

Getting there — on foot, by cycle

STRATEGIC IMPLEMENTATION PLAN 2006-2009

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STRATEGY
WORKING
DOCUMENT



Acknowledgement

The *Getting there - on foot, by cycle* Steering Group would like to acknowledge and thank all of the agencies and individuals who, as members of the National Committee or the four Focus Groups, contributed to the development of this strategic implementation plan.

As a result of the work done by these committees and groups, we have a strategic implementation plan that identifies ten exciting initiatives that build on existing initiatives both nationally and locally and set a path for *Getting There* over the next few years.

We thank you for your contribution to this plan and we look forward to your continued advice, support and assistance as we move forward together.

The Getting There Steering Group



Contents

***Getting there – on foot, by cycle* Strategic Implementation Plan 2006 – 2009**

Section 1 Introduction	3
<i>Getting there – on foot, by cycle</i>	3
<i>Getting there – on foot, by cycle</i> Strategic Implementation Plan 2006 – 2009	3
Section 2 Strategic Direction	5
Section 3 Strategic Programme	6
Building on current initiatives	6
New strategic initiatives	7
<ul style="list-style-type: none">• <i>Getting There</i> Research, Monitoring and Evaluation Action Plan• <i>Getting There</i> Transport Sector Alignment Review• <i>Getting There</i> Decision Maker Communication Action Plan• <i>Getting There</i> Information Centre• <i>Getting There</i> Workforce Development Action Plan• Walking and Cycling Model Communities Programme• Road Controlling Authority Benchmarking Programme• Strengthening User Group Networks Programme• Long-distance Cycle Networks Investigation Project• Expansion of road user training and education related to pedestrians and cyclists	7 8 8 9 9 10 10 10 11 11
Section 4 Leadership, management and delivery	12
Leadership	12
Management and delivery	12
Focus on partnerships and integration	12
Section 5 Delivery Overview 2006 – 2009	13
Appendix One Overview: <i>Getting There – on foot, by cycle</i>	15
Appendix Two Overview: <i>Getting There</i> Strategic Planning Process	16
Appendix Three Overview: National Agency Activity for Walking & Cycling (2005/06)	20

1. Introduction

Getting there – on foot, by cycle

In February 2005, the Government released its strategy to advance walking and cycling in New Zealand transport, *Getting there – on foot, by cycle (Getting There)*.

Getting There provides a new environment for decision making for walking and cycling in New Zealand that recognises the importance of walking and cycling, not only for recreation, but as important modes of transport.

The *Getting There* vision is:

A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment.

This vision is supported by three goals:

- Community environments and transport systems that support walking and cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists.

Getting There recognises that to achieve these goals, action is required across ten priorities, under four focus areas:

- Strengthening foundations for effective action
- Providing supportive environments and systems
- Influencing individual travel choices
- Improving safety and security.

A one page overview of *Getting There* can be found in Appendix One.

***Getting there – on foot, by cycle* Strategic Implementation Plan 2006 – 2009**

While much of the visible action for walking and cycling will occur 'on the ground', a strong national layer of action is essential to underpin and support the strategy's implementation.

This *Getting there – on foot, by cycle* Strategic Implementation Plan 2006 – 2009 (Plan) identifies a national direction and new national initiatives for the critical first three years of the *Getting There* Strategy.

It also sets a plan for delivery, focusing on the introduction and progression of the new national initiatives over the three-year period.

Actions identified for 2006-2007 form an action plan for the July 2006 – June 2007 year.

The three-year delivery plan will be reviewed annually to enable progress and experience from previous years to inform each subsequent annual action plan. Delivery is subject to business case approval.

Development process

Strategic planning for *Getting There* was undertaken over the July 2005–February 2006 period. It was led by a *Getting There* Steering Group, comprising officials from the Ministry of Transport and Land Transport New Zealand.

The process included a series of workshops involving the National *Getting There* Committee and four *Getting There* Focus Area Groups. These inter-sectoral groups involved representatives from a wide range of national agencies, from walking and cycling user groups, and from local and regional government.

More information on the strategic planning process, and participating organisations can be found in Appendix Two.

Planning parameters

The strategic planning process incorporated the following parameters set for *Getting There*:

- a 10 year strategy timeframe
- action plans to ensure progress across *Getting There*'s four Focus Areas and 10 Priorities.

Planning also considered the government's expectations that:

- *Getting There* will result in tangible progress¹ toward a modal shift to walking and cycling
- an early emphasis would be placed on supporting effective local action for walking and cycling.

¹ Target setting and development of performance indicators for *Getting There* and its three goals will begin mid-2006.

2. Strategic Direction

The strategic direction for the first three years of *Getting There* implementation is:

Building strong foundations for effective implementation, while creating momentum through visible action.

Building strong foundations for effective action

Strengthening foundations for effective action will underpin progress across *Getting There*, its four focus areas and 10 priorities. National level action will centre on:

- increasing our understanding of effective action for walking and cycling through focused research, evaluation and monitoring
- communicating and engaging with decision makers to build awareness and understanding of the importance of walking and cycling, and to generate commitment to *Getting There*
- ensuring well-aligned policy and co-ordinated, collaborative action amongst agencies and sectors – nationally and locally
- building strong partnerships with local government
- expanding workforce capacity, skills, tools and expertise.

Taking early, visible action

While strengthening foundations for effective action is critical, so too is taking visible action over the first three years.

Early, visible action demonstrates a strong commitment to *Getting There* implementation, and will create the early momentum required for success over a 10 year timeframe.

Supporting promising initiatives on the ground and nationally will encourage innovation, and enable us to 'learn through doing' – both from our successes and our failures.

Sharing local experiences, highlighting both current and new activity, and putting the spotlight on local successes will encourage others to take note – and take action.

