

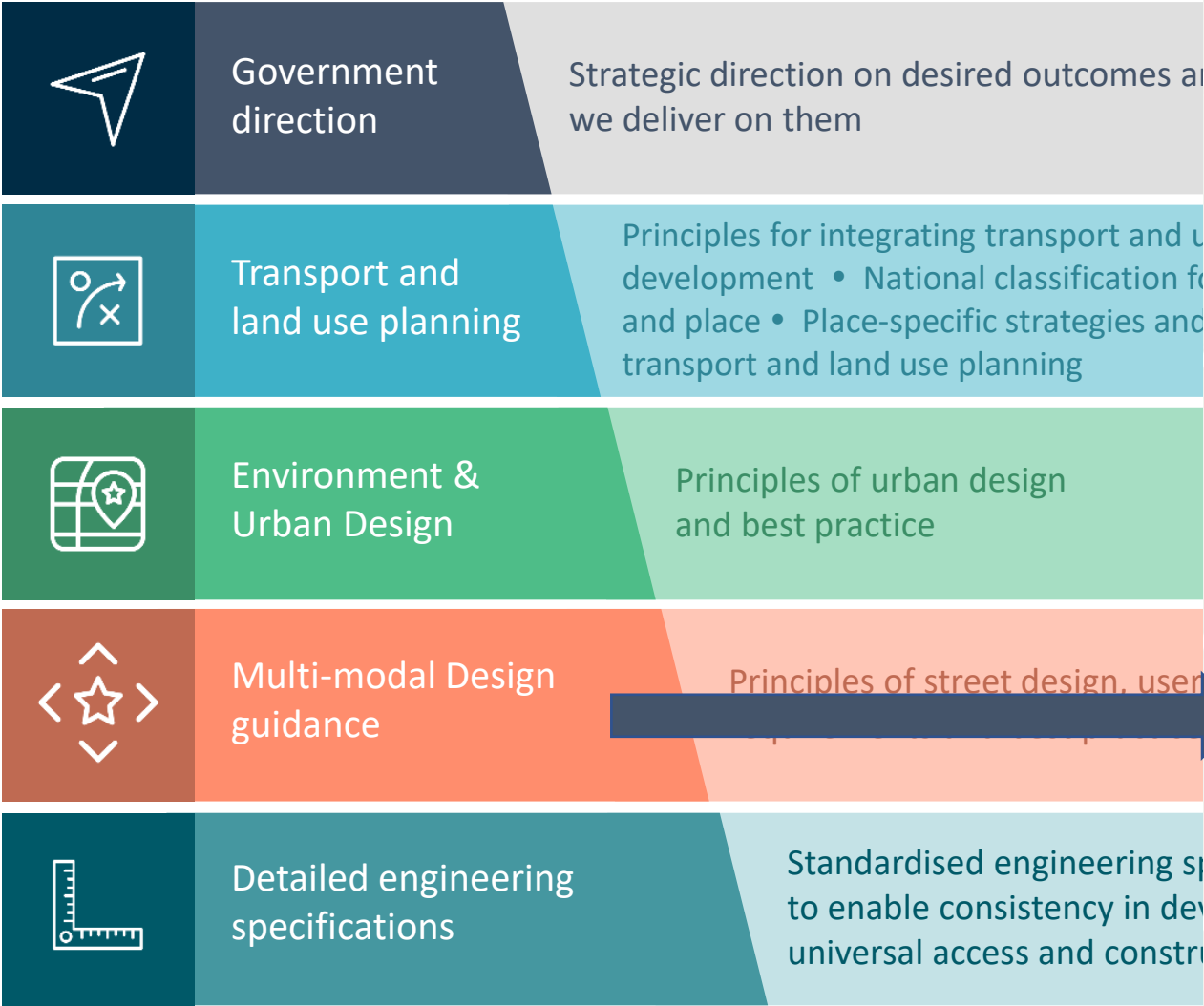
Pedestrian Network Guidance

Section 1: Walking in New Zealand

John Lieswyn, ViaStrada

2WalkandCycle Conference 2021

Guidance - the big picture



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

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

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

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

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

Context and definitions →

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

Benefits of walking →

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

[Equity](#)

[Environment](#)

[Efficiency](#)

[Health and wellbeing](#)

[Community](#)

[Economy](#)

[Supports public transport](#)

A safe system for walking →

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

Pedestrians and the law →

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

Walking activity and trends in New Zealand →

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

Definitions: “Pedestrians / walking” includes all path users



Images: ViaStrada / NZTA Pedestrian Planning + Design Training course

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

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

²Wheels up to 355mm

³Use locations may be restricted by local bylaws

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

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

Footpath

Mobility devices¹

MOBILITY SCOOTERS

POWER CHAIRS

WHEELCHAIRS

Pedestrians

WALKERS (no device)

