

# ***Summary of Consultation and Feedback on draft Walking Policy***

***August/September 2008***

## 1. Summary of Consultation

Throughout August/September 2008, Wellington City Council requested feedback from the public on the draft Walking Policy. Consultation is summarised in the table below.

Date	Details
Wednesday 18 June	SPC meeting – Paper seeks approval to put the draft Walking Policy out for public consultation – minor amendments were requested and approved by Committee and officers were asked to include these in the policy and report back to Council on Friday 27 June 2008
Friday 27 June	Council meeting – unanimous vote to consult on proposal
Thursday 21 August	Our Wellington (Dominion Post) editorial
Friday 22 August	Discussion papers, feedback forms and pamphlets delivered to all Wellington City libraries/service centres
Friday 22 August	<a href="http://www.Wellington.govt.nz">www.Wellington.govt.nz</a> go-live webpage on “Have your say – Draft Walking Policy”
Friday 22 August	Mail out to organisations/target groups/residents on mailing list <ul style="list-style-type: none"> <li>▪ Draft Walking Policy brochure</li> <li>▪ Letter explaining there are two other policies being consulted on at the same time that they may also be interested in placing feedback on</li> </ul>
Saturday 23 August	Consultation period starts
Monday 25 August	Meeting with Living Streets Wellington
Thursday 28 August	Wellingtonian article advertising the public consultation
Thursday 4 September	Our Wellington (Dominion Post) article advertising the public consultation
Thursday 11 September	Wellingtonian article advertising the public consultation
Thursday 18 September	Our Wellington (Dominion Post) article– reminder re closing date for submissions
Monday 22 September	Consultation period closes
Tuesday 14 October	Oral submission hearings
Thursday 16 October	Oral submission hearings

A total of 74 feedback forms and letters were received by 22 September 2008.

The following organisations submitted feedback:

- Living Streets Wellington
- Home of Compassion
- Mt Victoria Resident’s Association
- Sport Wellington Region
- Great Harbour Way Coalition
- Greater Wellington Regional Council
- Trelissick Park Group
- Wellington Harrier Athletic Park Walking Group
- Positively Wellington Tourism
- Highland Park Progressive Association Inc.
- Glenside Progressive Association Inc.
- The Architectural Centre Inc.
- Tawa Community Board
- New Zealand Transport Agency
- Ngaio Progressive Association
- Regional Public Health

**Break down of feedback received**

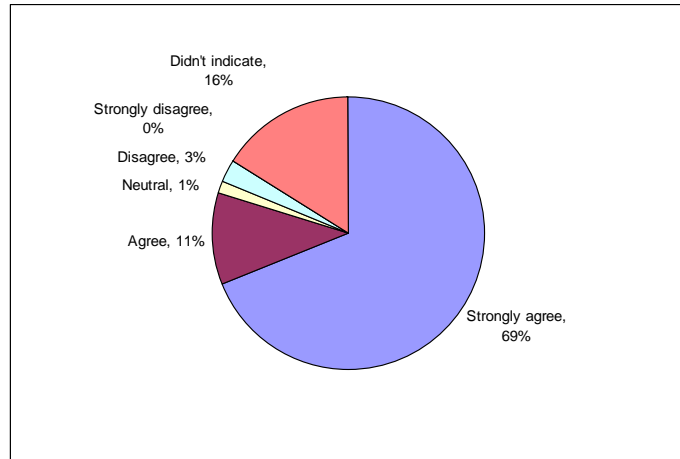
<b>Type</b>	<b>Number</b>
Post via feedback form	31
Online via feedback form	31
Letter	12
<b>TOTAL</b>	<b>74</b>

## 2. Feedback on Key Questions

### Q1. To what extent do you agree with the proposed aim of the draft Walking Policy - to create New Zealand's most walkable city?

80% of the respondents agreed or strongly agreed with the aim of walking policy. Only 3% disagreed with the aim, while 16% didn't indicate a preference.