3. Strategic Programme

Building on current initiatives

Many important national, regional and local initiatives are already underway for walking and cycling. These will play an important role in the delivery of the Plan.

Nationally, initiatives are undertaken by a range of sectors and agencies. Examples include:

- National Land Transport Programme investment in walking and cycling facilities identified by:
 - Transit New Zealand's 10 Year State Highway Forecast (for facilities on state highways); and
 - local and regional councils as part of implementation of their walking and cycling strategies (facilities on local roads).

This investment is projected to rise as *Getting There* implementation progresses

- *Healthy Eating, Healthy Action* initiatives funding provided by the Ministry of Health to district health boards to enable initiatives such as '10,000 steps a day' projects to promote walking
- Ministry for the Environment's activities to promote & support the *Urban Design Protocol*
- SPARC's *Active Communities* programme and national *Push Play* campaign
- Land Transport NZ's *Safer Routes* and *Walking and Cycling Guidelines Development* programmes
- Police *Road Safe* education programmes, enforcement activities in urban areas, and involvement with the Ministry of Justice in promoting Crime Prevention through Environmental Design
- The Bikewise and Walking Initiatives Programme currently being delivered by the Health Sponsorship Council (HSC) which includes a range of cycling initiatives under the Bikewise umbrella (e.g. National Bikewise Week, Community Cycle Partnerships Micro-funding Programme), and a series of walking related initiatives in association with Living Streets Aotearoa (e.g. development of a national network of local walking user groups).
- Integration of *Pedestrian and Cyclist Safety Framework* work programme with *Getting There* strategic planning.

It is expected that some current national initiatives will be reviewed for relevance, effectiveness, and/or potential expansion as the period progresses and the knowledge base for walking and cycling grows.

More information on the range of current national initiatives that support *Getting There* implementation is provided in *Appendix Three, Overview: National Agency Activity for Walking and Cycling (2005/06)*.

New strategic initiatives

Getting There recognises and incorporates current action for walking and cycling. This action is important, but will not, on its own, be enough to achieve the goals of *Getting There*. To achieve the *Getting There* goals, the type of activity undertaken nationally, regionally and locally for walking and cycling needs to be reviewed, and the level of activity accelerated.

Ten new strategic initiatives will be introduced progressively over the 2006 – 2009 period to support the Plan's strategic direction:

Initiative 1: *Getting There* Research, Monitoring and Evaluation Action Plan

Initiative 2: *Getting There* Transport Sector Alignment Review

Initiative 3: *Getting There* Decision Maker Communication Action Plan

Initiative 4: *Getting There* Information Centre

Initiative 5: *Getting There* Workforce Development Action Plan

Initiative 6: Walking and Cycling Model Communities Programme

Initiative 7: Road Controlling Authority Benchmarking Programme

Initiative 8: Strengthening User Group Networks Programme

Initiative 9: Long-distance Cycle Networks Investigation Project

Initiative 10: Expansion of road user training and education related to pedestrians and cyclists

These ten initiatives, undertaken together, are seen as having the capacity to underpin progress across the four *Getting There* Focus Areas and its ten Priorities. Many of the important actions identified for individual *Getting There* Priorities during the strategic planning process are included in, or will fall out of, the initiatives. A strong focus will be placed on ensuring the perspectives of individual Priorities are appropriately considered and integrated into the initiatives as they are developed.

The initiatives have a strong degree of inter-relationship. A strong focus on co-ordinated planning will ensure that the various initiatives complement and enhance each other.

The ten initiatives are outlined below.

Initiative 1: *Getting There* Research, Monitoring and Evaluation Action Plan

The *Getting There* Research, Monitoring and Evaluation Action Plan will underpin an informed approach to strategy implementation, while also supporting innovation. It will include two key components:

- establishing systems for monitoring progress toward the *Getting There* goals and desired outcomes
- developing and beginning to implement a co-ordinated and prioritised research and evaluation action plan, informed by the needs of the strategy, its focus areas and priorities, and its initiatives.

It is expected that the action plan will be a significant focus for inter-sectoral collaboration. The plan will be integrated into the Transport Sector Research Strategy – a strategy that is being developed by the Ministry of Transport that will take a more holistic approach to transport-sector research.

Initiative 2: *Getting There* Transport Sector Alignment Review

The *Getting There* Transport Sector Review will support alignment of national transport policy and practice with effective *Getting There* implementation. The Review will:

- identify significant Ministry of Transport, Land Transport NZ, NZ Police and Transit NZ policies, funding allocation and evaluation mechanisms, and work programmes that impact on walking and cycling
- assess/review these (and their application) by collaboratively agreed processes and criteria, for example assessing their ability to:
 - support effective *Getting There* implementation 'on the ground'
 - achieve a high level of integration of walking and cycling into general transport policy development, transport network design, and road improvement projects
 - foster innovation
 - support a comprehensive approach for walking and cycling that links promotion with access and safety improvements
- provide recommendations as required to increase alignment
- monitor progress over time towards improved alignment, making further recommendations as required.

The Review will be a significant focus for collaboration across the national transport sector and will include involving local government and key stakeholders in identifying/providing early input into perceived policy and practice barriers and road blocks, as well as potential solutions.

Initiative 3: *Getting There* Decision Maker Communication Action Plan

The *Getting There* Decision Maker Communication Action Plan will encourage a decision making environment that supports effective action for walking and cycling. It will involve pro-actively communicating and engaging with key decision makers and 'influencers' nationally, regionally, and locally, in order to:

- build awareness and understanding of the benefits and 'place' of walking and cycling within transport
- encourage support for and participation in effective *Getting There* implementation locally, regionally and nationally.

A strong focus will be placed on multi-level communication and engagement with local government.

Alignment of agency and sector messages around walking and cycling will be important to the success of this initiative.