PRAMS / PUSHCHAIRS

Unclear

SEGWAY

No location

IF > 300W:

E-SKATEBOARDS

HOVERBOARDS

E-UNICYCLES

LIGHT ELECTRIC VEHICLES⁵

These devices meet the definition of motor vehicle but have difficulties meeting the safety standards and other requirements. This means they cannot be operated on the road or a path, unless in future they are designated not to be a motor vehicle

Road

CARS & TRUCKS

MOTORCYCLES

MOPEDS

E-BIKES (> 300W)

SCOOTER-STYLE E-BIKES⁴

PAXTER LEV

CHILD'S BIKE/TRIKE²

All riders, children, or only postal delivery?

BICYCLES

E-BIKES (\leq 300W)

MOBILITY TRIKES

Powered transport devices³

E-SCOOTERS

YIKE BIKES

Unpowered transport devices³

SCOOTERS

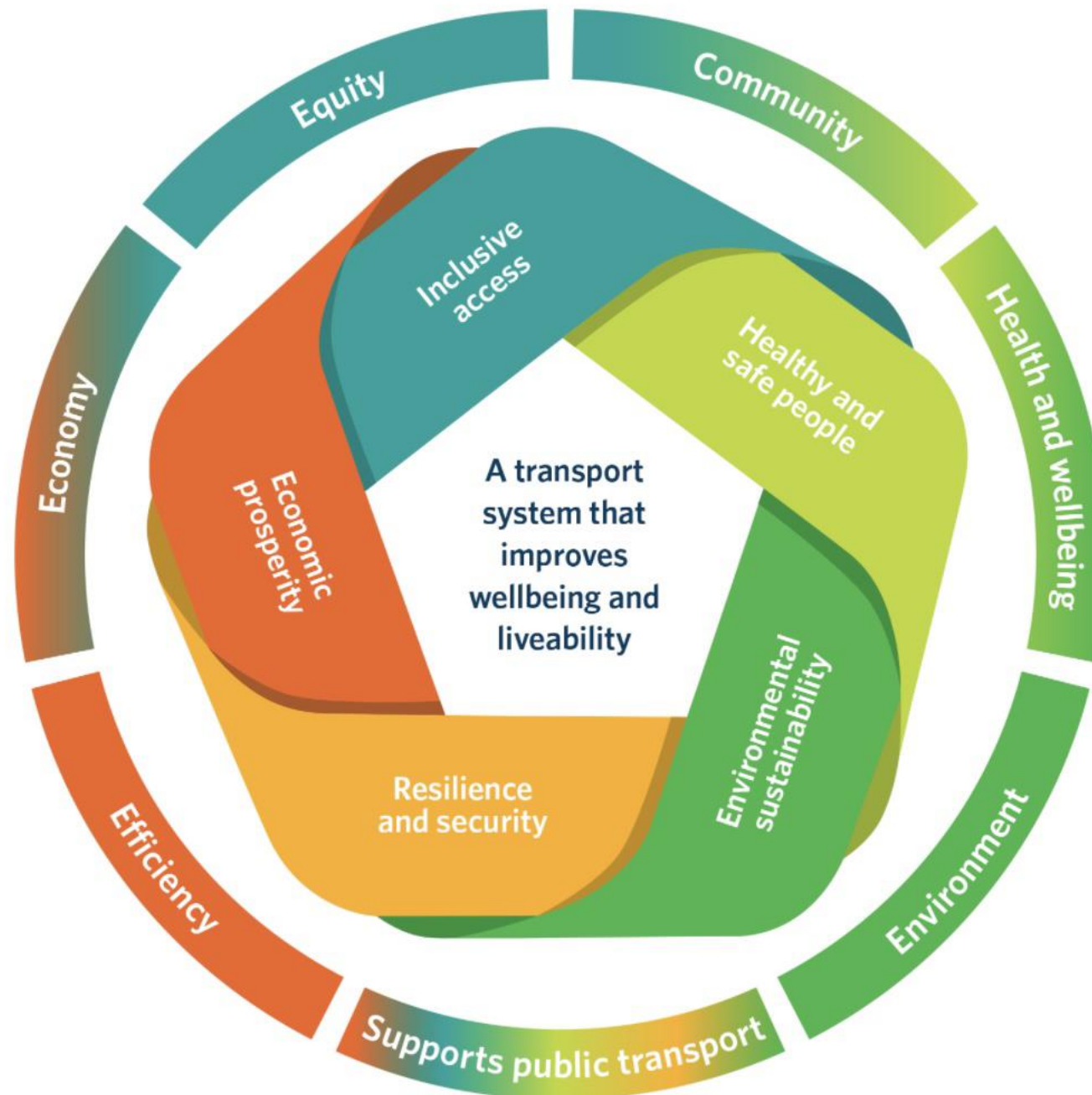
SKATEBOARDS

SKATES

The Accessible Streets legislation may result in all bikes being allowed on footpaths, only those being ridden by children (age 16 or?), or the status quo (no bikes on footpath except postal delivery riders)