Some responses received are below:



*Wellington, on account of its compact geography, has the potential to be a world class walking city. However, for this to happen, walking must be seen as a priority, not something tacked on if there is enough money left over after cars have been catered for. (submitter 4)*

*Strongly agree – but not just in a New Zealand context. Wellington's size and topography mean that it has the potential to become one of the world's most walkable cities, and that is what the city council should aspire to. (submitter 6)*

*Very achievable for Wellington because we already walk more than most and because we are compact. As a woman who often walks alone, I'd like to see more people walking in suburbs and at night (to and from public transport for example) for the "safety in numbers" benefits. (submitter 30)*

*Policy should address conflict of interest between Transit and WCC where SH1 passes through suburbs, particularly in respect of crossings and speed limits. (submitter 43)*

*Not just, the most walkable City, but the safest walkable city.*

*The policy needs some data of current and future trends to support this aim so that it can be measured. Who are the existing walkers? When are they are walking and what are the future trends for mobility?*

*The policy assumes that more people need to walk short trips, but doesn't explain at what capacity people are walking short trips already and by what margin Council hopes this can be improved.*

*(submitter 50)*

*Walking is really important but we need cars and other vehicles as well. There has to be a balance.*

*(submitter 53)*

*Wellington city centre is a compact area and it makes sense to be able to walk safely and easily in it. Also need to acknowledge that cars are a requirement for some journeys especially at night and to pick up significant goods.*

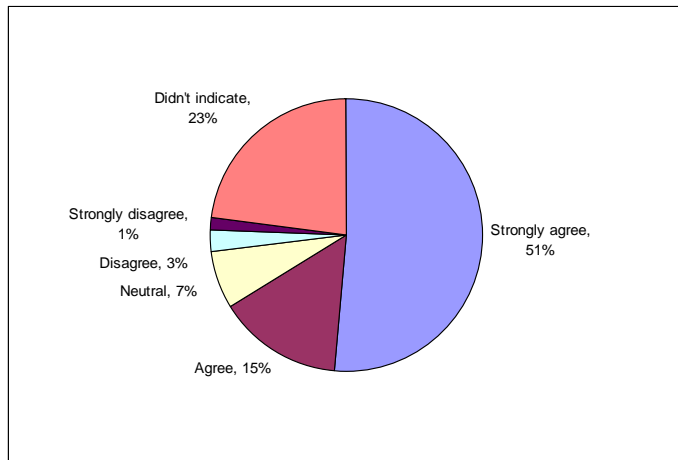
*(submitter 61)*

## Q2. To what extent do you agree with the seven objectives of the draft policy?

*Two thirds of respondents agree with the seven objectives of the policy.*

*There is a feeling that there should be an objective relating to reducing car use.*

*Some responses received are below:*



*The seven objectives are fine, but must be done alongside objectives to decrease the volume and speed of motor traffic and to reallocate existing road space for walking. There is little use making improvements to the walking environment if at the same time so-called "improvements" are made to enable traffic to travel faster, or more motor traffic is induced by increasing road capacity. The seven objectives will only be achieved when walking is recognised as the heart of the transport system and resourced accordingly. (Submitter 4)*

*It is unclear whether these objectives are in priority order, but number one regarding promotion is not the most important. Focus on improving the walking experience. People will change their behaviour as a result. (Submitter 23)*

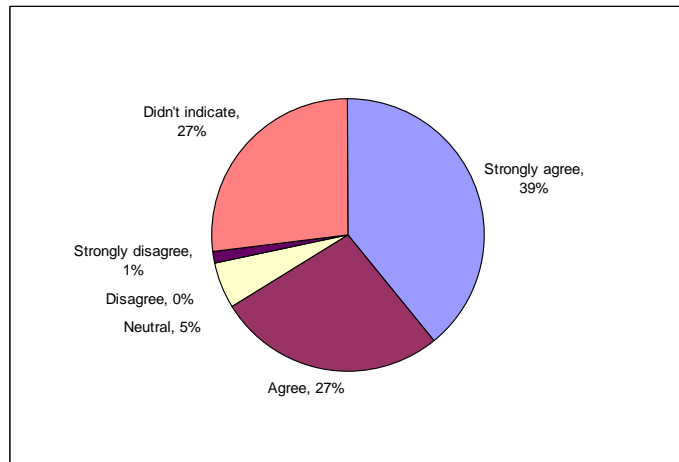
*They are too wishy washy and general. Eg Important words are not used such as 'Safe' or 'Safety', 'Space' (or 'width' and 'alignment') 'Surface'. Also lacks mention of need for footpaths to accommodate those who are mobility impaired, e.g. those who use a wheel chair. (Submitter 35)*

