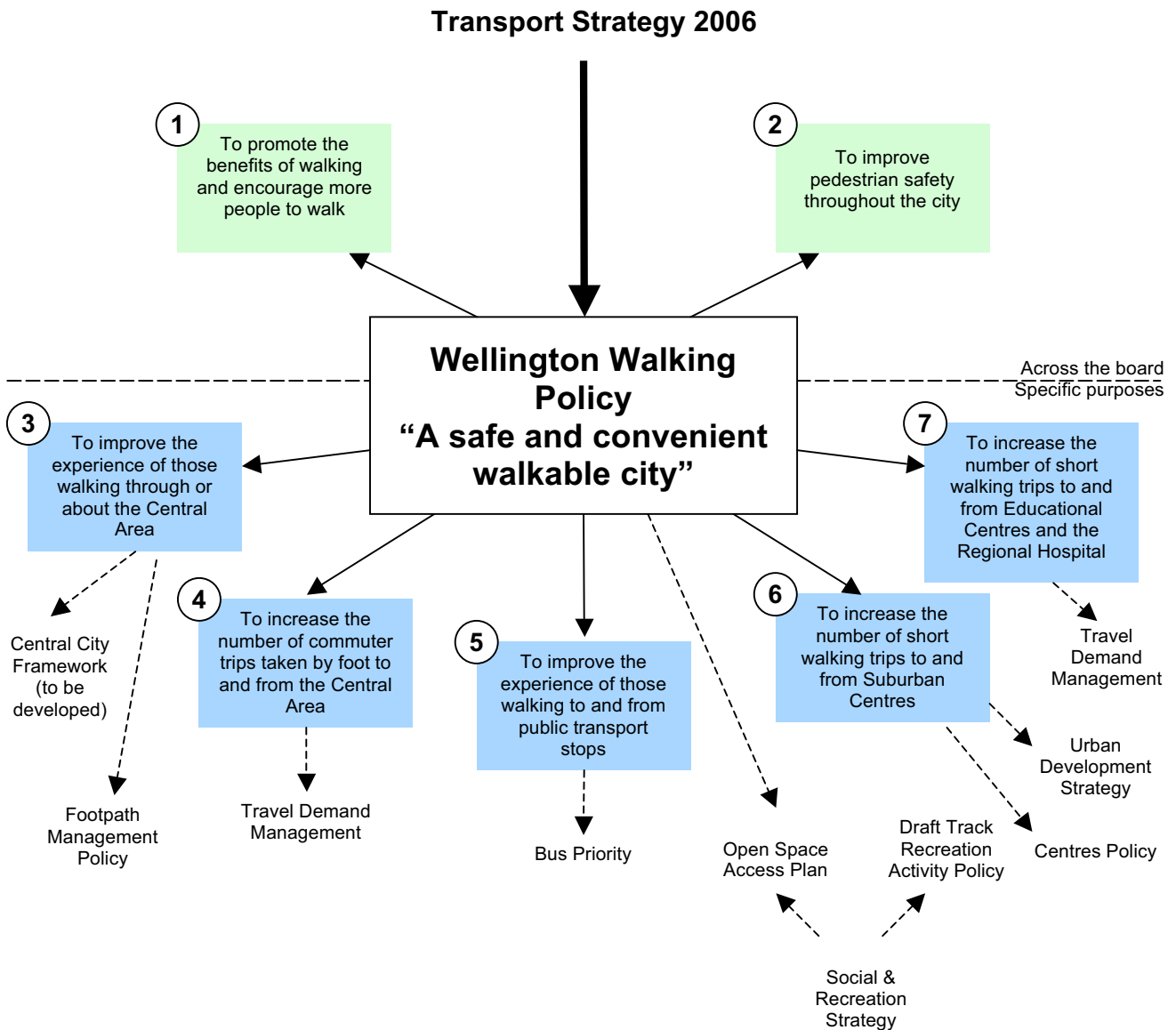
Data trends from the above sources assist with the evaluation of projects and provide information as to where more work is required.

¹ Statistics New Zealand, Journey to work mode share 2006

OVERALL APPROACH

Under the city's Transport Strategy (2006), Wellington's overall goal for its transport network is to support the economic, social, cultural and environmental aspirations of its citizens. This means ensuring the State Highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around areas of high-density development. It will also mean promoting developments that improve the energy efficiency of the transport system.

The relationship of the Walking Policy with the Transport Strategy and other Council plans and policies is demonstrated below:



STRATEGIC INTENT

To develop Wellington as a city where walking is considered to be a safe and convenient choice for all or part of every trip.

Objective 1

To promote the benefits of walking so that more people walk

How will we know that we have succeeded?

Target 1

The 5-yearly Population Census and Annual Transport Monitoring Survey show a continual increase in the number of people walking to work and school

What is the Council's position on the importance of walking?

Policy 1.1

Walking is the most basic and important transport function and should be given priority over other modes of travel where it is safe and appropriate

Policy 1.2

Prioritisation of new investment and maintenance of the pedestrian infrastructure takes into account the potential to reduce car trips

Policy 1.3

Every opportunity should be taken to ensure the pedestrian network is accessible to all users where practicable.

How will Council do this?

Proposed Actions	
1.1	Adopt Land Transport New Zealand's best practice pedestrian network and design guide
1.2	Facilitate a forum where industry and community representatives can come together to discuss walking issues.
1.7	Facilitate the creation of an internet based regional journey planner which will enable people to personalise individual journey maps
1.9	Collaborate with walking groups
1.10	Increase social marketing and travel behaviour change initiatives that promote the benefits of walking by collaborating with other organisations already working in this area.

1.11	Promote attractions and destinations (tracks, reserves, walkways, Central City, arts and heritage walks) by providing more information at the Visitor Information Centre and at the Council information desk
1.12	Promote the organisation of short walks in scenic areas and providing entertainment either during the walk or at the destination
1.19	Adopt the International Charter for Walking signalling Councils commitment to the value of walking and the promotion of healthy, efficient and sustainable communities.
1.20	Advocate for increased funding assistance rates from Central Government for the provision and maintenance of walking infrastructure.
3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate
3.2	Provide new footpaths in areas that have the greatest potential to reduce vehicle trips
3.14	Provide pedestrian signage on “no exit” streets where a pedestrian exit exists

RATIONALE

There are many benefits to encouraging walking and providing good quality walking environments. The Council has an important role to play in providing a range of walking opportunities and promoting public health, as well as efficient and sustainable communities. Building and supporting an active walking environment is one way to provide greater opportunities for routine physical activity. Well planned and maintained walking routes are a great way of promoting active living.

