

APPENDIX 3

New Annual Council funding required in 2009/10 LTCCP

Priority	Walking	Cycling
A	\$ 256,625.00	\$ -
B	\$ 66,900.00	\$ 9,230.00
C	\$ 152,075.00	\$ 9,650.00
D	\$ 143,825.00	\$ 68,474.00
E	\$ -	\$ 185,865.00
	\$ 619,425.00	\$ 273,219.00

NB: New funding required for Priority A Cycling allowed for under Priority A Walking

Criteria used for prioritising actions in the Walking and Cycling Policies.

Priority	Rationale
A	Most likely to have an effect on reducing vehicle trips. Best value for money, most likely to get general public acceptance
B	Some effect on reducing vehicle trips but improves safety and convenience for those currently using the network
C	Likely to have an effect on reducing vehicle trips but expensive or difficult to action
D	Marginal effect on reducing vehicle trips and some improvement to the network but expensive or difficult to action
E	Marginal effect on either reducing vehicle trips or improvements to safety or convenience, however difficult to gain community acceptance, expensive or difficult to action or implement

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	Priority	Walking Policy Proposed Actions	Average annual net cost to Council of NEW Funding
1.1	A	Adopt Land Transport New Zealand's best practice pedestrian network and design guide	
1.14	A	Advocate for continued public transportation services in Wellington and assist in ensuring services are convenient and reliable.	
1.15	A	Promote , encourage and support education and training of school children relating to road safety	
1.16	A	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	\$ 12,500.00
1.18	A	Promote , encourage and support the use safer routes to school programme, including walking school buses, walk to school week and school travel plans.	
1.19	A	Adopt the International Charter for Walking signalling Councils commitment to the value of walking and the promotion of healthy, efficient and sustainable communities.	
1.3	A	Require that new developments on key pedestrian routes do not exacerbate wind issues at street level	
1.4	A	Adopt the CPTED guidelines and lighting standards in public realm developments and redevelopments	
1.6	A	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	
1.7	A	Facilitate the creation of an internet based regional journey planner which will enable people to personalise individual journey maps	\$ 125.00
2.15	A	Undertake an audit of common routes to and from school to determine barriers and issues affecting walking	\$ 3,000.00
2.16	A	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.	\$ 6,000.00
3.11	A	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	\$ 235,000.00
3.2	A	Provide new footpaths in areas that have the greatest potential to reduce vehicle trips	
			\$ 256,625.00

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1.10	B	Increase social marketing and travel behaviour change initiatives that promote the benefits of walking by collaborating with other organisations already working in this area.	\$ 5,000.00
1.11	B	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	
1.13	B	Promote road safety campaigns with a focus on reducing pedestrian injuries	
1.17	B	Work with tertiary institutes and the regional hospital to develop organisational travel plans	
1.2	B	Facilitate a forum where industry and community representatives can come together to discuss walking issues.	
1.8	B	Adopt a public space design policy which has an emphasis on pedestrian amenity, safety and aesthetics	
1.9	B	Collaborate with walking groups	
2.1	B	Investigate options for new frequent, safe, main road and intersection crossings for pedestrians.	
2.2	B	Undertake a review to determine if changes are required to the pedestrian hierarchy in response to changing travel patterns and levels of service	
2.6	B	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.	\$ 1,250.00
2.7	B	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	\$ 125.00
2.8	B	Undertake an audit of the preferred route in each corridor to the central area to determine barriers and issues affecting walking.	\$ 5,000.00
2.9	B	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.	\$ 5,000.00
3.12	B	Provide for dedicated parking enforcement around schools	
3.3	B	Provide traffic signal improvements as identified to improve pedestrian wait times and pedestrian safety	\$ 11,750.00
3.4	B	Provide for new frequent, safe, main road and intersection crossings for pedestrians.	\$ 35,250.00
3.5	B	Take enforcement action against inappropriate parking of vehicles on footpaths	

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3.6	B	Provide increased surveillance in areas of high night time activity, through both on street walkwise presence and recorded CCTV coverage.	
3.7	B	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.	\$ 3,525.00
			\$ 66,900.00

1.12	C	Promote the organisation of short walks in scenic areas and providing entertainment either during the walk or at the destination	\$ 4,700.00
1.5	C	Adopt CPTED principles when maintaining existing walkways to ensure vegetation is clear and surveillance and sightlines are available	
2.11	C	Undertake an audit of areas of poor bus patronage to determine barriers and issues that may affect bus usage.	\$ 2,500.00
2.12	C	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.	\$ 2,500.00
2.3	C	Undertake a review of signalised intersections with a view of improving pedestrian priority and safety.	\$ 1,250.00
2.4	C	Survey and map all formal and informal routes within and surrounding the Central Area	\$ 125.00
3.8	C	Provide street improvements as identified to improve routes to and from areas up to 25 minutes walk from the edge of the Central Area.	\$ 141,000.00
			\$ 152,075.00

2.10	D	Continue the study of census data to determine areas of poor bus/train patronage to understand if the walking environment can be improved..	\$ 125.00
2.13	D	Undertake surveys of residents within a 15min walk of Suburban Centres to understand reasons for/against walking.	\$ 6,000.00
2.14	D	Undertake community street review/ audit of likely routes to and from Suburban Centres to identify & improve issues and constraints.	\$ 15,000.00
2.17	D	Undertake an audit of common routes to and from the regional hospital to determine barriers and issues affecting walking	\$ 125.00
2.18	D	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	\$ 250.00