VELOMOBILES / RECUMBENTS

Shared path



Equity

Disability Action Plan 2019–2023

Putting the New Zealand
Disability Strategy into action

November 2019





RODD & GUNN

ASB

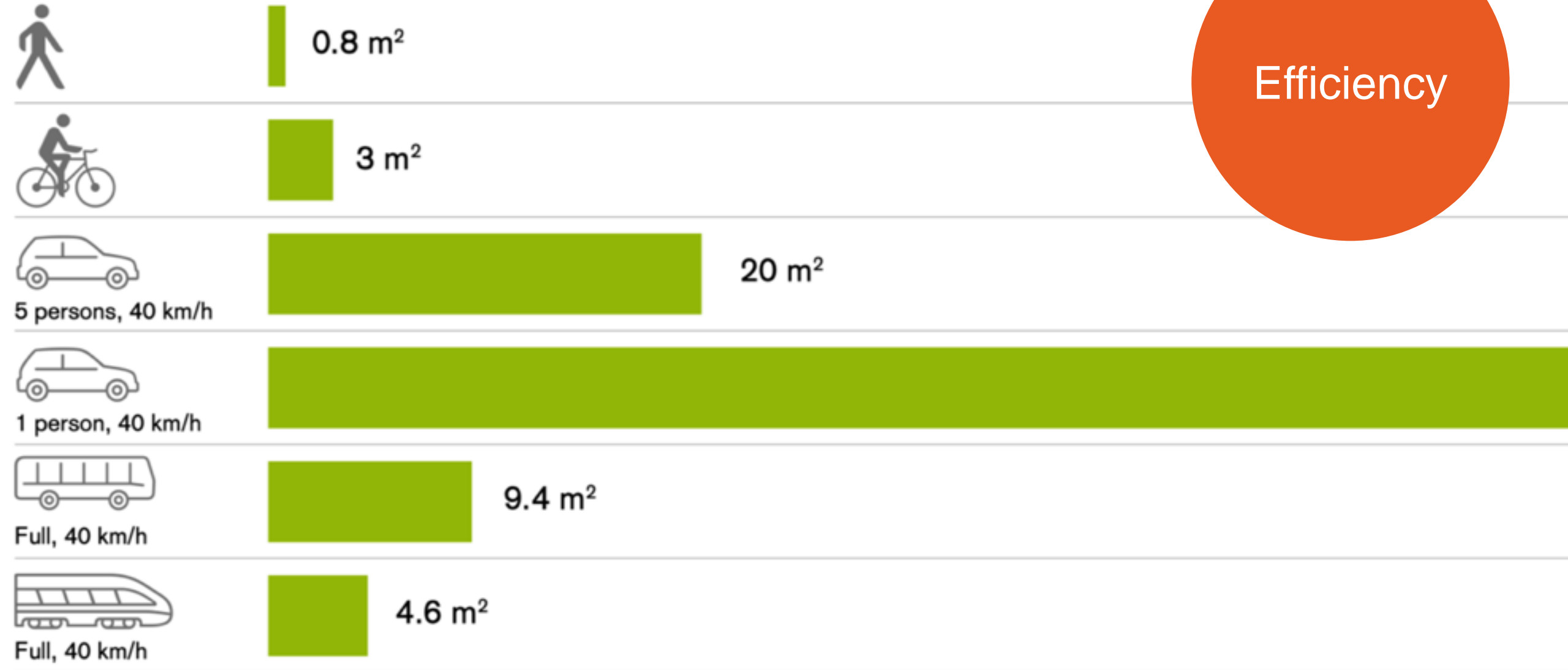
ASB ATM

RODD & GUNN

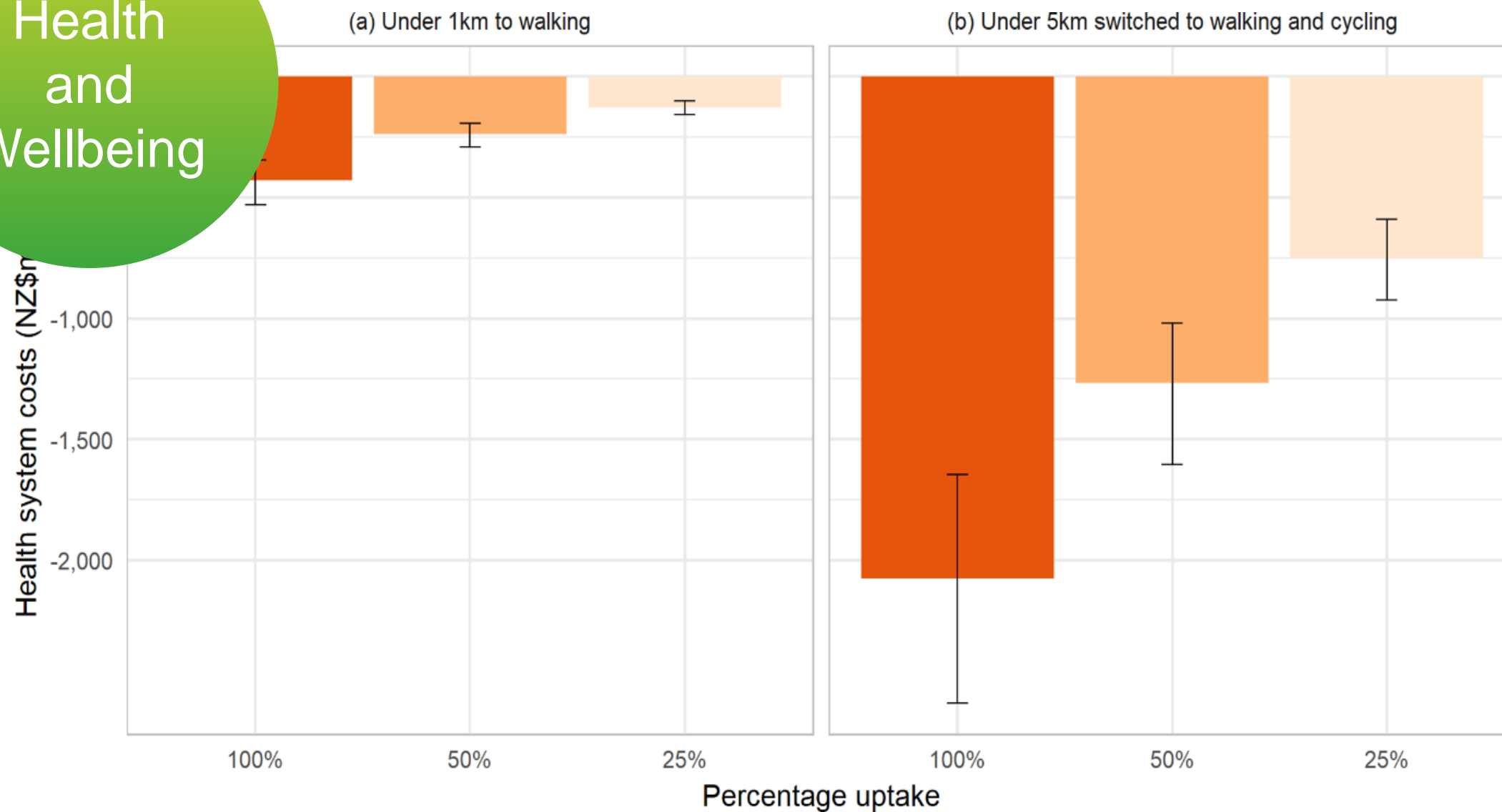
OPEN

SAVE WHEN YOU BUY
GUNN GUY, GU

Efficiency