Walking offers benefits for the entire community and caters for a wide range of interests and capabilities. Such benefits include:

Environmental benefits

- *Promotes community awareness and appreciation of the city*
- *Enriches the experiences of visitors through education and interpretation*
- *Contributes to reducing greenhouse gas emissions and air, noise and water pollution*
- *Provides a sustainable and energy efficient mode of transport that does not rely on fossil fuels for power*

Transport benefits

- *Provision of links between other modes of transport*
- *Reduction of traffic congestion and road space demand*
- *Improve the performance of the City's transport system*
- *More pedestrians in an area require that drivers slow down*
- *Reduction in parking demand*

Community and social benefits

- *Contributes to streets becoming a place of social interaction*
- *Contributes to a social feeling of ‘vibrancy’ with walkable neighbourhoods contributing to a high level of ‘social capital’ within the community*
- *Enables easy access around the city for visitors and tourists*
- *Health benefits including reducing air pollutants through mode shifts from private vehicles to walking*

Recreational benefits

- Opportunities for free, accessible activity for a wide range of the community
- Increased recreational opportunities for a wide range of the community

Economic benefits

- Activities that alleviate congestion improve productivity and economic activity
- An aesthetically pleasing environment contributes to the overall image of the city
- Safe, attractive social environments increase property values
- Increased pedestrian traffic translates into increased sales for commercial and retail sectors

Such benefits are also strongly advocated in the International Charter for Walking. This international charter identifies the needs of people on foot and provides a common framework to help authorities focus their policies, activities and relationships to create a culture where people choose to walk. The core strategic objectives of the Charter include; increasing mobility, designing well 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, increased support from authorities and encouraging a culture of walking. Many of the Charter's objectives are already being achieved in the Wellington context, but improvements can always be made and it is recommended that the Council formally sign the Charter to signal its commitment to the value of walking and the promotion of healthy, efficient and sustainable communities. A copy of the charter is contained in appendix 5 of this report.

Themes promoted in the charter that could be enhanced included improving knowledge and awareness of walking routes and connections. This Walking Policy proposes to assist and provide resources to create an internet based regional journey planner which will enable people to personalise individual journey maps. Way finding and route signage will also help in identifying routes and connections.

In addition, this policy proposes to collaborate with existing stakeholder and interest groups, such as the Road Safety Reference Group, to expand the focus of agendas from a road safety perspective to include travel planning and promotion of active modes. It is considered that these meetings provide an opportune forum to promote the benefits of walking and target areas of the city that can be improved to encourage walking as the number one mode of transport.

As part of "Getting around by foot and by cycle strategy" the government has produced a best practice guide, which this policy adopts.

When undertaking any works or activities on or adjacent to the roading corridor, consideration must be given to the effects on the walking environment. Opportunities to improve the walking environment must also be considered. Where appropriate, walking will be given the highest importance over any other activity in the corridor.

A footpath hierarchy has been developed to assist with planning and maintenance, it is proposed to expand the use of this hierarchy to determine existing Levels of Service (LoS) and proposed LoS for each category. Council is currently developing a central city framework policy in which a footpath hierarchy will be instrumental.

To encourage walking, the public need more than just health benefits as incentives to walk. A substandard walking environment caused by inadequate footpaths, insufficient or inadequate crossings, cluttered street furniture and litter can exacerbate the unpleasantness of the streets and directly affect whether people will use them. Streets that are well maintained, are safe and provide a stimulating journey or interesting destination, are more likely to attract people that will not only walk these routes, but will walk more often.

The presence of people walking along streets or in public open spaces can provide sufficient natural surveillance to reduce the likelihood of crime or anti-social behaviour. It can also create more cohesive and vibrant communities as walking, by its instantaneous and flexible nature allows people to stop on the way and spend time and money to do a range of activities such as shop, meet with friends, sit and rest and admire the surroundings. Social walking and the presence of other people is more interesting than walking alone, and walking routes with points of interest allows social interaction.

Objective 2

To improve pedestrian safety throughout the city

How will we know that we have succeeded?

Target 2

The Crash Database (reported annually by Land Transport New Zealand) shows a continual reduction in reported pedestrian injury crash numbers in Wellington city

What is the Council's position on the safety of walking?

Policy 2.1

Prevent parking on footpaths that compromises pedestrian safety and amenity

Policy 2.2

Every opportunity to make the city as safe as possible for pedestrians must be explored

Policy 2.3

All planning for pedestrian provision will take account of the Crime Prevention Through Environmental Design (CPTED) principles

How will Council do this?

Proposed Actions (see Implementation Programme)	
1.2	Facilitate a forum where industry and community representatives can come together to discuss walking issues.
1.4	Adopt the CPTED guidelines and lighting standards in public realm developments and redevelopments
1.5	Adopt CPTED principles when maintaining existing walkways to ensure vegetation is clear and surveillance and sightlines are available
1.6	Promote the safe design of roads and pedestrian routes, including attention to planting, surveillance, fencing, lighting and signage and anticipate changes to pedestrian routes as a result of population growth and other city changes (e.g. changes to shopping centres or transport nodes) and make proactive improvements
1.13	Promote road safety campaigns with a focus on reducing pedestrian injuries
1.21	Advocate that Central Government provide for a comprehensive deployment of Red Light cameras to reduce the instances of failing to stop at traffic signals.

2.3	Undertake a review of signalised intersections with a view of improving pedestrian priority and safety.
3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate
3.5	Take enforcement action against inappropriate parking of vehicles on footpaths
3.6	Provide increased surveillance in areas of high night time activity, through both on street walkwise presence and recorded CCTV coverage.
3.7	Actively manage speed limits in high pedestrian areas such as Lambton Quay, Willis St and extend the 30km/hr speed zone to Manners St and Courtenay Place. Consider reducing the speed limits to 40km/hr on The Terrace, Boulcott St, Featherston St (and surrounds), Cuba St and Tory St.
Proposed Action that depends on the outcome of the investigation	
3.3	Provide traffic signal improvements as identified to improve pedestrian wait times and pedestrian safety

RATIONALE

The biggest area of safety concern is the potential conflict between vehicles and pedestrians.

Wellington's physical character allows people to cross roads easily as they are narrow and generally speeds are low and roads relatively easy to cross. Council's road safety campaigns of recent times have focused on the message to stop and look before crossing the road. This Policy continues to build on such educational programmes to promote user safety.

Pedestrian injuries feature highly in the total road injury picture in Wellington City, representing 20 percent of all injuries and 42 percent of all fatalities. Most pedestrian crashes occurred on urban roads, of which 46 percent occurred at intersections.

29 percent of these crashes occurred during the hours of darkness.

Pedestrians injured by age 2002 -2006



Wellington City is experiencing a problem with significant numbers of pedestrian crashes involving young people crossing the road. Approximately 30 percent of pedestrians injured during the five-year period 2002-2006 were between 15 and 24 year of age. Young people under 15 years of age constitute 16 percent of the pedestrians injured in crashes. The recent

decision by Police to enforce a lower speed tolerance around schools is a strong step in creating a safer lower speed environment for young pedestrians.

Following are the non-driver crash factors involved in pedestrian crashes:

- 28 percent involved pedestrians crossing roads heedless of traffic
- 11 percent of pedestrians were intoxicated
- 8 percent involved pedestrians crossing roads without following traffic signals.

Pedestrian crashes are concentrated on arterial and collector roads. The top five locations are shown in the table below.