*Rather than just to/from suburban centres, it should include local attractions eg beaches. (Submitter 67)*

**Q3. There are a number of policies proposed that will assist in achieving the aim of the objectives of the policy. Do you agree these are acceptable?**

*Only 1% of respondents disagreed with the policies, but many felt that there should also be additional measures undertaken.*

*Some responses received are below:*



*At this stage the policy seems less about 'promoting the benefits of walking and encouraging more people to walk' than promoting walking only as an alternative means of travel. (Submitter 1)*

*I believe there need to be additional policies to:*  
 1. set up methods of counting pedestrians which will give good data about numbers of pedestrians so that policies can be evaluated and adjusted to achieve the aim of more people walking as laid out in government policy 2. Upskill staff in best-practice provision for walking by enabling them to attend "Fundamentals of Pedestrian Design" workshops (when available through NZTA) and walking conferences. (Submitter 4)

*No mention or regard is given for near-pedestrians: inline skates, skateboards, scooters. We use and share the walking space and are treated very similarly under the law. However, surface quality becomes more important. I have spoken with a number of parents about their children wearing inline skates to get to and from school. (Submitter 9)*

*Agree. In particular #4.1 should explore ways to provide a walking route from Petone to Wellington, following the shoreline as closely as possible. Although this is outside the 25min limit mentioned, the existence of a walking route between two major cities of the region should be a priority, since it connects with regional walking and cycling routes, and has tourist and recreational potential. It is also possible that walkers could combine segments of the route with public transport. (Submitter 12)*

*Policy 1.1 is meaningless, "Walking ..... should be given priority over other modes of travel where it is safe and appropriate". What does 'appropriate' mean in this context? This is an easy 'out' for planners to exclude facilities for walking in new roading design projects because they are too difficult or too expensive or too much hassle or will slow up the project etc. (Submitter 23)*

*I would also like to see the light phasing at crossroad junctions stop traffic from all directions so that pedestrians can walk diagonally across junctions rather than having to cross two roads. Also the time pedestrians have to cross is too short on most junctions, especially the wider roads where you can only get halfway across before it starts flashing or has turned red by the time you get to the other side, so I would like to see it lengthened across the city. (Submitter 26)*

*Improvements for pedestrian priority crossing roads at intersections. Cars turning give very little time at crossing points. (Submitter 28)*

*The "policies" are expressed as bland aspirations or inclinations, in a manner essentially defying support or condemnation. A policy not expressly denoted is the avoidance of conflict between pedestrians/walkers and others (notably between pedestrians/walkers/joggers/trampers and cyclists/mountain bikers when the latter intrude upon closed areas or tracks or behave irresponsibly on footpaths, and between pedestrians/walkers and motorised vehicles). Threats from vehicles are noted in the policy, threats from cyclists should similarly be stated. Another absent policy, given the key objectives*

*of encouraging people to walk and improving pedestrian safety, is the enforcement of bylaws proscribing walker-unfriendly activities (cycling/mountain biking on walking tracks; vehicular parking on footpaths; foliage encroachment over footpaths). In relation to the safety of pedestrians, policy 2.2, attention needs to be paid to the capacity for undesirables to lurk in vegetation close to footpaths alongside bushy road reserves. (Submitter 34)*

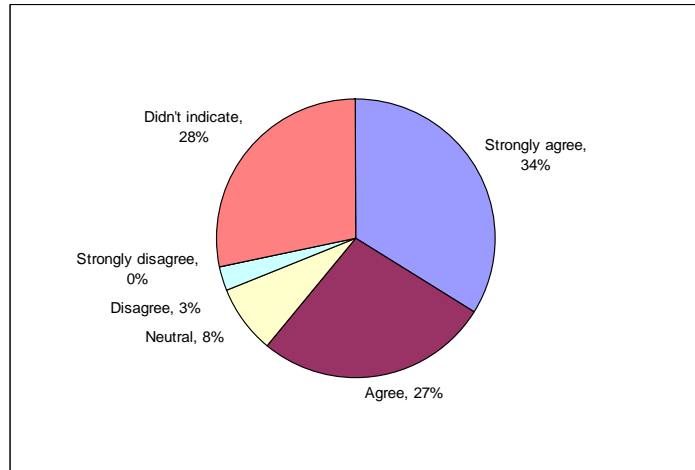
*No, because there is nothing in the draft policy to address the matter of the danger posed by cyclists to pedestrians in Wellington. (Submitter 57)*