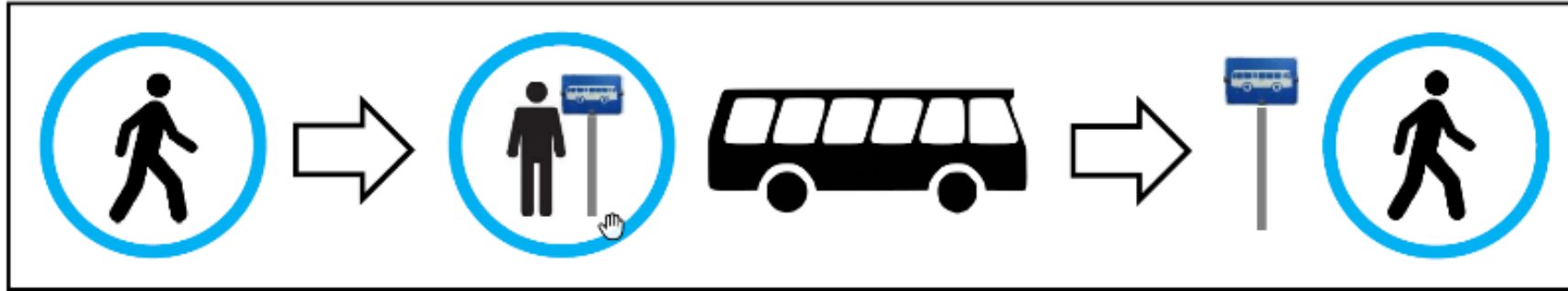


Health and Wellbeing

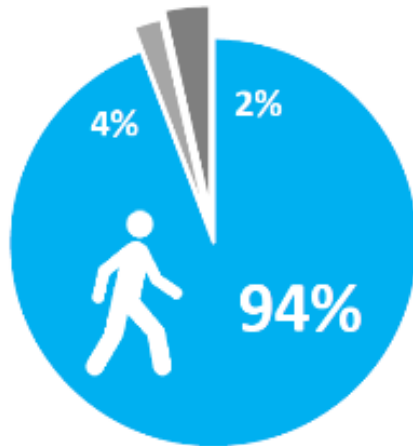


Supports public transport

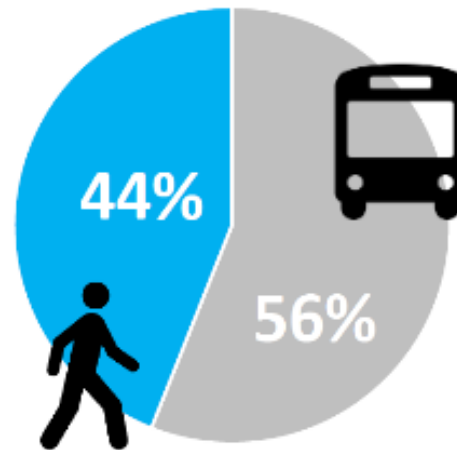
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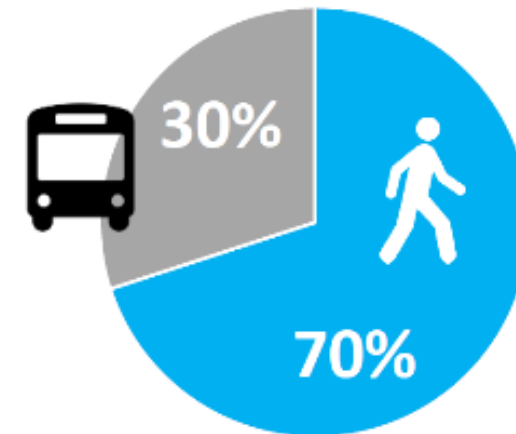
Walking to stops/stations?



Travel time from door to door