Location	Number of pedestrians injured
Taranaki St / Courtenay Pl	13
Willis St / Abel Smith St	8
Lambton Quay and Grey St	7
Kent / Majoribanks St	7
Willis St / Mercer St	7

In many parts of the city, the traffic signal timings and operations allow left turning vehicles to turn at the same time pedestrians get to cross parallel to the main flow. While there is little supporting evidence to say that this is unsafe, many pedestrians indicate that they are very concerned and feel threatened by cars trying to turn through, while drivers trying to turn feel frustrated that their way is impeded by pedestrians when they feel they have the right to pass through. A dedicated pedestrian only phase reduces the efficiency of the intersection and leads to higher cycle lengths and longer wait time for all users. This policy will give consideration to improving pedestrian's importance at traffic signals but still recognising that the signals need to provide for all road users. To address this, the policy will look at maximum wait times and dedicated facilities.

In order for pedestrians to cross roads safely, the policy will promote safe crossing locations in combination with slow speed environments; these will be a combination of improvements to existing crossing facilities, new crossing facilities, traffic calming and speed limits less than 50km/hr.

There is a strong link between vehicle speeds and the risk and severity of collisions. If a pedestrian is hit by a moving car, the risk of serious injury or being killed rises dramatically with increased speed. This is practically important in the Wellington context where higher speeds on narrow, winding roads that were not designed for such car use, can influence the likelihood of accidents.

Another area where this Policy will focus on is ensuring enforcement action is taken against those who park on footpaths. The focus of enforcement will be to initially target areas of footpath parking that could cause harm or the greatest inconvenience to a footpath user, or that causes damage to infrastructure. While footpath parking is an offence, and drivers who choose to do so could expect to be ticketed, guidelines for enforcement have been developed so that the following is targeted:

- No footpath parking in the central business district or in suburban retail centres
- In other areas, reasonable footpath space must be available for pedestrian thoroughfare (including allowing a wheelchair, mobility scooter or pram to pass)
- No footpath parking by trucks or other large vehicles.

In addition to road safety, personal security is a real issue for pedestrians. In order for Wellington to make significant modal changes towards walking, it must first address both the

real and perceived safety issues within the city. A common concern regarding safety is that people can feel unsafe when walking alone.

Perceived personal safety is different for different groups of people. The perceptions are based on the person's mobility, age, sex, experience and background and the time of day. It is a known fact that the more people that walk, and are visible walking, the less perception there will be that walking is unsafe. This policy promotes physical intervention and encourages streets to be well maintained and lit to help with pedestrian confidence so that they feel secure on their chosen route.

If not planned and managed carefully, completely pedestrianised areas can become solitary and threatening at night when shops are closed. The pedestrian environment should be designed so that there is good visibility and no opportunities for strangers to hide around corners. Encouraging mixed use in town centres helps to ensure that they are not deserted at night. Surveillance cameras also play a role in ensuring that people feel secure in pedestrian areas. These should be conspicuous and well publicised so that people know that they are in place and how they operate.

Crime Prevention Through Environmental Design (CPTED) is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

While crime occurs for many different reasons and cannot be prevented by well designed places alone, CPTED is an important tool with proven benefits. To be most effective, CPTED needs to be part of a broader crime prevention strategy that incorporates social, environmental and community development strategies.

There are four key overlapping CPTED principles:

- 1. Surveillance - people are present and can see what is going on*
- 2. Access management - methods are used to attract people and vehicles to some places and restrict them from others*
- 3. Territorial reinforcement - clear boundaries encourage community 'ownership' of the space*
- 4. Quality environments - good quality, well maintained places attract people and support surveillance*

This Walking Policy focuses on improved interactions and safety between pedestrians and vehicles. Ultimately, by ensuring a high level of both personal and property safety, more people will be encouraged to walk more often.

Objective 3

To improve the experience of those walking through or about the Central Area

How will we know that we have succeeded?

Target 3

The Residents Satisfaction Survey and Annual Transport Monitoring Survey show an increase in the numbers of people walking and a greater level of satisfaction with the walking experience within the Central Area

What is the Council's position on walking within the Central Area?

Policy 3.1

Frequent safe crossing points must be available on all roads and crossing signals must enable pedestrians to cross frequently and meet their needs

Policy 3.2

Buildings must provide 'active frontages' to encourage connectivity with street edge to anticipate new or growing pedestrian routes

Policy 3.3

Every opportunity must be explored to make the Central Area as interconnected as possible for pedestrians

Policy 3.4

Street cleaning services should be of a high standard

How will Council do this?

Proposed Actions (see Implementation Programme)	
1.3	Require that new developments on key pedestrian routes do not exacerbate wind issues at street level
1.8	Adopt a public space design policy which has an emphasis on pedestrian amenity, safety and aesthetics
2.1	Investigate options for new frequent, safe, main road and intersection crossings for pedestrians.
2.2	Undertake a review to determine if changes are required to the pedestrian hierarchy in response to changing travel patterns and levels of service, The hierarchy to include dominant mode for for each street at different times of the day. (refer Appendix 1)
2.3	Undertake a review of signalised intersections with a view of improving pedestrian priority and safety.
2.4	Finalise a map of all formal and informal routes within and surrounding the Central Area

3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate
3.4	Provide for new frequent, safe, main road and intersection crossings for pedestrians.
3.7	Actively manage speed limits in high pedestrian areas such as Lambton Quay, Willis St and extend the 30km/hr speed zone to Manners St and Courtenay Place. Consider reducing the speed limits to 40km/hr on The Terrace, Boulcott St, Featherston St (and surrounds), Cuba St and Tory St.
Proposed Action that depends on the outcome of the investigation	
3.3	Provide traffic signal improvements as identified to improve pedestrian wait times and pedestrian safety

RATIONALE

Pedestrians using the central city have a wide range of needs and levels of ability. Commuters and shoppers require wide pavements for peak times, the partially sighted pedestrians require uncluttered and tactile surfaces, people in wheelchairs and with prams require ramps rather than steps, and tourists need space to stop while they take photographs or consult maps. Generally, Wellington Central City can cater for all these different needs successfully, but it is acknowledged that a benchmark must be set to ensure high levels of service are maintained.

A substandard walking environment in the central city caused by poorly maintained footpaths, insufficient or inadequate crossings, cluttered street furniture and litter can exacerbate the unpleasantness of streets and directly affect whether people will use them. Streets that are well maintained, are safe and provide a stimulating journey or interesting destination, are more likely to attract people that will not only walk these routes, but will walk more often. To ensure the continued vibrancy and vitality of the central area, Wellington City Council is committed to making sure people enjoy their time in the central area.

One way in which the Council successfully manages the vibrancy of the central area and the impact of new development within it, is with considered land use planning via the District Plan. Requirements such as 'active frontages' on new buildings encourage connectivity with street edge and its users. Carefully considered design such as interconnecting links and the requirement for verandahs for new buildings on key pedestrian routes is another way in which Council promotes pedestrian activity and comfort. This policy contains a Pedestrian Hierarchy Map (see Appendix 1) which complements the walking hierarchy and will be integral to the central city framework policy when completed.