*However, in our area it is not just cars on footpaths which are a problem but telco boxes on the footpath, if you have a young child in a buggy you spend more time on the road than on the footpath eg between Grafton Road and Roseneath School. (Submitter 67)*

**Q4a. There are a number of possible actions that could be taken under each of the objectives to help deliver the aim of the draft Walking Policy. Do you agree the list of proposed actions is acceptable?**

*Only a small number (3%) disagreed with list of possible actions, but many felt that there should be additional actions taken.*

*Some responses received are below:*



*I support the actions listed, but there are other actions to do with improving signage and developing walking maps which should be added. (Submitter 4)*

*A gap in the plan is a clear statement of what is an acceptable approach to providing for walkers in road design – what the objectives for any particular road would be. I would like to see the policy clearly state things like:  
 Ø Any significant changes made to roads will ensure that any opportunities to make footpaths that meet the CBD standard will be taken (unless there is a clear reason for a lower standard).  
 Ø No pedestrian crossing will require pedestrians to wait for more than 20 seconds. (Submitter 5)*

*The tables list many possible actions which range from adopting guidelines to ensure the design of safer areas for pedestrians through to those with more immediate impact such as providing new pedestrian crossings, preventing inappropriate parking on footpaths, providing better surveillance at night time, and managing speed limits in the central area. While it is necessary for the Council to be future focused and ensure that new developments provide for pedestrian safety, the survey comments listed in number 2 above indicate that there will be a significant positive impact to many people of the more immediate actions. Actions such as providing journey planning seem to be relatively unnecessary as most people are able to plan their journey adequately anyway – effort is better spent on providing better footpaths and signposts so that walkers have more opportunities to expand their*

*journeys. (Submitter 8)*

*Priority A action: Require an independent review of pedestrian impact of all changes to road layout, signalling etc. (Submitter 23)*

*The actions lack timelines and specificity. This suggests a lack of commitment and of willingness to be accountable for performance. (Submitter 34)*

*Too many traffic signals give a pedestrian cross signal at the same time as a green light allowing traffic to turn left into the pedestrian traffic. This creates conflict which would be less without the traffic signals. (An example is several intersections along Customhouse Quay).*

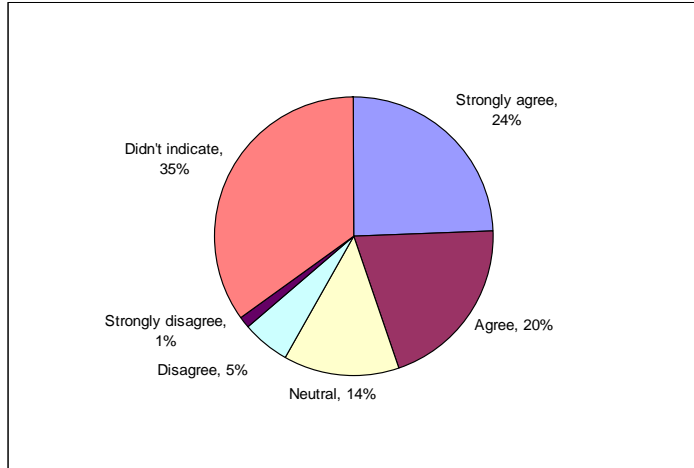
*Most of the actions are focussed on streets: Don't forget walkways. Walking and the Hospital are not very compatible. Workers at the Hospital are mostly on such odd hours that walking/public transport does not work. Most visitors only go a few times - when a friend/relative is in hospital speed and convenience are paramount. (Submitter 53)*

*The aim, objectives and policies seem to be all about walking, but the actions are based around reducing vehicle trips. Is this a walking policy or a don't drive policy? (Submitter 66)*

*Table 7.2.14 Council could use the expertise of existing community groups to review likely routes to and from suburban centres to identify issues and restraints. (Submitter 70)*

**Q4b. Funding to implement the proposed actions will be sought through the Council's Long-Term Council Community Plan (LTCCP), and the Council may not wish or be able to fund all of the initiatives. In order for the Council to determine which projects are most important we have prioritised the actions. Do you agree the priorities given to the actions are acceptable?**