Memories of the journey



2



+17% longer

+12% +17%

Variation distance perception **30%**

Variation of perceived walking distance

+9%

+10%

-9%

-10%

-11%

-14%



-14% shorter

3

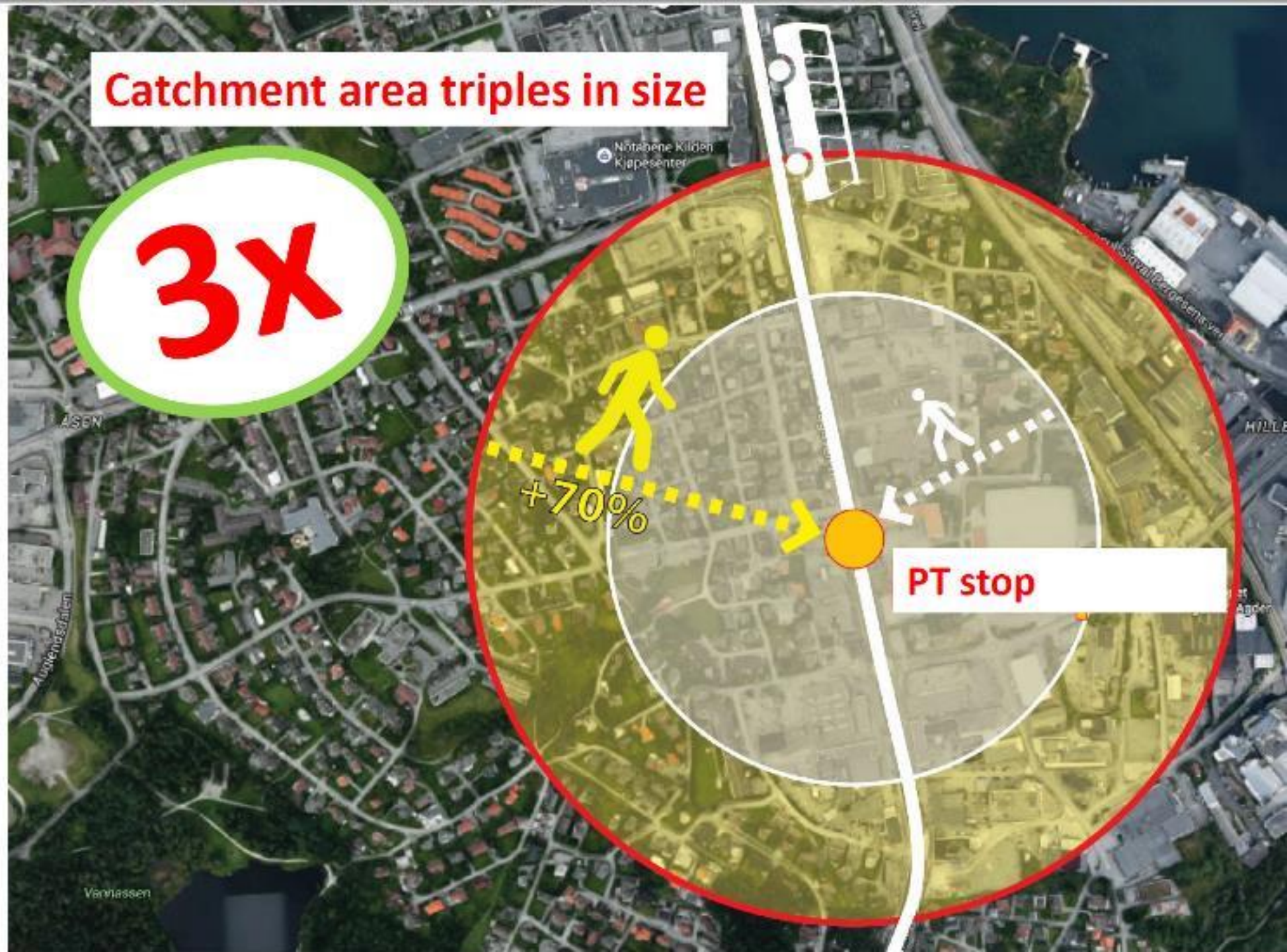
Attractive walking environments can **triple** the amount of potential public transport users