The pedestrian hierarchy needs to be reviewed frequently to respond to changing land use and travel patterns. Levels of service and maintenance are based on this hierarchy.

Another major contribution to the attractiveness of an area is the absence of litter. Street cleaning within the central area is undertaken by Wellington City Council and is monitored by the use of monitoring indicators and customer feedback. The policy sees this service as a fundamental responsibility in maintaining the strength of our central area and encouraging walkers within in it.

At an infrastructure level, Council maintains all footpaths to a standard level of up-keep throughout the city. This policy promotes the use of a hierarchy for footpath maintenance to set different levels of service. This could mean that higher order footpaths like those found in the central area are given priority service and lower order footpaths given a decreased level of service. Likewise, this policy encourages re-consideration of how Council currently

prioritises and funds new or improvements to city-wide footpaths. This policy proposes a review of the criteria for prioritising expenditure.

There are a number of locations within the central area where there is poor connectivity or areas considered unsafe to cross. It is proposed to investigate options for improvements including cost, and develop a methodology for prioritising construction. Examples of poor connectivity are at the intersections of Tory and Wakefield Streets and at Taranaki and Wakefield Streets, both these intersections only have a pedestrian facility on three of the four legs of the junction. The Terrace and Boulcott Street are examples of streets that have poor formal opportunities to cross the streets. Examples of unsafe locations with higher crash numbers is the intersection of Taranaki Street and Courtenay Place and the intersection of Ghuznee and Cuba Streets.

Within the central area it is proposed to have a dedicated programme of works to improve connectivity and safety. This programme will link as much as possible to other central city planned works such as the bus priority programme or central area enhancement schemes.

Objective 4

To increase the number of commuter trips taken by foot to and from the Central Area

How will we know that we have succeeded?

Target 4

The 5-yearly population census and Annual Transport Monitoring Survey show an increase in commuter trips using walking as a mode of transport

What is the Council's position on walking to and from the CBD?

Policy 4.1

Explore every opportunity to make the walking routes from areas within 25 minutes potential walk from the central area as interconnected as possible for pedestrians

Refer also to Policy 3.1

How will Council do this?

Proposed Actions	
1.7	Facilitate the creation of an internet based regional journey planner which will enable people to personalise individual journey maps
2.7	Complete the analysis of identified corridors from areas within a potential 25 minute walk of the Central area to identify preferred routes. Consideration to be given to utilise off-road options (Refer to Appendix 2)
2.8	Undertake an audit of the preferred route in each corridor to the central area to determine barriers and issues affecting walking.
2.9	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from the central area.
3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate
Proposed Action that depends on the outcome of the investigation	
3.8	Provide street improvements as identified to improve routes to and from areas up to 25 minutes walk from the edge of the Central Area.

RATIONALE

There are a number of reasons people give for not walking or letting those in their care walk, some of these are listed below:

- *Road Safety*
- *Topography*
- *Distance/time*
- *Weather*

- *Personal security*
- *Linked to a longer trip by another mode*
- *Not sure of how to get from A to B*
- *The need for a car in case of sudden demand*

This policy promotes that those living within a potential 25 minutes walk of the central city have a safe and convenient walking route into the city. The Policy will target this group and encourage walking as their primary commuting method.

The policy also proposes to work with Greater Wellington in developing a regional route planner which will allow users to plan online routes by various modes such as bus, cycle and walking or a combination of all three. Routes would vary and would be determined according to the needs of users, street lighting or accessibility. This would also enable maps to be produced showing all footpaths and walkways.

An examination of journey to work data provided at the last census shows that there are currently a high number of residents walking from our inner city suburbs into the central area. A map showing pedestrian walking distances from the edge of the central area shows that at a distance of 25 minutes walk is the point at which residents feel comfortable in walking. It is considered that there is limited scope to increase commuter walking trips beyond 25 minutes from the edge of the central area. A desk top study has been undertaken to determine catchments of existing and potential walkers and corridors into the central area from each catchment. It is proposed to examine each of these corridors and undertake audits to determine the most appropriate route and possible actions that would be needed to improve the route to attract new walkers. Each catchment would be prioritised before undertaking improvement works.

Objective 5

To improve the experience of those walking to and from public transport stops.

How will we know that we have succeeded?

Target 1

The Residential Satisfaction and Annual Transport Monitoring Surveys show a continual increase in the number of people walking to and from public transport stops

What is the Council's position on walking to and from public transport?

Policy 5.1

Street maintenance must ensure adequate safety and amenity standards on bus routes and bus stops

Policy 5.2

New urban developments must provide good pedestrian connections to public transport stops

Policy 5.3

Interconnected street networks (especially in new developments) will be strongly encouraged

Policy 5.4

Shelter will be provided for bus and rail passengers on all incoming stops and at selected outgoing stops where appropriate

How will Council do this?

Proposed Actions	
1.14	Advocate for continued public transportation services in Wellington and assist in ensuring services are convenient and reliable.
2.3	Undertake a review of signalised intersections with a view of improving pedestrian priority and safety.
2.10	Continue the study of census data to determine areas of poor bus/train patronage to understand if the walking environment can be improved.
2.11	Undertake an audit of areas of poor bus patronage to determine barriers and issues that may affect bus usage.
2.12	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from the bus stops/train station.
3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate
Proposed Actions that depend on the outcome of the investigations	

3.3	Provide traffic signal improvements as identified to improve pedestrian wait times and pedestrian safety
3.9	Provide street improvements as identified to improve routes to and from public transport stops.

RATIONALE

Public transport accounts for over 40% of commuter trips in Wellington. Most journeys by public transport involve walking at some stage, therefore making walking easier is key to an effective integrated transport system. High quality pedestrian networks linking to public transport facilities make the journey safe and attractive. The walking element is an important part the whole journey experience and should always be included in the planning process for existing and new developments.

This policy recognises that the main public transport stop walked to in Wellington is the Central Railway Station. Good well sheltered routes are needed for this to continue being as successful as it is.

Appendix 2 shows the walking times to bus stops in the city. It is proposed to examine census data to determine if there are areas that are close to bus stops but have a low bus patronage, these areas will be looked at to determine if there are walking constraints that may be causing the low bus numbers. The policy aims to provide good access to and from all bus stops in the city.

This policy uses an existing Pedestrian Hierarchy Map (refer to Appendix 1) to help understand walking patterns and focus on convenient and safe routes within the central city. On such routes, the Council is committed to ensuring that there are no obvious obstructions to reach key destinations such as major bus stops and the train station. The policy promotes user comfort and that these routes should be well lit and sheltered, with bus stops and the railway station clearly sign posted with attractive and easy to understand information.

Objective 6

To increase the number of short walking trips to and from Suburban Centres

How will we know that we have succeeded?

Target 6

The 5-yearly population census and Annual Transport Monitoring Survey show an increase in the numbers of people walking to and from their local services in their neighbourhood

What is the Council's position on walking to and from suburban centres?

Policy 6.1

Safe crossing points must be available on key roads in suburban centres to allow pedestrians to cross frequently

Policy 6.2

Buildings in suburban centres must have 'active frontages' to encourage connectivity with street edge

How will Council do this?