Initiative 4: *Getting There* Information Centre

The *Getting There* Information Centre will provide a wide range of stakeholders with easy access to information, resources and advice to support effective work for walking and cycling and good practice implementation of *Getting There*. The Centre will:

- gather and manage information (e.g. local, national and international research; information on 'who's doing what' throughout New Zealand and internationally; and good practice guidelines, resources and case studies)
- establish links with existing related information services and websites
- establish and co-ordinate a system to provide users with an assessment of the relevance and usefulness of key information (e.g. research)
- undertake proactive dissemination of information through a range of methods such as provision of information on specific themes to identified key audiences; providing knowledgeable advice and support to individual stakeholders when seeking advice; and developing and disseminating case studies and examples of good practice.
- encourage and support an environment of information sharing, for example through development of a national practitioners' network.

It is expected that this initiative will provide a significant opportunity for inter-sectoral partnerships.

Initiative 5: *Getting There* Workforce Development Action Plan

The aim of the *Getting There* Workforce Development Action Plan is to ensure that a knowledgeable and skilled workforce is in place to undertake strategy implementation nationally and on the ground. The initiative will:

- identify the current inter-sectoral workforces available for strategy implementation
- carry out a stock take of current guidance, training and professional development opportunities available
- identify training and professional development gaps and needs
- provide recommendations
- develop initial appropriate actions to meet needs.

The initiative will also identify any workforce capacity issues, for example availability of time and people resources for strategy implementation, and provide recommendations to address these.

It is expected that this initiative will be a significant focus for inter-sectoral collaboration.

Initiative 6: Walking and Cycling Model Communities Programme

The Model Communities Programme will provide a vehicle to demonstrate good practice for walking and cycling at a local level by developing up to four model/demonstration communities for walking and cycling.

The programme will involve a partnership between national agencies and up to four territorial authorities to undertake an intensive and comprehensive approach to *Getting There* implementation in their communities. The strategies developed for these communities will be expected to address all *Getting There* focus areas and priorities, for example, integrating work across land use planning, CPTED, safety and promotion.

Key aims for the project include:

- learning more about what is required within communities to achieve a modal shift from cars to walking and cycling, to improve safety outcomes for pedestrians and cyclists, and to provide supportive walking and cycling environments
- providing living examples for other communities by showcasing good practice, celebrating successes and sharing lessons learned.

Encouragement of innovation and ongoing evaluation to assess the effectiveness of approaches for broader application is central to the programme. A communications component will maximise information sharing and programme visibility.

It will be important that the work undertaken in each community is implemented on a scale that supports achievement of the *Getting There* goals. Therefore, the programme will require a commitment to significant investment over a 4-5 year period. It is anticipated the programme will be a strong focus for inter-sectoral partnership development, both nationally and locally.

Initiative 7: Road Controlling Authority Benchmarking Programme

The Road Controlling Authority (RCA) Benchmarking Programme will provide guidance to RCAs interested in assessing and improving their efforts for walking and cycling.

Benchmarking shares information on common best practice performance indicators, and provides organisations with feedback against these. Current systems used internationally employ a range of methods such as peer review, policy and process ratings and outcome measures. Benchmarking can enable best performers to become the standard to which the others aspire.

Initiative 8: Strengthening User Group Networks Programme

This programme is designed to strengthen the capacity of pedestrian and cyclist user groups; in particular to enable these to take part in transport focused participatory planning and decision making processes. The focus will be on:

- supporting the development of local volunteer user group networks able to build local support for walking and cycling, take part in grassroots initiatives, and participate in local and regional planning processes
- improving the capacity of key pedestrian and cycling national user groups to participate in national planning and programme development processes.

The programme will incorporate some elements of the Bikewise and Walking Initiatives Programme currently being delivered by the HSC, for example the Living Streets Aotearoa local user group network development programme. It will also introduce priority initiatives to fill identified local user group development gaps, for example a cycling local network development programme similar to the Living Streets Aotearoa initiative above.

Further options will also be explored for ensuring national advisory capacity.

Initiative 9: Long-distance Cycle Networks Investigation Project

This initiative will gather information to support the development of long-distance cycling networks in New Zealand, in particular to clarify:

- the role of long-distance cycling within cycling transport mix and its potential role and benefits to the New Zealand Transport Strategy, for example through cycle tourism
- current funding policy and sources, and any issues related to these
- current regional cycle policies, strategies and actions
- current links with long-distance transport operators, and any issues related to these
- commonalities in needs and expectations of various long distance orientated cycle groups

The project will also recommend actions for moving forward on the development of long-distance cycle networks.

Initiative 10: Expansion of road user training and education related to pedestrians and cyclists

Expansion of road user training and education related to pedestrians and cyclists will support improved pedestrian and cyclist skills and a 'share the road' culture among all road users. Three types of education and training have been identified as requiring early action:

Cycle Skills Training

Action will include consideration of the recommendations of the 2005/06 Cycle Training Review and Development of Best Practice Guidelines initiative undertaken under the National Bikewise Programme; developing a plan of action for moving forward with best practice cycle training in New Zealand; and beginning implementation of that plan.

Share the Road Programme

Action will include development of a national programme to support a 'share the road' culture in New Zealand where motorists, pedestrians and cyclists respect each other's differing needs and share the transport environment in a courteous, co-operative and safe manner. This will expand on and underpin the Share the road Tool Kit developed by Land Transport NZ for local authority use (due for release mid-2006). The programme will focus on attitudinal change and on encouraging specific 'share the road' knowledge and behaviours. The programme is likely to require aligned enforcement activity. A strong focus in the first three years will be on formative evaluation to underpin the programme.