Catchment area triples in size

3x

+70%

PT stop



A vibrant, busy street scene in Istanbul, likely the Grand Bazaar. The street is filled with pedestrians, including a woman in a grey hoodie and blue shorts in the foreground, and another woman in a white jacket holding a camera. The background shows a dense crowd of people walking along the street, which is lined with shops and restaurants. A red circle is overlaid on the left side of the image, containing the word "Economy" in white text. The scene is illuminated by warm, golden light, suggesting late afternoon or early evening. Various signs and storefronts are visible, including one for "BREAKFAST SPECIALS" and another for "POUR".

Economy

1. Walking is free

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

2. Shared spaces benefit retailers

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

3. Pedestrians spend more

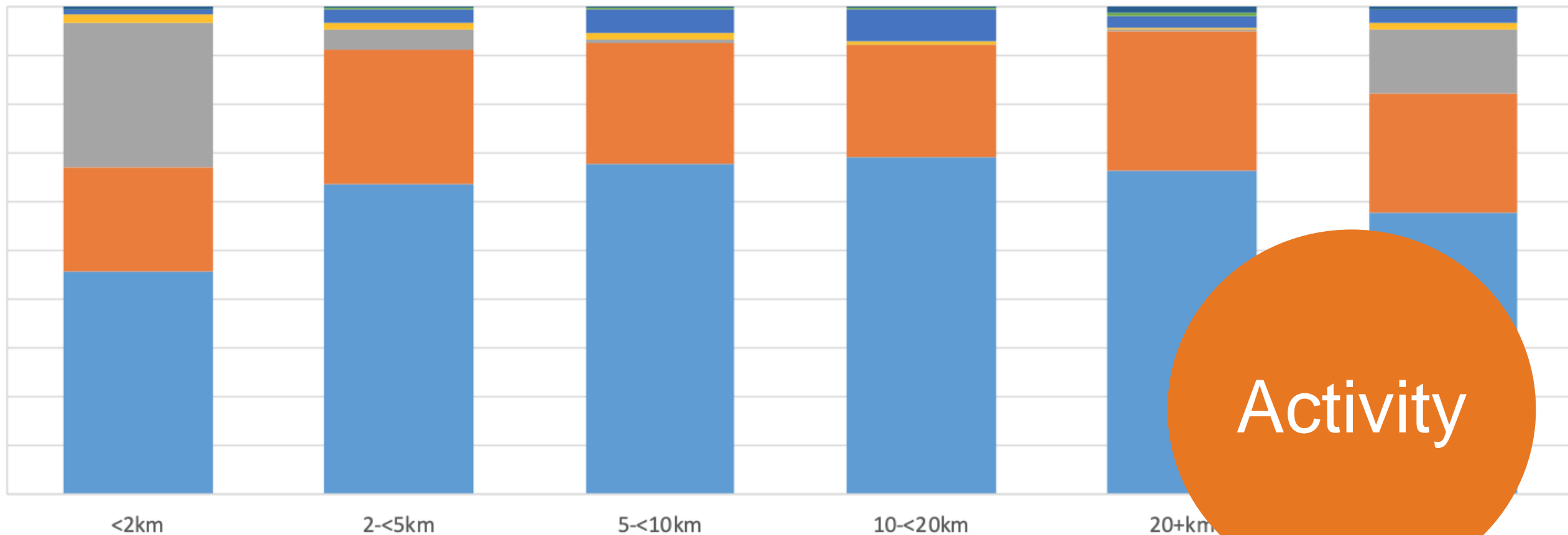
An economic survey of nine shopping areas in Auckland, Christchurch and Wellington found that pedestrians “contribute a higher economic spend” in proportion to their mode share and thus “are important to the economic viability of local shopping areas