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2.5	D	Identify areas where new routes over private land would enhance connectivity	\$ 125.00
3.1	D	Provide signage on main existing walkways with frequent way finding signage, including times and distance information where appropriate	\$ 23,500.00
3.10	D	Provide street improvements as identified to improve walkability of Selected routes to and from Suburban Centres	\$ 42,300.00
3.13	D	Provide street improvements as identified to improve routes to and from tertiary institutes and the regional hospital	\$ 14,100.00
3.9	D	Provide street improvements as identified to improve routes to and from public transport stops.	\$ 42,300.00
			\$ 143,825.00

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	Priority	Cycling Policy Proposed Actions	Average annual net cost to Council of NEW Funding
1.1	A	Adopt best practice guidelines for cycle network and route planning	
1.10	A	Adopt school travel planning programme, 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	\$ -
1.12	A	Promote , encourage and support the use of the Safer Routes to School programme and School Travel Plans	
1.6	A	Facilitate the creation of an internet based regional journey planner which will enable people to personalise individual journey maps	\$ -
1.8	A	Advocate for accessible public transport options for cyclists e.g. carriage of bikes on buses	
2.10	A	Undertake an audit of common routes to and from school to determine barriers and issues affecting cycling	\$ -
2.11	A	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 reduce car trips to and from school.	\$ -
3.17	A	Provide street improvements as identified to improve routes to and from school i.e. for safe crossing points and traffic calming as identified in the school travel plan	\$ -
			\$ -

1.11	B	Promote the use by schools of the online regional journey planner which will enable people to personalise individual journey maps	
1.13	B	Work with tertiary institutes to develop organisational travel plans	
1.2	B	Regulate for lower speed limits in local streets to provide alternatives to busy main roads where appropriate	
1.3	B	Promote road safety campaigns targeting both motorists and cyclists with a focus on reducing cycle injuries	\$ 2,500.00
1.4	B	Promote awareness campaigns on the responsibilities of all parties for both shared cycle/footpaths and bus lanes.	\$ 2,500.00
1.5	B	Facilitate a forum where industry and community representative can come together to discuss cycling issues. This group would assist in planning and delivering road safety and travel planning initiatives.	
1.7	B	Continue with the area based SaferRoads programme or Neighbourhood Accessibility Planning programme to maximise walking and cycling opportunities in suburban areas	

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1.9	B	Require cycle safety assessments as part of resource consent applications for new developments (especially for multi-units and Central Area)	
2.9	B	Undertake a review of signalised intersection to understand where marked diamonds highlighting signal loops could assist	
3.12	B	Provide painted diamonds at intersections to highlight signal loops and promote how to use them	\$ 1,410.00
3.3	B	Provide bus lanes that recognise the needs of cyclists	
3.4	B	Provide bus lanes on key commuter routes as set out in the Council's Bus Priority Plan, and accommodate the needs of cyclists in the design and operations of bus lanes	
3.6	B	Provide coloured designated cycle lanes	\$ 2,820.00
			\$ 9,230.00

2.13	C	Co-ordinate planning and delivery with the Open Space Access Plan to connect communities and recreational nodes	
2.3	C	Undertake an ongoing review of signalised intersections to understand where advanced stop boxes could assist	
2.5	C	Identify opportunities to provide cycle routes on the main corridors on quieter parallel routes to the main trafficked roads.	\$ 500.00
2.7	C	Undertake a feasibility study for the provision of public cycle parking at key areas in the city	\$ 250.00
3.19	C	Provide infrastructural improvements where the experience of cycling to and from campuses is compromised and has been identified in Organisational Travel Plans	
3.5	C	Provide advanced stop boxes at signalised intersections where required	\$ 9,400.00
			\$ 10,150.00

2.2	D	Determine a suitable methodology for assessing levels of service, and apply assessment to all routes identified in Appendix 1	\$ 1,250.00
2.4	D	Undertake a study to identify the gaps in cycling routes to central area including difficult and dangerous intersections.	\$ 500.00
2.6	D	Undertake a study to identify the gaps in cycle routes to suburban centres including difficult and dangerous intersections.	\$ 125.00
3.1	D	Provide cycle friendly sump grates on the cycle network and on cycle friendly routes (refer Appendix 1)	\$ 7,050.00
3.11	D	Provide way finding signage suitable for cycling	\$ 1,410.00
3.14	D	Provide additional cycle parking facilities at key suburban destinations	\$ 564.00

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3.15	D	Provide improvements to the road network around suburban centres to address difficult and dangerous intersections.	\$ 3,525.00
3.18	D	Provide a dedicated parking warden to address school parking issues	
3.22	D	Provide improvements to road edges on non key routes	\$ 23,500.00
3.7	D	Provide improvements to the road network to remedy gaps in the cycling network and to address difficult and dangerous intersections	\$ 28,200.00
3.8	D	Provide alternatives to main trafficked routes on quieter alternative routes	
3.9	D	Provide additional cycle parking facilities in key identified areas	\$ 2,350.00
			\$ 68,474.00

2.1	E	Develop cycle parking requirements for Central Area buildings	
2.12	E	Undertake a study to identify the gaps in cycle routes to recreation centres and off road recreational areas, including difficult and dangerous intersections.	\$ 200.00
2.8	E	Undertake a feasibility study for the provision of public cycle lockers	\$ 250.00
3.10	E	Provide public cycle lockers, showers and changing facilities at key locations where feasible	\$ 7,050.00
3.13	E	Provide where possible a suitable road surface on key cycling routes as identified in the key cycle routes map	\$ 47,000.00
3.16	E	Provide way finding signage with approximate cycle times to key suburban destinations	\$ 705.00
3.2	E	Provide regular sweeping of cycle network and cycle friendly routes	\$ 117,500.00
3.20	E	Provide a suitable road surface on key recreational cycle routes	\$ 11,750.00
3.21	E	Provide improvements to the road network around recreation centres and off road recreational areas	\$ 1,410.00
			\$ 185,865.00