Pedestrian Skills Training

Action will focus on undertaking a needs assessment regarding pedestrian training in New Zealand. This will explore the need for development of best practice guidelines and/or changes to pedestrian training programmes.

4. Leadership, Management and Delivery

Leadership

The Ministry of Transport is charged with ongoing strategic leadership (national planning, co-ordination and monitoring) of the *Getting There* strategy on behalf of the Government. It shares this work with Land Transport NZ through the *Getting There* Steering Group.

The Steering Group is supported by the inter-sectoral National *Getting There* Committee and four *Getting There* Focus Area Working Groups. These provide ongoing input and advice into *Getting There* planning processes.

Management and delivery

During 2006/2007 the programme of new initiatives identified in Section 3 will be managed by Land Transport NZ and delivered, either internally by Land Transport NZ, or through delivery contracts with other appropriate organisations.

Exceptions to this are:

Initiative 1: Research, Monitoring and Evaluation Action Plan – this will be jointly led by the Ministry of Transport and Land Transport NZ, with components managed as agreed by both.

Initiative 2: Transport Sector Alignment Review – this will be led and delivered by the Ministry of Transport.

Initiative 3: Decision Maker Communication Action Plan – this will initially be led by the Ministry of Transport, with delivery support from Land Transport NZ.

Inter-agency working groups will provide input and advice into the development of all initiatives and explore opportunities for cross-agency and cross-sector collaboration on initiatives.

During 2006/07, options around on-going delivery of the strategy will be investigated. For example, a number of the national initiatives identified in Section 3 could lead to development of a specialised unit or 'centre for excellence' for walking and cycling. This could be charged with developing and providing centralised expertise and support related to transport oriented walking and cycling.

Focus on partnerships and integration

A key focus for the first three years of *Getting There* implementation is to increase the integration of the various strands of activity being undertaken by a range of agencies and sectors for walking and cycling into a co-ordinated and cohesive national approach.

It is expected that this will be supported by the recent establishment of the National *Getting There* Committee and four national *Getting There* Focus Area Working Groups, whose first task has been the collaborative development of this Strategic Plan. It will also be supported by a continuing focus on collaborative planning for the new national initiatives identified in the previous section.

This process will also continue to recognise the importance of local experience. Many local and regional initiatives are occurring for walking and cycling that are contributing to national understanding of what will be required to achieve the *Getting There* goals. Local government representation has helped to inform the development of this Strategic Implementation Plan, and local experience will play a key role in informing the further development of its initiatives.

5. Delivery Overview 2006 – 2009

This section outlines a delivery plan for the package of ten initiatives identified in Section 3. It focuses on the introduction and progression of these initiatives over the 2006 – 2009 period.

The delivery plan balances the need for early and visible action to gain strategy momentum, with the need to build transport sector resource and capacity over the three-year period.

Delivery is subject to business case approval.

Initiative	2006/2007	2007/2008	2008/2009	Out years
Research, Monitoring & Evaluation Action plan	Develop plan; begin implementation around monitoring; ensure appropriate research and evaluation is built into development of other initiatives.	Begin stepped implementation of research plan and introduction of additional monitoring activities.	Ongoing stepped implementation; review overall strategy and initiatives as part of 2009/2010 strategic planning for strategy.	Ongoing stepped implementation.
Transport Sector Alignment Review	Develop and implement review; consider recommendations.	Implementation of recommendations.	Ongoing lower level review & implementation.	Ongoing lower level review & implementation.
Decision Maker Communication Plan	Focus initially on national decision makers and communication with councils around key initiatives (e.g. around Transport Sector Alignment Review); develop business case for development and implementation of a more comprehensive plan.	Plan development and implementation.	Ongoing implementation.	_____
Getting There Information Centre	Re-align existing Walking Resource Database project into broader initiative for walking and cycling; undertake formative development and trial; provide recommendations for ongoing delivery; develop business case for ongoing delivery.	Begin implementation.	Ongoing implementation.	Ongoing implementation.
Workforce Development Action Plan	Develop plan; develop business case for on going delivery.	Begin implementation.	Ongoing implementation.	Ongoing implementation.

Initiative	2006/2007	2007/2008	2008/2009	Out years
Model Communities Programme	Undertake initial research and development work to enable development of significant business case.	Continued development of programme; development of partnerships with RCAs.	Implementation in initial two communities.	Implementation in up to two further communities.
Road Controlling Authorities Benchmarking Programme	Continue development of approach based on initial work undertaken during 2005/06.	Trialling and revision; development of business case for national roll out.	Begin national implementation.	Continue national implementation.
Strengthen user group networks	Continue existing Living Streets initiative for walking; develop a similar initiative for cycling. <i>(as part of 2006/07 HSC co-ordinated Bikewise and Walking Initiatives Programme)</i>	Ongoing implementation.	Ongoing implementation.	Ongoing implementation
Long-Distance Cycling Investigation Project	Undertake project and develop recommendations and priorities for further work; develop business cases as appropriate.	Potential for continuing work, dependent on recommendations.	<i>As per 07/08</i>	<i>As per 07/08</i>
Road User Education <i>Cycle training</i>	Consider recommendations from stage one of the Cycle Training Best Practice Guidelines Project; undertake trialling and refinement of guidelines based on recommendations from stage one.	Continued trialling and refinement as required; refine approach; develop business case for national roll out.	Begin stepped national roll out.	Continue stepped national roll out.
<i>Share the Road Programme</i>	Initial research and development work; development of business case.	Continued programme development and trialling.	National roll out.	Ongoing Implementation.
<i>Pedestrian training</i>	—	Undertake needs assessment; business case development as appropriate.	Potential review of current initiatives and first stage development of best practice guidelines.	Continued development of best practice guidelines, as appropriate.