4. Tourists are attracted

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

mode distribution of trip legs by distance, main urban areas

Car/van driver Car/van passenger Pedestrian Cyclist PT (bus/train/ferry) Motorcyclist Other household travel



Activity



We design for people

By promoting good choices but planning for mistakes:

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

By designing for human vulnerability:

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



And take a system response

a shared responsibility:

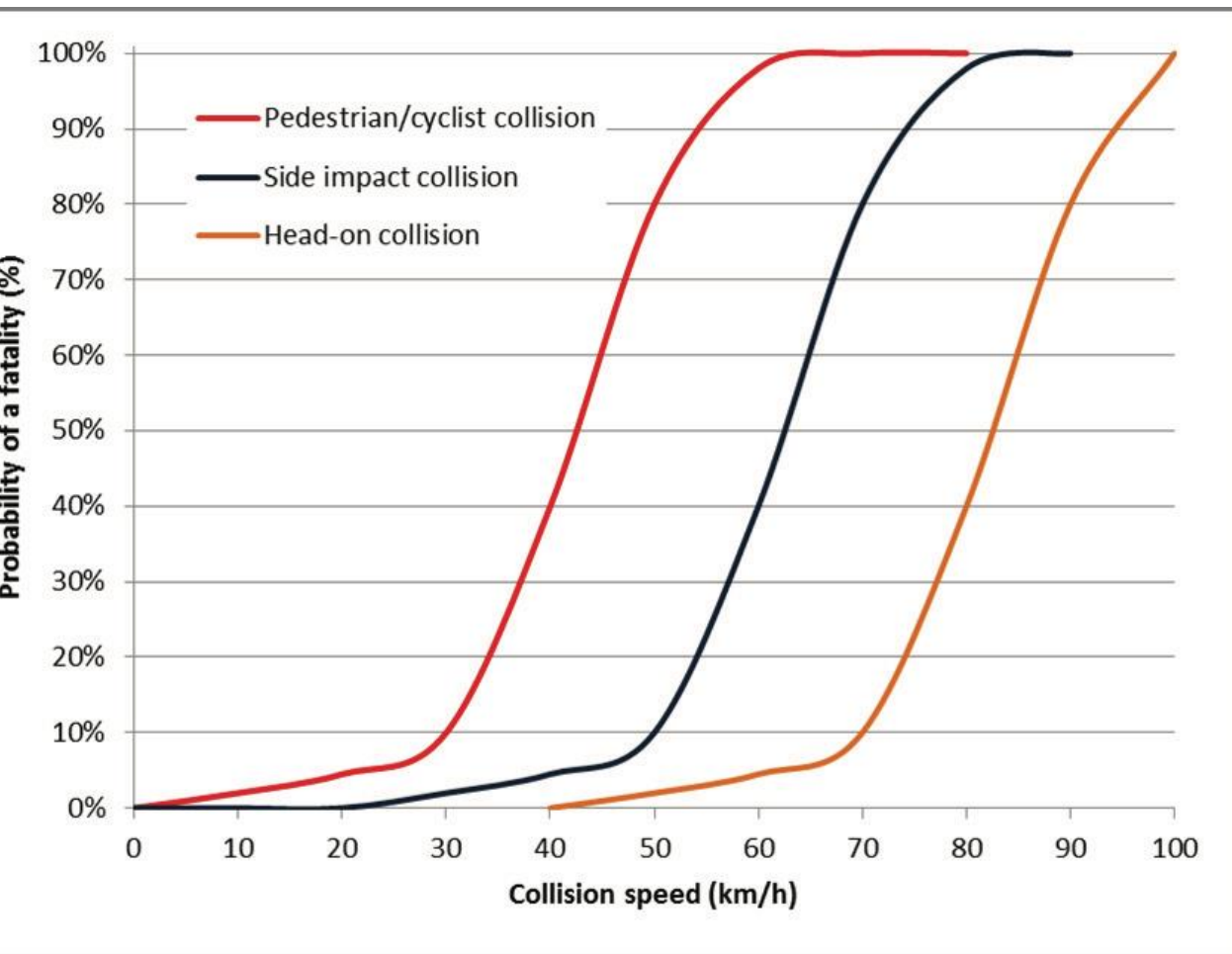
- Embed safe system principles in standards
- Prioritise road safety criteria in decision making
- Enable system designers to play their part
- Leadership that enables high-performing professionals and a positive political environment