Proposed Actions	
2.13	Undertake surveys of residents within a 15min walk of Suburban Centres to understand reasons for/against walking. (Refer Appendix 4)
2.14	Undertake community street review/ audit of likely routes to and from Suburban Centres to identify & improve issues and constraints.
Proposed Action that depends on the outcome of the investigation	
3.10	Provide street improvements as identified to improve walkability of routes to and from selected Suburban Centres

RATIONALE

Wellington is well served by suburban centres that complement the city centre. Activities at these centres range from small to large supermarkets, restaurants and bars, takeaway food outlets, health professionals, libraries, recreational and social centres and neighbourhood dairies.

The short car trip (under 2km) is the most inefficient use of the car. This policy promotes that those living within 15 minutes walk of suburban centre will have a safe and convenient walking route to that centre and walking will be the preferred method of getting to that location. Appendix 4 shows walking times to centres.

It is extremely difficult to determine the number of car trips to these centres that could otherwise have been taken as a walking trip. It is proposed to prioritise these centres and undertake a survey of residents within a 10-15 min walk to understand the demand and reasons why perhaps residents do not walk. If there is evidence that more locals would walk

then the Council is able to prioritise and implement schemes to improve the walkability of the area.

Lack of knowledge or awareness of routes and connections can deter people from walking, This policy proposes to assist and provide resources to create an internet based regional journey planner which will enable people to personalise individual journey maps. Way finding and route signage will also help in identifying routes and connections.

Objective 7

To increase the number of walking trips made to and from educational centres and the regional hospital

How will we know that we have succeeded?

Target 7

The 5-yearly population census and Annual Transport Monitoring Survey show an increase in the numbers of people walking to and from primary and secondary schools, university and other tertiary institutions as well as the regional hospital

What is the Council's position on walking to and from educational centres and the regional hospital?

Policy 7.1

All planning and provision for educational centres and the regional hospital either for new or existing facilities must promote and provide for walking

Policy 7.3

Every opportunity must be explored to make walking to school or work at the regional hospital the preferred mode of transport

How will Council do this?

Proposed Actions	
1.15	Promote , encourage and support education and training of school children relating to road safety
1.16	Adopt school travel planning programmes, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future
1.17	Work with tertiary institutes and the regional hospital to develop organisational travel plans
1.18	Promote , encourage and support the use safer routes to school programme, including walking school buses, walk to school week and school travel plans.
2.15	Undertake an audit of common routes to and from school to determine barriers and issues affecting walking
2.16	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from school.
2.17	Undertake an audit of common routes to and from the regional hospital to determine barriers and issues affecting walking
2.18	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase

	the maximum number of walkers to and from the regional hospital
3.12	Provide for dedicated parking enforcement around schools
Proposed Action that depends on the outcome of the investigation	
3.11	Provide street improvements as identified to improve routes to and from school i.e. safe crossing points, new footpaths and traffic calming as identified in the school travel plan
3.13	Provide street improvements as identified to improve routes to and from tertiary institutes and the regional hospital

RATIONALE

Over the past 30 years there has been a steady decline in the proportion of young people walking to and from school. As more children are being driven to school, fewer pupils are walking. This could have an effect on the development of their road safety awareness, as they are not learning how to deal with motor traffic. This dependence on cars also has dramatic effect on increased road congestion.

It is easier to influence the young than adults. Road safety education is a necessity if children are to be encouraged to walk to school. Travelling to school often involves trips without adult supervision across busy highways at peak times. Walking is an integral part of school journeys that use public transport and so developing pedestrian skills is not solely relevant to the journeys of pupils living close to schools. Many school children are keen to walk to school but are often afraid to because of the dangers and high levels of traffic on busy urban routes.

This policy identifies education as a priority to help prevent further car dependence and to make safer drivers for the future. Staff and pupils will be encouraged to consider walking to and from school and provide training in safety and security. Measures, such as school crossing patrols and pedestrian crossings can encourage more walking to school. Through this policy, officers will work with local schools to assess the level of road safety knowledge to assist the development of initiatives.

Wellington has 66 primary schools and 13 secondary schools. The Council has been working with approximately 25 schools to develop a Safe Routes to School programme. Experience has shown that each school needs on average \$100,000 on infrastructural changes to be undertaken on the roads surrounding the school to make parents feel more at ease to let their children walk to school. Unfortunately, current budgets can not sustain this programme, but incorporating it into the wider suburb, area based SaferRoads project will enable the programme to be delivered successfully.

One of the reasons given for not letting children walk is the illegal and dangerous parking at or around the school gate. This policy proposes to dedicate at least one parking warden to address school parking issues.

There are a number of agencies working with schools to help increase fitness, reduce car dependency and promote road safety. Walking to school is seen to be the best way of achieving this, therefore the Council becomes the lead agency in a multi-agency approach to walking.

In addition to working with schools and other educational providers, this policy also recognises that Council must actively work with Wellington Hospital to encourage walking to and from its facilities. Wellington Hospital serves a population of about 270,000 residents

and provides specialist services for a regional population of about 900,000 people. The hospitals main population base is from Wellington City and its suburbs, the Porirua Basin, and the Kapiti Coast, including Waikanae. Specialist tertiary-level care is also provided to patients from the lower North Island and upper South Island. This regional catchment brings in many people to the Newtown area and the walking policy recognises that they should have a walking environment around the hospital that is convenient and safe. The hospital also employs about 3,500 full time staff, which makes it a major employer in the Wellington region. The walking policy encourages staff to walk to work by improving their walking environment and through promotion and marketing.

Organisational travel plans (OTP) are similar to school travel plans. Victoria University has an OTP as a means of addressing parking and travel issues between their 4 main campuses, Kelburn, Pipitea, Vivian St and Karori. Wellington Hospital's OTP has largely been developed to manage staff and visitor parking issues on site. Both organisations have identified a number of deficiencies in the walking network on their sites and on the surrounding city streets. It is proposed that the Council will assist in improving these streets and promote walking to and from these areas.

The policy considers walking as the most important mode of transport to and from educational centres and Wellington Hospital. The positive flow-on effects of reduced traffic congestion, environmental benefits, health benefits and increased social interaction can not be ignored. By working on educational programmes with schools, universities and the regional hospital, as well improving infrastructure, it is envisioned that the objectives of the policy can be achieved.

DRAFT IMPLEMENTATION PROGRAMME

The draft implementation programme translates the ideals of the Walking Policy into management on the ground and in the community. The implementation programme identifies specific projects and programmes (covering the full range of engineering, education, enforcement and encouragement activities) with cost estimates and timeframes.

The implementation programmes will be included within the LTCCP and land transport programmes and may be subject to change in accordance with technical, political and financial priorities the implementation programme will be finalised once funding is approved.