*A large proportion of respondents did not indicate the priorities of the proposed actions. Many respondents felt that the Policy needed significant funding to achieve as many actions as possible.*



*Some responses received are below:*

*We would like to see the proposed path across the Berhampore golf course that links the Southern Walkway and the City to Sea Walkway, given greater priority. Currently scheduled in the implementation plan for work in 2015. By combining with Transit for material costs, Corrections for labour and the City Council and a community facilitator for oversight, this could be easily accomplished and for much less than the \$50k the City Council has budgeted, and much sooner than 2015. (Submitter 1)*

*Some of the actions listed as C or D priorities are cheap, easy to carry out and should be given a higher priority. Walking infrastructure and improvements are cheap compared with roading for motor vehicles. (Submitter 4)*

*While I am in favour of directly encouraging pedestrian activity, I think too little emphasis is placed on building safety into the system, which seems to be listed as priority B. (Submitter 9)*

*I think the focus on walking education for school pupils is good. However, walking should also be seen as a pleasurable activity, particularly for older people. On our road (Hornsey Road), with spectacular views, evening strolls are lovely, but the lack of footpath makes this rather unsafe as the route is also a bus route. Completion of footpaths on bus routes should be a priority for both the young and the old. (Submitter 19)*

*Walking should not have to be begging and negotiating for enough money. All of these proposed actions should be implemented, and more asap. Stop wasting money on promoting car use (via increased roading capacity) and there would/will be heaps available to really make this a walking friendly city. (Submitter 21)*

*Main concerns are pedestrian safety and giving pedestrians an incentive to walk to any amenities. (Submitter 28)*

*The actions lack timelines and specificity. This suggests a lack of commitment and of willingness to be accountable for performance. (Submitter 34)*

*Disappointing that more priority not given to engaging citizens (see Table 5) - surely this could be priority 1. How about encouraging local communities to form walking support groups - I have seen other cities' groups "adopt" routes and maintain footpaths and steps in their area. (Submitter 54)*

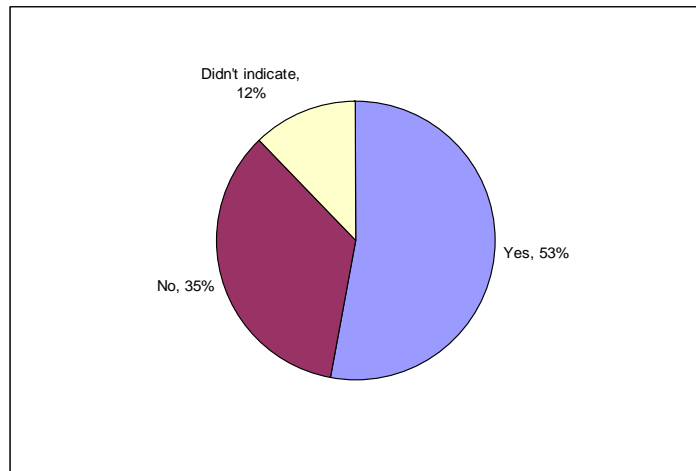
*Better to improve the walking conditions - more planting, more off-street walking, more on-street walking with space etc, more interconnected off-street walking, w/maps - for those already walking, they will get more people walking. (Submitter 71)*

## Q5. Is there anything you feel has not been adequately covered by this draft policy?

53% of the submitters felt that everything was covered by the draft Policy.

Some commented on the conflict with cyclists, their desire to reduce car use and connections with neighbouring cities.

Some responses received are below:



*The possibility of approaching developments laterally, and by bringing together a few key groups that spreads the cost and the work. (Submitter 71)*

*When studying routes into Wellington CBD from with 25 minutes walk, there is a glaring omission in the consideration process. Pollution through corridors is neglected in the plan, but makes a major part of the decision-making process in walking from Hataitai. The Mt. Victoria tunnel is noxious and full of obnoxious horn-honking drivers. Pollution and noise pollution were responsible for me abandoning Hataitai. (Submitter 9)*

*Need to have walking path signs at the junction of all no exit streets with through route, if a pedestrian track/path leads off the no exit street. (Submitter 13)*

*Pedestrian personal responsibility. I would like to see the old adage of 'Stop, Look and Listen' or 'Look Right then Left, then right again emphasised and maybe a new one 'put cellphones in pockets before thinking about crossing road'. The pedestrian road toll would drop dramatically. (Submitter 14)*