APPENDIX ONE

Overview: *Getting there – on foot, by cycle*

Vision

A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment

Three goals

- Community environments and transport systems that support walking and cycling
- More people choosing to walk and cycle, more often
- Improved safety for pedestrians and cyclists

Action on ten priorities, across four focus areas

Focus One: Strengthening foundations for effective action

Priorities for action

1. Encourage action for walking and cycling within an integrated, sustainable approach to land transport
2. Expand our knowledge and skill base to address walking and cycling
3. Encourage collaboration and co-ordination of efforts for walking and cycling

Focus Two: Providing supportive environments & systems

Priorities for action

4. Encourage land use, planning and design that supports walking and cycling
5. Provide supportive environments for walking and cycling in existing communities
6. Improve networks for long-distance cycling

Focus Three: Influencing individual travel choices

Priorities for action

7. Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport
8. Encourage and support individuals in changing their travel choices

Focus four: Improving safety and security

Priorities for action

9. Improve road safety for pedestrians and cyclists
10. Address crime and personal security concerns around walking and cycling

Six key principles

- Walking and cycling face similar issues, but are different modes of transport with different needs
- Providing a transport system that works for pedestrians and cyclists means catering for diversity
- Walking and cycling are important for all communities, but critical in urban areas
- Increasing the use of walking and cycling requires a comprehensive approach
- Safety needs to be integrated with promotion
- The needs of current users must be addressed alongside those of new users

National framework for implementation

- Central co-ordination process, supported by national advisory groups
- Annual implementation plans for national agencies
- Performance indicators, plus regular monitoring and evaluation
- Informed government investment
- Early emphasis on supporting effective local action

APPENDIX TWO

Overview: Strategic Planning Process

The Ministry of Transport worked collaboratively with central government transport agencies, other central government agencies and interest groups, and regional and local government to develop the *Getting There* Strategic Plan 2006–2009. The strategic planning process took place over the July 2005–February 2006 period.

A joint *Getting There* Steering Group comprised of Ministry of Transport and Land Transport NZ officials co-ordinated the process.

A National *Getting There* Committee provided planning advice and recommendations to the Steering Group. This group is represented by a number of different government agencies, Local Government NZ and key national walking and cycling user groups (see below for participant details). The National Committee met four times during the strategic planning process.

Four *Getting There* Focus Area Groups provided planning advice and recommendations related to a specific *Getting There* Focus Area and its associated Priorities. Each Focus Area Group met for one day as part of the process.

With the exception of the first National *Getting There* Committee meeting, all workshops were facilitated by an external facilitator.

A participant list for the various groups involved in the strategic planning process is provided below.

This is followed by a diagram that outlines the strategic planning process.

Getting There Steering Group

NAME	ORGANISATION
Reena Kokotalo / Kerry Betteridge / Rachel Gibson	Ministry of Transport
Matt Grant, replaced by Gerry Dance	Land Transport New Zealand
Lyndon Hammond, replaced by Ian Appleton	

National Getting There Committee

NAME	ORGANISATION
Celia Wade-Brown / Liz Thomas	Living Streets Aotearoa
Jane Dawson	Cycling Advocates Network (CAN)
Derek Cooper	NZ Police
Ian Clark	Transit NZ
Peter Denton	Accident Compensation Corporation (ACC)
Brent Skinnon / Thomas Stockell	Health Sponsorship Council (HSC)
Matt Crawshaw	Energy Efficiency and Conservation Authority (EECA)
Harriette Carr / Jaynie Gardyne	Ministry of Health
Jason Morgan	(Sport and Recreation NZ) SPARC
Geoff Swainson	Local Government NZ
Tricia Allen	Auckland Regional Transport Authority (local/regional government representative)
<i>Getting There</i> Steering Group members	Ministry of Transport and Land Transport NZ

FOCUS AREA GROUP 1: Strengthening foundations for effective action

NAME	ORGANISATION
Celia Wade-Brown / Liz Thomas	Living Streets Aotearoa
Derek Cooper	NZ Police
Brent Skinnon / Thomas Stokell / Anaru Waa (Priority 2)	Health Sponsorship Council (HSC)
Andrew Macbeth	Cycling Advocates Network
Harriette Carr / Jaynie Gardyne (Priorities 2&3)	Ministry of Health
Ian Clark	Transit NZ
Coralie McDonald	Auckland City Council (local government representative)
Tim Hughes / Sandy Fong	Land Transport NZ
Jess Hammond (Priority 1) / Ben Lewis-Evans (Priority 2)	Ministry of Transport
<i>Getting There</i> Steering Group members	Ministry of Transport and Land Transport NZ

FOCUS AREA GROUP 2: Providing supportive environments and systems

NAME	ORGANISATION
Celia Wade-Brown / Liz Thomas	Living Streets Aotearoa
Alexia Pickering	Accessible Options
Derek Cooper	NZ Police
Brent Skinnon / Thomas Stokell	Health Sponsorship Council (HSC)
Stephen Knight	BikeNZ
Nick Westwood	Ministry of Tourism
Ian Clark	Transit NZ
Dean McLaren	Ministry for the Environment
Gerald Blunt	Wellington City Council (local government representative)
Jason Morgan	Sport and Recreation NZ (SPARC)
Tim Hughes	Land Transport NZ
<i>Getting There</i> Steering Group members	Ministry of Transport and Land Transport NZ