	Proposed Action	Applicable to Objective							When	What will it cost
		1 Promote	2 Safer	3 CBD	4 commuting	5 PT	6 Sub Cntr	7 ED & Hospital		
1.0	Adopt / Promote / Advocate									
1.1	Adopt Land Transport New Zealand's best practice pedestrian network and design guide	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.2	Facilitate a forum where industry and community representatives can come together to discuss walking issues.	✓	✓	✓	✓	✓	✓	✓	Ongoing	\$6,000
1.3	Require that new developments on key pedestrian routes do not exacerbate wind issues at street level	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.4	Adopt the CPTED guidelines and lighting standards in public realm developments and redevelopments		✓	✓	✓	✓	✓	✓	Ongoing	Budgeted for already
1.5	Adopt CPTED principles when maintaining existing walkways to ensure vegetation is clear and surveillance and sightlines are available		✓	✓	✓	✓	✓	✓	Ongoing	\$120000 /Year
1.6	Promote the safe design of roads and pedestrian routes, including attention to planting, surveillance, fencing, lighting and signage and anticipate changes to pedestrian routes as a result of population growth and other city changes (e.g. changes to shopping centres or		✓	✓	✓	✓	✓	✓	Ongoing	Operational

	transport nodes) and make proactive improvements										
1.7	Facilitate the creation of an internet based regional journey planner which will enable people to personalise individual journey maps	✓		✓	✓	✓	✓	✓	2008-2010	\$5,000	
1.8	Adopt a public space design policy which has an emphasis on pedestrian amenity, safety and aesthetics	✓	✓	✓			✓		Ongoing	Budgeted for elsewhere	
1.9	Collaborate with walking groups	✓	✓						Ongoing	Operational	
1.10	Increase social marketing and travel behaviour change initiatives that promote the benefits of walking by collaborating with other organisations already working in this area.	✓							Ongoing	\$20,000 /Year	
1.11	Promote attractions and destinations (tracks, reserves, walkways, Central City, arts and heritage walks) by providing more information at the Visitor Information Centre and at the Council information desk	✓							Ongoing	Budgeted for elsewhere	
1.12	Promote the organisation of short walks in scenic areas and providing entertainment either during the walk or at the destination	✓							Ongoing	\$10,000 /Year	
1.13	Promote road safety campaigns with a focus on reducing pedestrian injuries		✓						Ongoing	\$80,000 /Year	
1.14	Advocate for continued public transportation services in Wellington and assist in ensuring services are convenient and reliable.					✓			Ongoing	Operational	
1.15	Promote , encourage and support education and training of school children relating to road safety						✓		Ongoing	Operational	
1.16	Adopt school travel planning programmes, rolled out in all schools across Wellington with the initial focus on primary schools but extended to include intermediate and secondary schools in the future						✓		Ongoing	\$50,000 /Year	
1.17	Work with tertiary institutes and the regional hospital to develop organisational travel plans						✓		Ongoing	Operational	
1.18	Promote , encourage and support the use safer routes to school programme, including walking school buses, walk to school week and school travel plans.						✓		Ongoing	Operational	

1.19	Adopt the International Charter for Walking signalling Councils commitment to the value of walking and the promotion of healthy, efficient and sustainable communities.	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.20	Advocate for increased funding assistance rates from Central Government for the provision and maintenance of walking infrastructure.	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
1.21	Advocate that Central Government provide a comprehensive deployment of Red Light cameras to reduce the instances of failing to stop at traffic signals.	✓	✓	✓	✓	✓	✓	✓	Ongoing	Operational
2.0	Plan / Investigate / Develop / Undertake									
2.1	Investigate options for new frequent, safe, main road and intersection crossings for pedestrians.		✓	✓	✓	✓	✓	✓	Ongoing	Operational
2.2	Undertake a review to determine if changes are required to the pedestrian hierarchy in response to changing travel patterns and levels of service, The hierarchy to include dominant mode for for each street at different times of the day. (refer Appendix 1)		✓	✓	✓	✓	✓	✓	Ongoing	Operational
2.3	Undertake a review of signalised intersections with a view of improving pedestrian priority and safety.		✓	✓	✓		✓		2009-2011	\$50,000
2.4	Survey and map all formal and informal routes within and surrounding the Central Area		✓	✓	✓				2009-2010	\$5000
2.5	Identify areas where new routes over private land would enhance connectivity		✓	✓	✓				20010-2011	\$5000
2.6	Develop a methodology for assessing pedestrian Level of Service (LoS); determine LoS requirements for pedestrian volumes; measure LoS through CBD and target those streets with inadequate LoS for anticipated volumes.		✓	✓					2009-2010	\$50,000
2.7	Complete the analysis of identified corridors from areas within a potential 25 minute walk of the Central area to identify preferred routes. Consideration to be given to utilise off-road options				✓				2009-2010	
2.8	Undertake an audit of the preferred route in each corridor to the central area to determine barriers and issues affecting walking.				✓				2009-2011	\$200,000

2.9	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from the central area.				✓			2010-2012	\$200,000
2.10	Continue the study of census data to determine areas of poor bus/train patronage to understand if the walking environment can be improved..					✓		2012-2014	\$5,000
2.11	Undertake an audit of areas of poor bus patronage to determine barriers and issues that may affect bus usage.					✓		2013-2015	\$100,000
2.12	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from the bus stops/train station.					✓		2014-2016	\$100,000
2.13	Undertake surveys of residents within a 15min walk of Suburban Centres to understand reasons for/against walking.						✓	2009-2014	\$40,000 /Year
2.14	Undertake community street review/ audit of likely routes to and from Suburban Centres to identify & improve issues and constraints.						✓	2009-2014	\$100,000 /Year
2.15	Undertake an audit of common routes to and from school to determine barriers and issues affecting walking						✓	2009-2014	\$5,000 /School
2.16	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from school.						✓	2009-2014	\$10,000 /School
2.17	Undertake an audit of common routes to and from the regional hospital to determine barriers and issues affecting walking						✓	2009-2011	\$5,000
2.18	Undertake analysis to determine options to correct issues identified in audit including identifying likely costs. Prioritise works in a way that creates the potential to increase the maximum number of walkers to and from the regional hospital						✓	2009-2011	\$10,000
3.0	Provide / Action – Which for some actions will depend on the outcome of the investigation								

