

## Planning methods - Outcomes to make walking an easy choice

OUTCOME	DESCRIPTION	PLANS, PROGRAMMES AND PROCESSES
<p><b>Ensure land use and transport are integrated</b></p>	<ul style="list-style-type: none"> <li>The location and type of land use choices determines an area's spatial form which influences mode choices. For example, a wide range of desired destinations should be available within walking distance in urban areas.</li> <li>Planning provides for a range of services/destinations relevant to all ages within walking distance (policies such as 20 minute neighbourhoods can assist). Mixed and/or higher density development is favoured, particularly close to public transport routes, interchanges and the urban core.</li> <li>Intensification of land use occurs where it can best be serviced by a range of transport options</li> </ul>	<ul style="list-style-type: none"> <li>Spatial planning</li> <li>Land rezoning</li> <li>Master-planning</li> <li>Sustainable Urban Mobility Plan (Mode shift plan)</li> <li>Transport/walking strategy</li> </ul>
<p><b>Allow development to occur appropriately and with walking access</b></p>	<ul style="list-style-type: none"> <li>Walking trips occur at a fine grained scale so ensuring people are able to walk for short trips through a development or to adjacent land use is important.</li> <li>District plan provisions provide for permeable pedestrian networks, streets are designed with narrow carriageways and tight intersection turning radii to reduce vehicle speeds and allow short crossing distances for pedestrians.</li> <li>Crime prevention through environmental design (CPTED) principles are applied.</li> <li>Provision and pricing of vehicle parking is strategically managed.</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">District Plan provisions</a></li> <li>Structure plans</li> <li>Outline Development Plans</li> <li>Masterplanning</li> <li>Code of Practice requirements</li> <li>Integrated Transport Assessments</li> <li>Development Contributions Policy</li> </ul>
<p><b>Plan, design and improve appropriate infrastructure for walking</b></p>	<ul style="list-style-type: none"> <li>Providing well designed, located and connected paths and crossings for people to walk is a key requirement to making walking an easy choice.</li> <li>Pedestrians of all human states and abilities are considered at an early stage when planning transport infrastructure.</li> <li>Appropriate levels of service are established for pedestrians and provided across the network.</li> <li>Where appropriate provision cannot be retrofitted, alternative pedestrian routes are specifically designed to provide a higher level of safety and convenience.</li> </ul>	<ul style="list-style-type: none"> <li><a href="#">Walking strategy or walking action plan</a></li> <li>'Build back better' maintenance and renewals policies</li> <li>Integration of best practice pedestrian design standards into infrastructure codes</li> <li>Safer routes for schools</li> <li>Tactical urbanism</li> </ul>