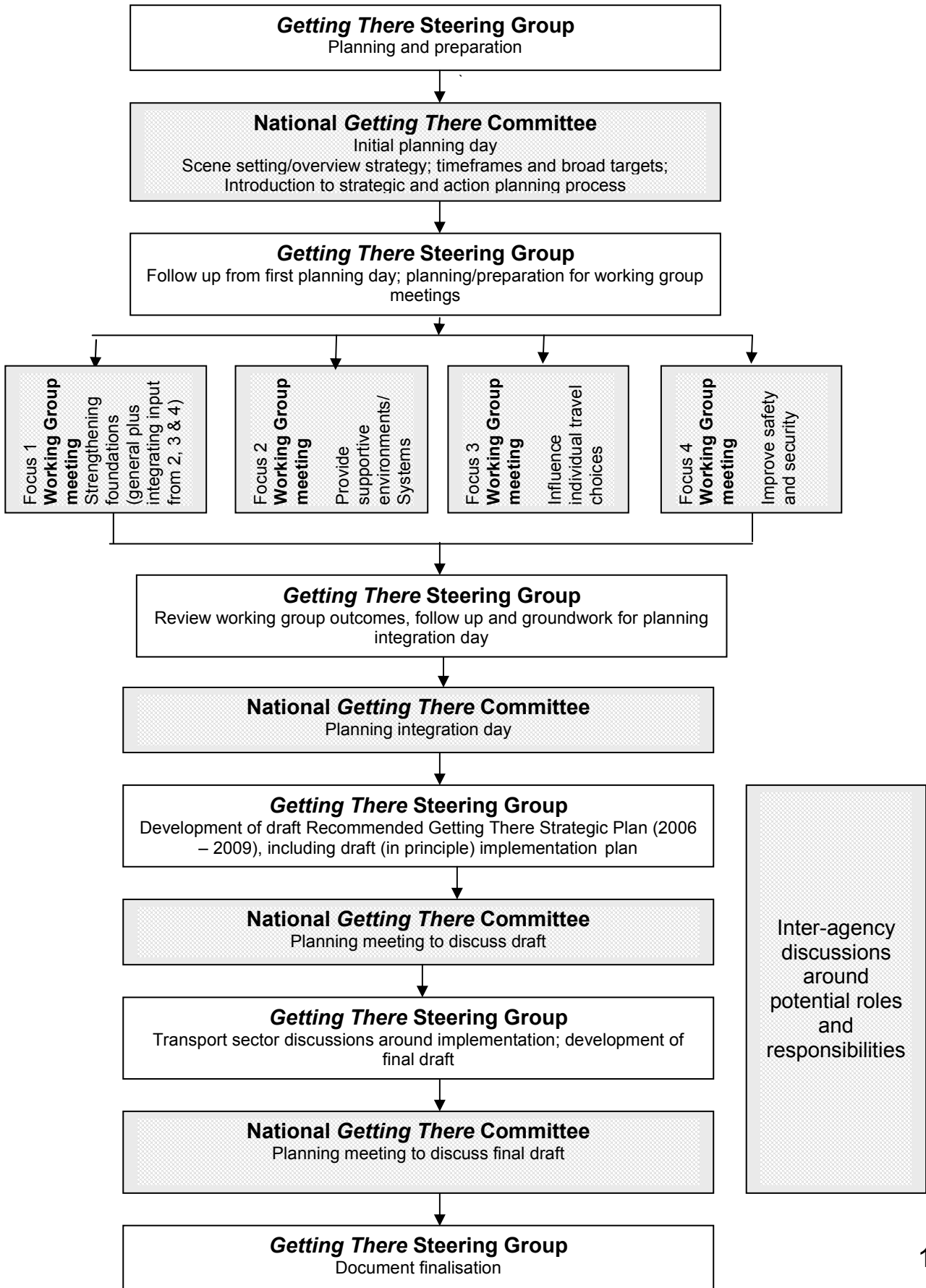
FOCUS AREA GROUP 3: Influencing individual travel choices

NAME	ORGANISATION
Celia Wade-Brown / Liz Thomas	Living Streets Aotearoa
Glen Morrison	NZ Police
Stephen Knight	BikeNZ
Brent Skinnon / Thomas Stokell	Health Sponsorship Council (HSC)
Matt Crawshaw	Energy Efficiency and Conservation Authority (EECA)
Harriette Carr / Jaynie Gardyne (Priority 8)	Ministry of Health
Jo Cheatley	Sport and Recreation NZ (SPARC)
Isy Kennedy	North Shore City Council (local government representative)
Lyndal Peters / Jane Mitchell	Land Transport NZ
Nick Sargent (Priority 8)	Ministry of Transport
<i>Getting There</i> Steering Group members	Ministry of Transport and Land Transport NZ

FOCUS AREA GROUP 4: Improving safety and security

NAME	ORGANISATION
Celia Wade-Brown / Liz Thomas	Living Streets Aotearoa
Glen Morrison / Jack Wever	NZ Police
Jennifer Laing (Priority 10)	Wellington City Council (CPTED)
Geoff Giller	Ministry of Health
Peter Denton	Accident Compensation Corporation (ACC)
Glen Koorey	Cycling Advocates Network (CAN)
Julie Chambers	Safekids
Janine Monahan (am only)	Ministry of Justice
Margaret Parfitt	Nelson City Council (local government representative)
David Weinstein / Martin Small / Jacinda Harrison (Priority 10)	Ministry of Transport
<i>Getting There</i> Steering Group members	Ministry of Transport and Land Transport NZ

Getting There Strategic Planning Process (July 2005-February 2006)



APPENDIX THREE

Overview: National Agency Activity for Walking & Cycling (2005/06)

This section identifies and describes initiatives undertaken by key national agencies during 2005/06 that support aspects of the *Getting There* strategy. Agencies are listed in alphabetical order.

Some initiatives identified are specifically for walking and cycling. Other initiatives are broader in nature (e.g. focused on the promotion of 'active living'), but include a component or focus on walking and/or cycling.

The key linkages between initiatives and the *Getting There* strategy are shown. This matches the main emphasis of an initiative with one or more *Getting There* Focus Areas and Priorities (see 'Key to *Getting There* Focus Areas and Priorities' below).