3.1	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate	✓	✓	✓	✓	✓	✓	2009-2014	\$100,000 /Year
3.2	Provide new footpaths in areas that have the greatest potential to reduce vehicle trips	✓	✓	✓	✓	✓	✓	2010-2019	\$500,000 /Year
3.3	Provide traffic signal improvements as identified to improve pedestrian wait times and pedestrian safety	✓	✓	✓	✓	✓	✓	2010-2019	\$25,000 /Year
3.4	Provide for new frequent, safe, main road and intersection crossings for pedestrians.		✓	✓	✓	✓	✓	2010-2019	\$75,000 /Year
3.5	Take enforcement action against inappropriate parking of vehicles on footpaths		✓	✓	✓	✓	✓	Ongoing	\$60,000 /Year
3.6	Provide increased surveillance in areas of high night time activity, through both on street walkwise presence and recorded CCTV coverage.		✓	✓			✓	Ongoing	Budgeted for elsewhere
3.7	Actively manage speed limits in high pedestrian areas such as Lambton Quay, Willis St and extend the 30km/hr speed zone to Manners St and Courtenay Place. Consider reducing the speed limits to 40km/hr on The Terrace, Boulcott St, Featherston St (and surrounds), Cuba St and Tory St.		✓	✓				2009-2012	\$25,000 /Year
3.8	Provide street improvements as identified to improve routes to and from areas up to 25 minutes walk from the edge of the Central Area.				✓			2010-2015	\$500,000 /Year
3.9	Provide street improvements as identified to improve routes to and from public transport stops.					✓		2015-2019	\$150,000 /Year
3.10	Provide street improvements as identified to improve walkability of Selected routes to and from Suburban Centres						✓	2015-2019	\$150,000 /Year
3.11	Provide street improvements as identified to improve routes to and from school i.e. safe crossing points, new footpaths and traffic calming as identified in the school travel plan						✓	2010-2019	\$100,000 /School
3.12	Provide for dedicated parking enforcement around schools						✓	Ongoing	\$65,000 /Year

3.13	Provide street improvements as identified to improve routes to and from tertiary institutes and the regional hospital							✓	2009-2012	\$100,000 /Year
3.14	Provide pedestrian signage on “no exit” streets where a pedestrian exit exists	✓	✓	✓	✓	✓	✓	✓	2009-2012	

APPENDICES

APPENDIX 1 – EXISTING PEDESTRIAN HIERACHY

APPENDIX 2 – WALKING TIMES TO CENTRAL AREA

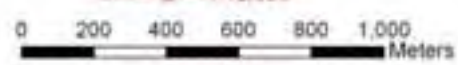
APPENDIX 3 – COMMUTER WALKING TRAFFIC VOLUMES



Pedestrian Traffic Volumes (Hourly Average)

Date: 14/05/2008
 Author: j.peter@...
 Scale: 1:12,000
 Project: ...
 Client: ...
 Location: ...
 Status: ...
 Version: ...
 Revision: ...
 Comments: ...

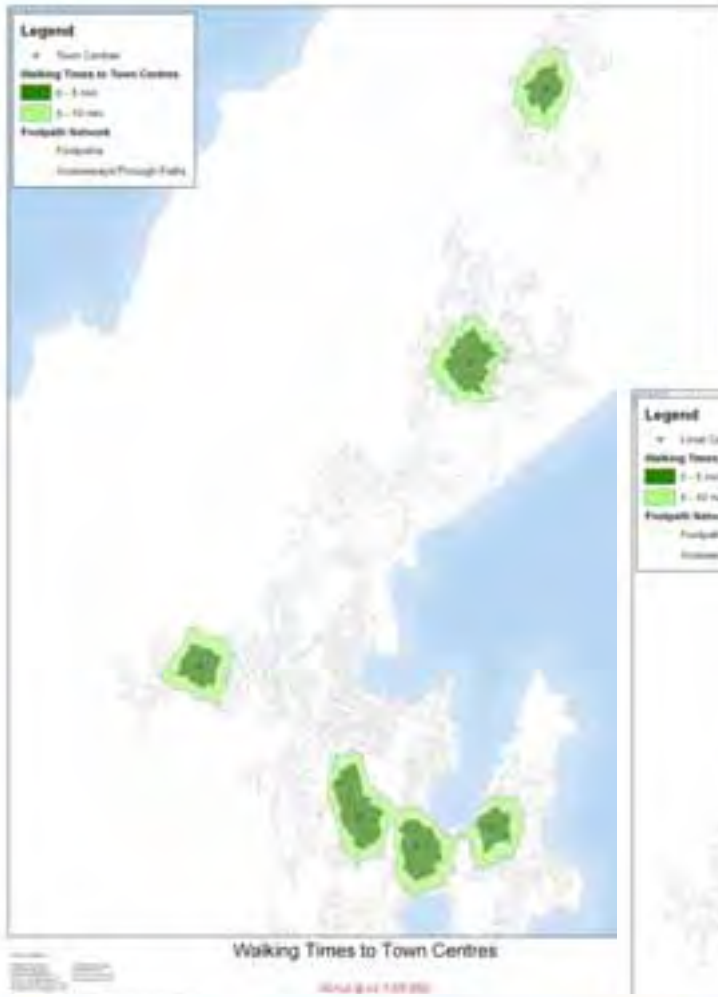
SCALE @ A3: 1:12,000



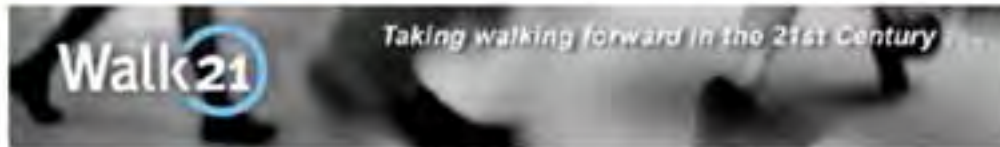
Date: 14/05/2008

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APPENDIX 4 – WALKING TIMES TO CENTRES



APPENDIX 5 – International Charter for Walking



International Charter for Walking

**Creating healthy, efficient and sustainable communities
where people choose to walk**

We, the undersigned recognise the benefits of walking as a key indicator of healthy, efficient, socially inclusive and sustainable communities and acknowledge the universal rights of people to be able to walk safely and to enjoy high quality public spaces anywhere and at anytime. We are committed to reducing the physical, social and institutional barriers that limit walking activity. We will work with others to help create a culture where people choose to walk through our commitment to this charter and its strategic principles:

1. *Increased inclusive mobility*
2. *Well designed and managed spaces and places for people*
3. *Improved integration of networks*
4. *Supportive land-use and spatial planning*
5. *Reduced road danger*
6. *Less crime and fear of crime*
7. *More supportive authorities*
8. *A culture of walking*

Signed _____
Name _____
Position _____
Date _____

www.walk21.com

International Charter for Walking

Walking is the first thing an infant wants to do and the last thing an old 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 tranquilliser 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. Walking is as natural as breathing.

John Butcher, Founder Walk21, 1999

Introduction

We, the people of the world, are facing a series of inter-related, complex problems. We are becoming less healthy, we have inefficient transport systems and our environments are under increasing pressure to accommodate our needs. The quality and amount of walking as an everyday activity, in any given area, is an established and unique primary indicator of the quality of life. Authorities keen to create healthier and more efficient communities and places can make significant advancements by simply encouraging more walking.

Built on extensive discussions with experts throughout the world this Charter shows how to create a culture where people choose to walk. The Charter may be signed by any individual, organisation, authority or neighbourhood group who support its vision and strategic principles regardless of their formal position and ability to independently progress their implementation.

Please support this Charter by signing it and encouraging friends, colleagues, government bodies, and national and local organisations to work with you to help create healthy, efficient and sustainable walking communities throughout the world.