*Potential conflict with cyclists. Not a major issue when cyclists are courteous, but can be an issue with some who are aggressive. The interface with the Cycling Policy should be given some consideration because these two activities frequently share the same space and resources. (Submitter 24)*

*Pedestrians are treated as Second Class Citizens. This is evident by the following situations which have not been properly addressed by the plan:*

- 1) Dips and humps and steep crossfalls in footpaths for vehicle access purposes which make the footpath awkward for pedestrians, runners, and mobility impaired users*
- 2) Sweeping or smooth vehicle access formations which invite motorists to not slow or stop for pedestrians*
- 3) Use of footpath areas for cycling needs. Pedestrians should not have to share space with cyclists unless cyclists are travelling at a walking pace.*
- 4) Many structures are located in footpath areas and are either too wide, could be located in a berm, could be located underground or on private property, could be located very close to the kerb rather than the property side of the footpath. (Submitter 35)*

*Policy should consider the problem where SH1 passes through city and suburbs and Transit and WCC have different priorities. (Submitter 43)*

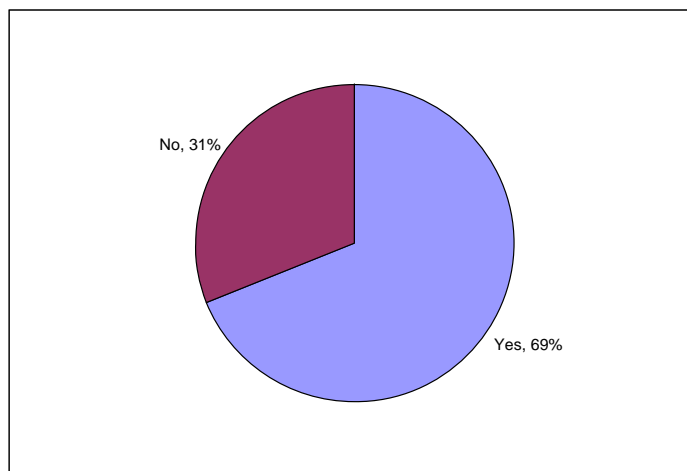
*Wellington has a lot of steps (eg Kelburn, Garden Rd in Northland) many of which are not signposted, poorly maintained, badly lit and lack safe handrails. (Submitter 54)*

*The draft policy does not identify the safety issue of cyclists vs. pedestrians. In Wellington with the increasing number of cyclists this is becoming a major danger for pedestrians. Cyclists ride on footpaths and travel at high speeds in shared cyclist/pedestrian areas (e.g. the Wellington Waterfront) and there is no enforcement of traffic laws that apply. (Submitter 57)*

## Q6. Do you wish to make any further comments on the draft Walking Policy?

Two thirds of submitters added comments to their submissions.

Some responses received are below:



*In order to achieve the government's policy of increasing the mode share of walking, the mode share of cars will need to decrease. This policy will only achieve its objectives if at the same time the Council puts in place policies to decrease the volume of traffic. Increasing road capacity will induce more vehicular traffic and counter the effects of this Walking Policy. (Submitter 4)*

*The International Charter for Walking, which is included as part of the policy, states a commitment to reducing physical barriers that limit walking activity. We believe that the epidemic of vehicles parking on footpaths in Wellington is a major physical barrier and discourages people from attempting to walk around Wellington. We would like to see WCC ticketing all vehicles parking on footpaths regardless of the circumstances. (Submitter 7)*

*From the 10th of September 2008, I conducted an online survey via <http://wellingtonwalking.blogspot.com>. Almost 100 people participated in the survey and their comments have been used to inform this submission. (Submitter 8)*

*The regional physical plan- at the heart - recognises that walking will help individuals become more physically active. All partners needing to adopt active transport policies. (Submitter 10)*

*I am very pleased to see Council being so proactive and having a Walking Policy. Wellington is a great city to walk in. I have been walking for years and see it as a critical part of my day. It keeps me fit, sane and saves money. I would encourage your key objectives to lie alongside all future Council initiatives. Keep up the excellent work on this Policy. (Submitter 19)*

*Fully support this policy. We need a safer city which has well lit, busy walking areas for commuters and recreational users. (Submitter 22)*