Often, initiatives also have the potential to support progress on other *Getting There* priorities – even where this has not been identified. For example, an initiative focused primarily on promoting walking or cycling (with primary links to *Getting There* P7 and P8) may also use a co-ordinated approach to planning (supporting P3) and include evaluation activities that can add to our knowledge base of 'what works' (supporting P2).

Key to *Getting There* Focus Areas and Priorities

<p>Focus One: Strengthening foundations for effective action</p> <p><i>Priorities for action</i></p> <p>P1 Encourage action for walking and cycling within an integrated, sustainable approach to land transport</p> <p>P2 Expand our knowledge and skill base to address walking and cycling</p> <p>P3 Encourage collaboration and co-ordination of efforts for walking and cycling</p>	<p>Focus Three: Influencing individual travel choices</p> <p><i>Priorities for action</i></p> <p>P7 Encourage positive attitudes towards and perceptions of walking and cycling as modes of transport</p> <p>P8 Encourage and support individuals in changing their travel choices</p>
<p>Focus Two: Providing supportive environments & systems</p> <p><i>Priorities for action</i></p> <p>P4 Encourage land use, planning and design that supports walking and cycling</p> <p>P5 Provide supportive environments for walking and cycling in existing communities</p> <p>P6 Improve networks for long-distance cycling</p>	<p>Focus Four: Improving safety and security</p> <p><i>Priorities for action</i></p> <p>P9 Improve road safety for pedestrians and cyclists</p> <p>P10 Address crime and personal security concerns around walking and cycling</p>

Accident Compensation Corporation (ACC)		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
ACC Think Safe Community Initiatives	Safety initiatives implemented locally throughout the country by ACC Injury Prevention Consultants (IPCs), generally in collaboration with others. Can target walking and cycling safety where local injury data shows a high proportion of injuries to walkers and cyclists.	Ongoing				P9
Research activities	Research into a variety of safety issues. In 2005/06 included a study on school travel injury rates among children. The study identified the relative injury risks for different travel modes. A child pedestrian injury fact sheet is also available from their website.	Available from September 2006	P2			P9
Mountain Biking Safety Programme	Programme focused primarily on mountain-biking activities, but with some overlap with transport oriented cycling, especially with regard to off-road cycleways and cycle handling skill development.	Started March 2006				P9
Safety through environmental design guideline for walking and cycling	Project to produce a guideline on safety through environmental design for walking and cycling. This will become a sister document to the Ministry of Justice Crime Prevention Through Environmental Design (CPTED) document. The end users of the document are likely to be local authorities, designers and planners.	Started 2006		P4 P5		P9
General road safety projects, programmes and information	Road safety projects funded and supported by ACC that target 'speed' and 'drive to the conditions'. While not directly targeting walking/cycling, these projects can complement other efforts to promote safety for pedestrians and cyclists. Projects could include components relating to preventing injury to vulnerable road users. The ACC website has a significant section covering cycle safety and how to share the road with other users.	Ongoing				P9

Auckland and Canterbury Universities		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Fundamentals of Traffic Engineering Course	Five day course offered jointly by Canterbury and Auckland Universities aimed at practicing engineers, technicians, planners and designers. Course includes modules on crash reduction and prevention, transport sustainability, and walking and cycling.	Annual event (usually held in February)	P2			

Bike NZ		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Cycle advocacy and networking	Provision of support to a wide range of national bike and cycle organisations, including the Cycling Advocates' Network. Person employed specifically to deal with issues relevant to cycling as a form of transport.	ongoing	P3		P7	
Cycling Toolbox Workshops	Workshops in various locations around New Zealand to promote educational and transport travel behaviour change ideas and techniques for making the transport system more cycle-friendly. Primarily for the advocacy community, however other interested parties including cyclists are encouraged to attend. Complements the Fundamentals of Planning and Design for Cycling course (see entry later in this table).	ongoing	P2			
New Zealand Cycling Conference	Biennial conference canvassing engineering, educational, enforcement and encouragement techniques used to boost cycling rates. Provides opportunities to share good practice experience and information through research. Part funding provided as part of national Bikewise programme. Sponsored by HSC as well as other agencies	ongoing	P2 P3			

Cycle Advocates Network (CAN)		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Cycle advocacy and awareness raising	Action undertaken nationally and through local affiliates to raise awareness of cycling and cycling issues. Includes publication of the 'chainlinks' newsletter which covers cycling news and technical advice. Can also advocate on behalf of cyclists in a wide range of national, regional and local decision making processes and forums. Activities range from the development of press releases to input into revision of Land Transport NZ's Project Evaluation Manual to submissions on local council district plans.	Ongoing	P3		P7	
Fundamentals of Planning & Design for Cycling	Course designed by CAN and Land Transport NZ to enable participants (especially engineers and planners) to better consider cyclists needs and to gain an understanding of : <ul style="list-style-type: none"> • <i>Austroroads Part 14</i>, and the NZ supplement to this • the <i>Cycle Network and Route Planning Guide</i>. 	Several courses held each year	P2			
Cycle Friendly Awards	Annual national awards recognising and promoting the achievements of councils, business or individuals that have improved conditions for cycling.	Annual	P1			P7

