

Planning methods – Plans, programmes and processes that can help planning for walking

PLAN, PROGRAMME, PROCESS	SCALE AND SCOPE	WHEN TO USE	HOW IT BENEFITS PEDESTRIANS	FURTHER INFORMATION
Business cases	<ul style="list-style-type: none"> Business cases are carried out in phases. The scale and scope should be proportionate to the complexity and risk of the problem and proposed investment. 	<ul style="list-style-type: none"> When seeking investment from the National Land Transport Fund. 	<ul style="list-style-type: none"> Takes a robust approach to make sure outcomes are clearly linked to government priorities such as making walking (and other active modes) a safe and attractive travel choice. 	<ul style="list-style-type: none"> Business Case Approach guidance
Sustainable Urban Mobility Plan (Mode Shift Plan)	<ul style="list-style-type: none"> Developed for high growth urban areas. 	<ul style="list-style-type: none"> Identifies interventions that ensure investment is targeted to provide more transport choice and reduce car dependency. 	<ul style="list-style-type: none"> The aim of the plans are to grow the share of travel by walking and other sustainable modes. 	<ul style="list-style-type: none"> National Mode Shift Plan: Keeping cities moving – a plan for mode shift Regional mode shift plans: Place-based plans
Spatial Plan / Future Development Strategy	<ul style="list-style-type: none"> Applied to a region to spatially identify locations where development capacity (housing and business land) will be provided to contribute to well-functioning urban environments. 	<ul style="list-style-type: none"> Provides the high-level strategy for developing a region to achieve desired outcomes. All tier 1 and tier 2 local authorities must prepare a Future Development Strategy. Note, tier 1 local authorities need to provide for intensification. 	<ul style="list-style-type: none"> Well-functioning urban environments have good accessibility for all people including by way of public or active transport (eg walking). In addition, tier 1 local authorities must allow for intensification within a walkable catchment of rapid transit stops, city centre zones and metropolitan centre zones. 	<ul style="list-style-type: none"> National Policy Statement on Urban Development (NPS-UD)
Speed management planning	<ul style="list-style-type: none"> Usually applied to a district or wider area. 	<ul style="list-style-type: none"> When looking to improve walking and cycling within a neighbourhood district to encourage residents to walk in their local community for trips to the shops or schools etc. 	<ul style="list-style-type: none"> Applies safe and appropriate speeds resulting in lower vehicle speeds in urban areas where pedestrians are present, making the environment more attractive and less overwhelming for people walking. 	<ul style="list-style-type: none"> NZ Speed Management Guide
Local area traffic management (LATM) plans	<ul style="list-style-type: none"> Planning and management of road space within a local area particularly to reduce vehicle speeds and volume of through traffic. 	<ul style="list-style-type: none"> Where the speed and volume of vehicle traffic is creating difficulties in a neighbourhood as identified by the road controlling authority and the local community through a consultation process. 	<ul style="list-style-type: none"> Reducing volumes and/or speed of traffic improves amenity, liveability, safety and access for all road users. LATM plans generally involve the installation of traffic calming devices or other measures to slow down or make it difficult for vehicles to travel at speed through local streets. 	<ul style="list-style-type: none"> Austroads Guide to Traffic Management Part 8: Local Street Management
Low traffic neighbourhoods	<ul style="list-style-type: none"> A group of residential streets where through traffic is discouraged through traffic calming measures to slow traffic and direct drivers onto main through roads. The area should be small, ideally where residents can walk or wheel from one side to the other in less than 15 minutes. Ideally they are part of an integrated network of low traffic areas within a town or city. 	<ul style="list-style-type: none"> Any neighbourhood where there is a desire to lower traffic volumes on the residential streets to enable residents to walk and cycle for their daily needs. 	<ul style="list-style-type: none"> Low traffic areas can reduce traffic volumes both within and outside the neighbourhood which make it easier for residents to use alternative modes such as walking. 	<ul style="list-style-type: none"> The Shared Path Low traffic neighbourhood guidance (coming soon)
Innovating Streets for People Programme	<ul style="list-style-type: none"> Street or neighbourhood area. Projects can include reallocation of road space to provide more amenity, reduced vehicle speeds and volumes, traffic restrictions, changes to intersection controls, inclusion of pedestrian crossing facilities. 	<ul style="list-style-type: none"> To test different street treatments in real life, bring forward installation of treatments sooner after conception, gather data on perceptions and reality, and have conversations with the community around what works on a street. 	<ul style="list-style-type: none"> Projects that use quick, lower cost and temporary techniques to deliver positive people-centred changes to streets. 	<ul style="list-style-type: none"> Innovating Streets for People guidance