*I have an issue with cyclists in the city. I've been a walker forever it seems and have had a few near misses with cyclists - both courier and non-courier types going against lights and traffic direction! While cycling is encouraged, it does not really fit in with either pedestrians or car traffic. (Submitter 32)*

*However, given the pedestrian unfriendliness of the city, it is not surprising we have such a high incidence of jay walking and pedestrian crashes. I applaud the council for this initiative and look forward to seeing the improvements. (Submitter 33)*

*Give greater priority to working with schools to change culture of car transport, including enforcement but also improving public transport within suburbs. (Submitter 54)*

- 1. The Tawa Community Board (TCB) strongly supports those sections that relate to the safety of children and which encourages more to walk to school. Children walking to school: improves the physical fitness of the child, lessens congestion on roads and around schools, provides a safer environment around schools and reduces the amount of fuel used which reduces the amount of greenhouse emission and makes the air more breathable.*
- 2. The TCB urges WCC to work with the residents to review the number of pedestrian crossings. There are many intersections in Tawa which are not child friendly.*
- 3. The TCB urges that priority be given to a safe walking (and cycling) route between*

*Tawa and Johnsonville. This is long overdue. At present pedestrians (and cyclists) risk being hit by vehicles on a narrow, winding road that has undergone no improvements since it was State Highway 1 in the 1950's. The grade separation is clearly not acceptable. This is the only route for pedestrians (and cyclists) who wish to travel south of Tawa or north of Johnsonville.*

*4. The TCB urges that WCC ensure existing accessways between streets are retained, maintained and kept well lit. We are particularly concerned with: the amount of broken glass in many which indicates that WCC is not inspecting and cleaning these enough and the amount of surface water flowing over the steps in the accessway between the Main Road and Fyvie Avenue. (Submitter 63)*

### 3 **Feedback Summary and response**

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#### Initial proposal

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- Aim of the policy is to have Wellington as “*New Zealand’s most walkable city.*”
- The strategic intent was defined as “*To develop Wellington as a city where walking is considered a safe and convenient choice for all or part of every trip.*”
- There is a focus on walking trips that would otherwise be a vehicle trip, i.e. trips for purpose.
- Link to a Travel Demand Management (TDM) programme to offer an alternative to a vehicle trip

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#### Summarised Comments

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Below is a summary of comments made on the draft Walking Policy.

- Wellington already is New Zealand most walkable city
- We are not in competition why have an aim as being Wellingtons most walkable city
- Submitters felt that the focus should be extended to all trips not just trips for purpose
- A number of submitters felt that the walking policy should be linked to a policy of reduced car use
- Want to be the most physically active city
- There is a lack of specific, measurable, achievable, relevant and time specific targets.
- Generally good support for the Policy
- Incorporate into the Regional Land Transport Strategy
- Policy purposes should be expanded to discuss health, safety (human ability to survive crashes), environmental issues, public space vitality
- Include some comment about overseas experience
- Include a priority order for different modes in the Plans and Transport Strategy
- Include philosophy that people in cars are not automatically more important then the same people on foot or bike
- Establish active modes forum with terms of reference to provide advice, undertake research, communicate with those using active modes
- Set measurable targets – suggest walking straight line growth to 2040 target. Set in context of national and regional strategies. (many submitters inc GWRC )
- Funding assistance rates (FAR) – advocate with help from Public Health, for changes to FAR to better promote active modes
- Explicitly support infill targeting strategies.
- Great Harbour Way inclusion. Discuss its potential for events, tourism, recreation, look at New Plymouth.
- Cycling and walking – education – to wear bright clothes especially in winter and at night
- Establish ongoing dialogue with key partners like Health, ACC, Recreation sector
- Review priorities (Regional Public Health)
- Cycling and Walking – safety first – convenience second
- Training WCC staff
- Ensure plans include recreational active modes and A to B active modes
- Review street lighting on key walking and cycling routes
- Establish more accurate measurement tools
- Reassess whether consultancy money is worth spending
- Councillors leave cars at home month
- Close the bays on Sundays – Paula Warren
- Red Light cameras
- Review all serious injury crashes with a view to prevention of repetition rather than merely prosecution. Report them all to Reference Group or Forum
- Review light phasing on basis of volumes and intended volumes by mode (Mt Vic RA)
- Driveway design – concern about garages/walls/fences etc obscuring exiting vehicles and vehicles driving straight out across footpath – recommend change in planning rules.