Background

Commuters scurry; shoppers meander; bush-walkers trek; lovers stroll; tourists promenade... but we all walk. Walking is a fundamental and universal right whatever our ability or motivation and continues to be a major part of our lives, yet in many countries people have been walking less and less. Why walk when you can ride? Walking has stopped being a necessity in many parts of the world and become a luxury. Walking seems too easy, too commonplace, too obvious and indeed too inexpensive an activity to pursue as a way of getting to places and staying healthy. We choose not to walk because we have forgotten how easy, pleasurable and beneficial it is. We are living in some of the most favoured environments man, as a species, has ever known, yet we respond by taking the ability to walk for granted.

As a direct result of our inactivity we are suffering from record levels of obesity, depression, heart disease, road rage, anxiety, and social isolation.

Walking offers health, happiness and an escape. It has the ability to restore and preserve muscular, nervous, and emotional health while at the same time giving a sense of independence and self-confidence. The more a person walks the better they feel, the more relaxed they become, the more they sense and the less mental clutter they accumulate. Walking is good for everyone.

Vision

To create a world where people choose and are able to walk as a way to travel, to be healthy and to relax, a world where authorities, organisations and individuals have:

- recognised the value of walking;***
- made a commitment to healthy, efficient and sustainable communities; and***
- worked together to overcome the physical, social and institutional barriers which often limit people's choice to walk.***

Principles and Actions

This International Charter identifies the needs of people on foot and provides a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk.

Under each strategic principle, the actions listed provide a practical list of improvements that can be made in most communities. These may need adding to in response to local need and this is encouraged.

1. Increased inclusive mobility

People in communities have the right to accessible streets, squares, buildings and public transport systems regardless of their age, ability, gender, income level, language, ethnic, cultural or religious background, strengthening the freedom and autonomy of all people, and contributing to social inclusion, solidarity and democracy.

ACTIONS

- Ensure safe and convenient independent mobility for all by providing access on foot for as many people as possible to as many places as possible particularly to public transport and public buildings
- Integrate the needs of people with limited abilities by building and maintaining high-quality services and facilities that are socially inclusive

2. Well designed and managed spaces and places for people

Communities have the right to live in a healthy, convenient and attractive environment tailored to their needs, and to freely enjoy the amenities of public areas in comfort and safety away from intrusive noise and pollution.

ACTIONS

- Design streets for people and not only for cars, recognising that streets are a social as well as a transport space and therefore, need a social design as well as engineering measures. This can include reallocating road space, implementing pedestrian priority areas and creating car-free environments to be enjoyed by all, supporting social interaction, play and recreation for both adults and children
- Provide clean, well-lit streets and paths, free from obstruction, wide enough for their busiest use, and with sufficient opportunities to cross roads safely and directly, without changing levels or diversion
- Ensure seating and toilets are provided in quantities and locations that meet the needs of all users
- Address the impact of climate through appropriate design and facilities, for example shade (trees) or shelter
- Design legible streets with clear signing and on-site information to encourage specific journey planning and exploration on foot
- Value, develop and maintain high quality and fully accessible urban green spaces and waterways

3. Improved integration of networks

Communities have the right to a network of connected, direct and easy to follow walking routes which are safe, comfortable, attractive and well maintained, linking their homes, shops, schools, parks, public transport interchanges, green spaces and other important destinations.

ACTIONS

- Build and maintain high-quality networks of connected, functional and safe walking routes between homes and local destinations that meet community needs
- Provide an integrated, extensive and well-equipped public transport service with vehicles which are fully accessible to all potential users
- Design public transport stops and interchanges with easy, safe and convenient pedestrian access and supportive information

4. Supportive land-use and spatial planning

Communities have the right to expect land-use and spatial planning policies which allow them to walk to the majority of everyday services and facilities, maximising the opportunities for walking, reducing car-dependency and contributing to community life.

ACTIONS

- Put people on foot at the heart of urban planning. Give slow transport modes such as walking and cycling priority over fast modes, and local traffic precedence over long-distance travel
- Improve land-use and spatial planning, ensuring that new housing, shops, business parks and public transport stops are located and designed so that people can reach them easily on foot
- Reduce the conditions for car-dependent lifestyles (for example, reduce urban sprawl), re-allocate road space to pedestrians and close the missing links in existing walking routes to create priority networks

5. Reduced road danger

Communities have the right for their streets to be designed to prevent accidents and to be enjoyable, safe and convenient for people walking – especially children, the elderly and people with limited abilities

ACTIONS

- Reduce the danger that vehicles present to pedestrians by managing traffic, (for example, by implementing slower speeds), rather than segregating pedestrians or restricting their movements
- Encourage a pedestrian-friendly driving culture with targeted campaigns and enforce road traffic laws
- Reduce vehicle speeds in residential districts, shopping streets and around schools
- Reduce the impact of busy roads by installing sufficient safe crossing points, ensuring minimal waiting times and enough time to cross for the slowest pedestrians
- Ensure that facilities designed for cyclists and other non-motorised modes do not compromise pedestrian safety or convenience

6. Less crime and fear of crime

Communities have the right to expect an urban environment designed, maintained and policed to reduce crime and the fear of crime.

ACTIONS

- Ensure buildings provide views onto and activity at street level to encourage a sense of surveillance and deterrence to crime
- Conduct pedestrian audits by day and after dark to identify concerns for personal security and then target areas for improvements (for example, with brighter lighting and clearer sightlines)
- Provide training and information for transport professionals to increase awareness of the concerns of pedestrians for their personal security and the impact of such concerns on their decisions to walk

7. More supportive authorities

Communities have the right to expect authorities to provide for, support and safeguard their ability and choice to walk.

ACTIONS

- Commit to a clear, concise and comprehensive action plan for walking, to set targets, secure stakeholder support and guide investment and includes the following actions:
- Involve all relevant agencies (especially transport, planning, health, education and police), at all levels, to recognise the importance of supporting and encouraging walking and to encourage complementary policies and actions
- Consult, on a regular basis, local organisations representing people on foot and other relevant groups including young people, the elderly and those with limited ability
- Collect quantitative and qualitative data about walking (including the motivations and purpose of trips, the number of trips, trip stages, time and distance walked, time spent in public spaces and levels of satisfaction)
- Integrate walking into the training and on-going staff professional development for transport and road safety officers, health practitioners, urban planners and designers
- Provide the necessary ongoing resources to implement the adopted action plan
- Implement pilot-projects to advance best-practice and support research by offering to be a case study and promoting local experience widely
- Measure the success of programmes by surveying and comparing data collected before, during and after implementation

8. A culture of walking

Communities have a right to up-to-date, good quality, accessible information on where they can walk and the quality of the experience. People should be given opportunities to celebrate and enjoy walking as part of their everyday social, cultural and political life.

ACTIONS

- Actively encourage all members of the community to walk whenever and wherever they can as a part of their daily lives by developing regular creative, targeted information, in a way that responds to their personal needs and engages personal support
- Create a positive image of walking by celebrating walking as part of cultural heritage and as a cultural event, for example, in architecture, art-exhibitions, theatres, literature readings, photography and street animation
- Provide coherent and consistent information and signage systems to support exploration and discovery on foot including links to public transport
- Financially reward people who walk more, through local businesses, workplaces and government incentives