Strengthen all parts of the system:

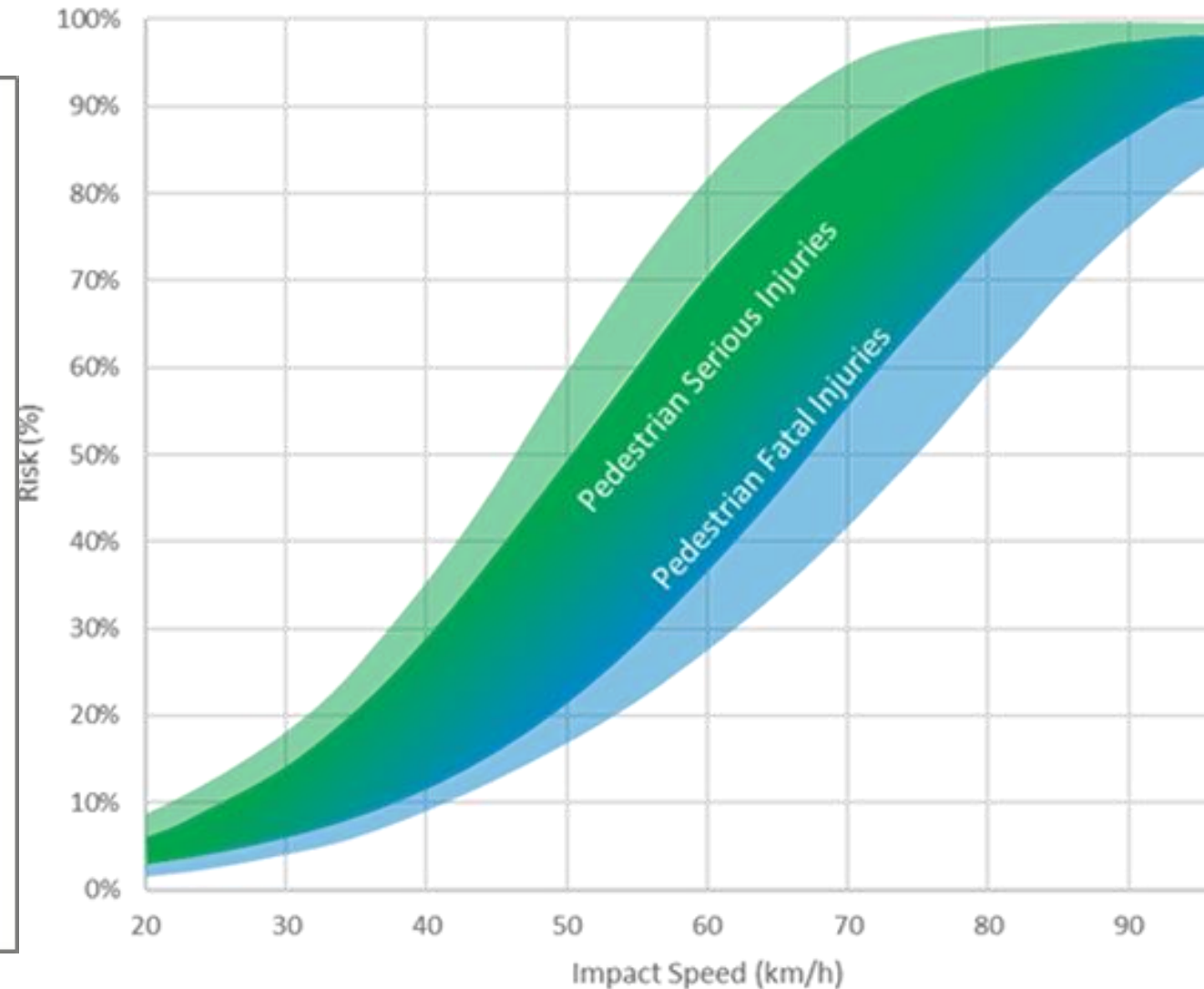
- ✓ System management
- ✓ Vehicle design
- ✓ CPTED
- ✓ Review road safety penalties (initially distracted driving / cell phone use) and enhance drug driver testing

A Safe System for Walking

Risk is lessening, but the basic facts remain...



Wramborg (2005)



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

2018-2019 fatalities