- Slope of ramps affecting footpaths – recommend change in design so pedestrians aren't disadvantaged.
- Footpath parking – zero tolerance
- Signage improvement – including altering 'no exit' streets where pedestrian exit exists
- Footpath maintenance standard
- Sandwich boards – relate to footpath policy
- Verandah inclusion – Lynda Kamstra
- Road designs/parking changes etc to be consulted with forum
- Set rules on traffic light phasing
- Raise priority of improving walking connections to railway stations

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## Response

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The recent targets provided in the Government Policy Statement on Transport show significant growth for both walking and cycling by 2040. Wellington is well positioned to meet the government targets. More specific targets relating to the timing and delivery of action in the proposed implementation plan can only be developed when the funding is allocated to the delivery of the project through the Long Term Council Community Plan (LTCCP)

The wording of the aim could change to *“A safe and convenient walkable city”*. This takes away the competitive nature of the earlier aim and builds on the strategic intent of *“To develop Wellington as a city where walking is considered to be a safe and convenient choice for all or part of every trip.”*

The Walking Policy was never about reducing car travel or promoting modal change, it is however about offering choice. We are aware that many car drivers would like options for more active travel. Accepting the draft policy and implementing the proposed actions will provide options for travel.

Links to external strategies will be strengthened to show the link to the RLTS and the Government Policy Statement on Transport.

It has become evident that more work needs to be done on the roading hierarchy. Some submitters would like to see a hierarchy of five categories in the order of most to least important being pedestrians, cyclists, public transport, road freight and then private motor vehicles. While this appears to be an ideal order it may not be appropriate for all routes. We must balance the competing desires of our transport strategy which promotes managing transport demand through walking, cycling and public transport with the need to have a coherent and efficient transport system that aids economic development. If we were to compare the following four routes: Waterfront Promenade, Jervoice/Customhouse Quays, Featherston Street and Lambton Quay each has a very different hierarchy of users, one size does not fit all. The hierarchy will enable officers to alter traffic signal settings to cater for the appropriate demand as necessary.

It is proposed to change the terms of reference for the existing Road Safety Reference Group (RSRG) for it to become a Safe and Sustainable Transport Reference Group (SASTRG). Members of the RSRG have already given approval to move towards a SASTRG. There will only need to be minor additions to the membership as many of the walking and cycling advocates are already members. Membership will include Health, ACC and the recreational sector. It is proposed that the group will meet formally approximately 4 times per year but have active subgroups working on specific issues and programmes.

The Great Harbour Way concept was raised in response to both the draft Walking and Draft Cycling Policies. There are a number of pieces missing with the most significant being a connection between Petone and Ngauranga. A further significant barrier is a waterfront connection between the Interisland Ferry Terminal and the Lambton Harbour Promenade, however this could be catered for on the current Hutt Road/Thorndon Quay route until an opportunity becomes available to develop a route in conjunction with the port. The Wellington City Walking plan should reflect our conceptual support for the proposal and encourage NZTA to take a proactive lead in developing the feasibility and securing funding.

The action to adopt Land Transport New Zealand's best practice guidelines will include appropriate training for those involved in planning and delivery

Council runs targeted campaigns aimed at cyclists about being visible at night, as yet we have not considered a similar campaign targeting pedestrians. We do however run campaigns about personal responsibility and personal security.

The Code of Practice for Land Development sets out gradients and cross falls of footpaths and driveways. Adherence to this COP will ensure we develop a safe and convenient network.

We note that GWRC undertook a review of the walking environment in the immediate vicinity of all railway stations. An action list was developed for each of the agencies involved. It is proposed to add an action to incorporate actions for Wellington City into the Walking Policy implementation plan.

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## Proposed Amendments

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A small number of changes have been made to the draft Walking Policy.

- New wording for the aim of the strategy
- Reference to linkages to external strategies.
- Action 2.2 strengthened so that a hierarchy of users is created for all streets at various times of day, this will allow network operators to prioritise signal settings.
- A new action to advocate for increased funding assistance rates for walking projects.
- A new action to advocate for installation of red light cameras to help address intersection crash rates.
- A new action to include pedestrian signage on "no exit" streets where a pedestrian exit exists.

## ***Appendix – Copies of Submissions***