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<b>Increase walking to public transport services</b>	<ul style="list-style-type: none"> <li>• First and last mile connections are critical in public transport journeys. Walking is one of the most practical, affordable and widely accessible ways people travel for the first and last mile of journeys involving public transport.</li> </ul>	<ul style="list-style-type: none"> <li>• Station planning</li> <li>• Public transport network planning</li> <li>• <a href="#">Public Transport Design Guidance</a></li> </ul>
<b>Remove barriers and severance for walking</b>	<ul style="list-style-type: none"> <li>• Gaps in the walking network can be barriers to people choosing to walk. For example, motorways, busy roads, railway lines and waterways often sever walking networks unless specific infrastructure is provided.</li> </ul>	<ul style="list-style-type: none"> <li>• Network operating framework</li> <li>• Neighbourhood accessibility plan</li> <li>• Infrastructure codes of practice</li> </ul>
<b>Restrict through-traffic in residential areas</b>	<ul style="list-style-type: none"> <li>• Areas of residential streets where through traffic is prohibited or restricted can tip the balance so active modes including walking and cycling are more convenient modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Low traffic neighbourhoods</li> <li>• Local area traffic management plans</li> </ul>
<b>Ensure transport is considered as a network</b>	<ul style="list-style-type: none"> <li>• Network planning can help ensure roads and streets align with their intended Movement and Place function, and effectively prioritise modes.</li> </ul>	<ul style="list-style-type: none"> <li>• One Network Framework</li> <li>• Network Operating Framework</li> <li>• Aotearoa Urban Street Design Guide</li> <li>• Tactical Urbanism</li> </ul>
<b>Improve pedestrian amenity</b>	<ul style="list-style-type: none"> <li>• Improving the amenity, landscaping and comfort features for people will encourage people to linger in a space.</li> </ul>	<ul style="list-style-type: none"> <li>• Revitalisation Plans</li> <li>• Master plans</li> <li>• Urban design plan</li> <li>• Tactical Urbanism</li> </ul>
<b>Reduce vehicle speeds</b>	<ul style="list-style-type: none"> <li>• Slow vehicle speeds (30km/h or less) are safe system aligned and are also more comfortable for people walking.</li> </ul>	<ul style="list-style-type: none"> <li>• Speed management planning</li> <li>• Local area traffic management plans</li> <li>• <a href="#">Safe System design</a></li> </ul>
<b>Reduce vehicle volumes</b>	<ul style="list-style-type: none"> <li>• Reducing vehicle volumes can result in streets feeling more comfortable for pedestrians and can enable more space and/or priority to be given to pedestrians and other modes.</li> </ul>	<ul style="list-style-type: none"> <li>• Local area traffic management plans</li> <li>• Low traffic neighbourhood plans</li> </ul>
<b>Reallocate road space for walking</b>	<ul style="list-style-type: none"> <li>• Shifting road space currently assigned to vehicle traffic or parking to walking and other modes and uses can result in a more efficient use of space.</li> </ul>	<ul style="list-style-type: none"> <li>• Aotearoa Urban Street Design Guide</li> <li>• Network Operating Framework</li> </ul>
<b>Reduce crossing times for pedestrians</b>	<ul style="list-style-type: none"> <li>• Long waiting times at signalised crossings can be a barrier to walking.</li> </ul>	<ul style="list-style-type: none"> <li>• One Network Framework</li> <li>• Network operating plan</li> <li>• Review of pedestrian delay at intersections (e.g. as part of traffic signal timing reviews)</li> </ul>
<b>Improve wayfinding for pedestrians</b>	<ul style="list-style-type: none"> <li>• Enabling people unfamiliar with an area to find their way can support people to walk rather than taking other modes</li> </ul>	<ul style="list-style-type: none"> <li>• Wayfinding strategy</li> </ul>
<b>Increase uptake of walking in a defined area (town or</b>	<ul style="list-style-type: none"> <li>• Focussing improvements for walking in a specific area can result in a step change in walkability and therefore better outcomes.</li> </ul>	<ul style="list-style-type: none"> <li>• Masterplan</li> <li>• <a href="#">Walking action plan</a></li> <li>• Neighbourhood accessibility plan</li> </ul>

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suburb)		
<b>Increase walking and active modes to an organisation</b>	<ul style="list-style-type: none"> <li>Organisations have a role to play encouraging their people to reduce car use and increase active travel both for commuting and business trips.</li> </ul>	<ul style="list-style-type: none"> <li>Workplace travel planning</li> </ul>
<b>Increase walking to and from schools</b>	<ul style="list-style-type: none"> <li>Increasing the number of children who walk, scoot or wheel to school reduces traffic congestion, improves children’s health and wellbeing, and sets up good habits for the future.</li> </ul>	<ul style="list-style-type: none"> <li>School travel planning</li> <li>Safer journeys to schools</li> <li>Safe school streets</li> </ul>
<b>Ensure location and use of vehicle parking is managed appropriately</b>	<ul style="list-style-type: none"> <li>Well managed parking can contribute to mode shift by enabling higher densities and compact urban form, freeing up space for walking and other modes, and disincentivising car travel.</li> </ul>	<ul style="list-style-type: none"> <li>Parking management guidance</li> <li>Integrated parking data hub</li> </ul>