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Neighbourhood accessibility plans	<ul style="list-style-type: none"> Whole neighbourhood or defined area and includes active modes and public transport. 	<ul style="list-style-type: none"> When looking to improve access to local destinations and public transport stops. 	<ul style="list-style-type: none"> Providing access by walking and cycling to local destinations, bus stops, railway stations and external links. 	<ul style="list-style-type: none"> Neighbourhood accessibility plans guidelines for coordinators
Network Operating Framework	<ul style="list-style-type: none"> Whole district or defined area and includes all travel modes including walking. 	<ul style="list-style-type: none"> To enable collaborative discussions to link strategic intent with operational and planning decisions regarding the transport system. 	<ul style="list-style-type: none"> Identifies key routes for pedestrians and gaps in provision for pedestrians or conflicts between pedestrians and other road users. 	<ul style="list-style-type: none"> Network Operating Framework guidance
Masterplans / structure plans	<ul style="list-style-type: none"> Plans that guide the development or redevelopment of an area by defining future development and land use patterns including configuration and phasing of buildings, transport infrastructure and public spaces. 	<ul style="list-style-type: none"> Used to guide design and development intentions for an area. 	<ul style="list-style-type: none"> Masterplans and structure plans set out the urban form and function of an area so they influence how viable walking can be in the area. 	<ul style="list-style-type: none"> Structure Plan guidance Urban Design Toolkit eg Christchurch Suburban Centres Master Plans
District plans	<ul style="list-style-type: none"> District Plan provisions guide the development of new walkable communities as well as improving the walkability of existing communities when development occurs. 	<ul style="list-style-type: none"> A District Plan review or plan change is an opportunity to improve the provisions that affect the safety and ease of walking. 	<ul style="list-style-type: none"> District Plan provisions can influence whether there are connected and dense pedestrian networks as well as finer design details to support people to walk. 	<ul style="list-style-type: none"> District plan provisions
Walking strategy and walking action plans	<ul style="list-style-type: none"> District wide or town/city focussed strategy and/or action plan centred on walking. 	<ul style="list-style-type: none"> Where there is a clear need to improve access for walking for example, after historic underinvestment in walking infrastructure and support. 	<ul style="list-style-type: none"> Focusses on the walking mode in itself and supporting other modes (eg public transport). 	<ul style="list-style-type: none"> Walking action plans
Parking strategy and parking management plans	<ul style="list-style-type: none"> A parking strategy provides the strategic direction and objectives or an urban area or entire district. A parking management plan is a location specific plan outlining parking management interventions for a centre, neighbourhood or particular land use. 	<ul style="list-style-type: none"> Use to guide good parking management to ensure parking supply is appropriate and used efficiently in a way that equitably supports wider transport and urban form outcomes. 	<ul style="list-style-type: none"> Good parking management 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. 	<ul style="list-style-type: none"> National parking management guidance
Organisational travel plans	<ul style="list-style-type: none"> Site-based - All modes. For staff/students and potentially customers in any place-based organisation such as a workplace, school, or campus. 	<ul style="list-style-type: none"> To plan and take practical steps throughout occupation of a site. To meet resource consent requirements. 	<ul style="list-style-type: none"> Reduce car use, improve safety, and promote active travel through a range of behaviour change actions and by removing barriers (institutional, physical and attitudinal). 	<ul style="list-style-type: none"> Workplace travel plan guidance School travel plan guidance
Safer journeys for schools	<ul style="list-style-type: none"> Investigates routes to and from a school site, crossing points, local public transport connections and car parking/drop-off facilities. 	<ul style="list-style-type: none"> When members of the local community or school staff are concerned for the safety of children going to school. 	<ul style="list-style-type: none"> Improve the safety of children walking to school. 	<ul style="list-style-type: none"> Guidelines for members of the local community Technical guide for practitioners
Station access plan or area plan	<ul style="list-style-type: none"> Area around new or existing stations or public transport interchanges. 	<ul style="list-style-type: none"> Plan focused on optimising connections between the origin or destination of trips and public transport stations or interchanges. Good station access planning can reduce the quantity of Park and Ride required in some cases by encouraging more walking trips to public transport. 	<ul style="list-style-type: none"> Most public transport trips begin and/or end with walking so ensuring the station environment and key connections makes walking an easy choice is critical to maximising public transport use. 	<ul style="list-style-type: none"> Public transport design guidance Transit oriented development guidance (coming soon)