Energy Efficiency and Conservation Authority (EECA)		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
School Travel Plan Programme	Programme to involve schools and school communities in looking at their journey-to-school transport patterns and identifying and implementing initiatives to encourage more families to use environmentally friendly transport options to get to and from school. These can include a wide range of activities such as walking school buses, cycle training and infrastructure changes such as pedestrian crossings, traffic calming or cycle lanes. Promoted by EECA, with funding assistance available from Land Transport NZ through the travel behaviour change category of the NLTP. A School Travel Plan Resource Kit is available that includes guidance material and a promotional video.	Land Transport NZ to manage programme from 2006/07	P2	P5	P8	
Walking School Bus programme	Programme to establish walking school buses (WSBs) in primary schools. WSBs involve groups of children being walked to school along a specific route under adult supervision, often by parent volunteers. WSBs can address parental safety concerns around children walking to school and encourage the use of walking over car use as a school transport option, especially for children aged between 5-8 years. EECA provides guidance for local government on working with individual schools on how to establish walking school buses.	Land Transport NZ to manage programme from 2006/07			P8	P9 P10
Work Place Travel Plan Programme	Programme to promote environmentally friendly transport options in and around the workplace and reduce dependence on car travel. Workplace travel plans typically focus on staff commute trips, but also consider staff travel during work, ensuring visitors are aware of public transport connections and onsite facilities for cyclists. The programme is promoted by EECA, with funding assistance available from Land Transport NZ through the travel behaviour change category of the NLTP. Resources will be released mid 2006.	Land Transport NZ to manage programme from 2006/07			P8	
Walk to School Week (March 6-10)	A promotion trialled in a selection of schools involved in School Travel Plans, Safer Routes programmes and Walking School Bus programmes in Tauranga, Nelson, Dunedin and Auckland.	Pilot event -2006	P2		P8	
National Energy Efficiency and Conservation Strategy (NEECS)	Strategy that sets the agenda for government programmes to promote energy efficiency and renewable energy. A review of the NEECS is underway - findings due June 06. The review includes a stock take of progress compared with the strategy's action plans, a scan of best practice internationally and an assessment of potential improvements to the approach currently taken. Transport is a significant energy user and the review may further endorse initiatives which encourage walking and cycling.	Review due to be completed June 2006	P1			
Local Government Transport Action Plan project	A one-year programme to develop an action plan for work with local government on transport energy use. Initially, the plan is focused internally on the council energy use. Eventually, the plan assumes an external focus on community energy use and includes information and opportunities relating to walking and cycling.	2005/06			P8	

Health Sponsorship Council (HSC) <i>Includes initiatives funded under the 2005/06 Expanded Bikewise & Walking Initiatives Programme</i>		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Cycle Steering Committee	Inter-sectoral committee to oversee Bikewise programme and provide coordination of national cycling activity. Members included HSC, Land Transport NZ, Ministry of Health (MoH), Sport and Recreation NZ (SPARC), Ministry of Transport (MoT), CAN, Bikenz, NZ Police and ACC.	Ongoing	P3			
Bike Wise Week	Nationally organised week of events and communication activities to promote cycling across New Zealand. Includes integration of key safety messages and cycling promotion. In 2005/06, projects consisted of: <ul style="list-style-type: none"> • Bike Wise Week co-ordination, communications and programme management • Go by Bike Day (formerly Bike to Work day) • website and general merchandising for distribution to stakeholders • an evaluation of Bikewise Week • development of a Schools Resource to provide schools with information about existing school-based initiatives to encourage and support their students to cycle. 	Ongoing			P7 P8	P9
Bike Wise Business Challenge	Initiative linked to Bikewise Week to encourage businesses to promote and support commuter cycling. Can support development of end use facilities in work settings. Incorporates key safe cycling messages.	Ongoing			P7	
Kiwi Cycling Programme	Cycle training programme co-ordinated by HSC and undertaken in a number of New Zealand localities.	Ongoing				P9
Promising Initiatives Programme	Programme to enable piloting of up to two promising initiatives p.a. to encourage increased and sustained participation in cycling. In 2005/06 a Cycling Mayoral Challenge was piloted as part of Bikewise week.	Established 2005/06	P2		P8	
Cycle Training Review and Guideline Development Project	Project to: <ul style="list-style-type: none"> • review and update of Bike NZ's stocktake of cycle skills courses in New Zealand • development of recommended minimum guideline requirements for the content and delivery of cycle skills training in New Zealand • scoping and identification of options for national delivery of cycle skills education. 	2005/06	P2			P9
Community Partnership Programme	Programme to provide micro-funding for community organisations to undertake local projects for cycling (maximum of \$1000 per project). Some support is also provided through advice and resources.	Established 2005/06			P8	P9
Walking Steering Committee	Inter-sectoral committee established to oversee walking projects being undertaken by HSC and Living Streets Aotearoa (LSA) under the Expanded Bikewise & Walking Initiatives Programme.	Established 2005/06	P3			
Walking Street Map Pilot	Project (in asssn with LSA) to: <ul style="list-style-type: none"> • pilot the development and distribution of walking street maps in four communities. • explore map development as a community development tool and a catalyst to encourage territorial local authorities (TLAs) to improve walking environments and signage Lessons learned from the project will be used to inform future projects.	2005/06	P2		P8	

Living Streets Aotearoa (LSA)		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Walking advocacy and awareness raising	<p>Action nationally and through local affiliations to raise awareness of and undertake advocacy for walking, active modes of transport generally, and the concept of living streets. Includes preparing submissions at national, regional and local level; preparing press releases; speaking at conferences; advocating; and developing resources for stronger local council policies and action around issues (e.g. footpath parking). LSA has linkages with international networks related to walking (e.g. Walk 21, pednet, Local Authorities Walking Group (LAWG), International Fed of Pedestrians (IFP), Pedestrian Council of Australia (PCA)).</p> <p>Biennial conference to bring local, national and international stakeholders together to discuss issues of importance to walking and living streets.</p> <p>Project to:</p> <ul style="list-style-type: none"> develop an information database of New Zealand and international research, initiatives, resources and contacts related to the promotion of walking. identify and trial initial ways of disseminating the information identify options for long term housing and management of the database. <p>Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	Ongoing	P3		P7	
LSA National Conference	<p>Project to develop a national network of local and regional walking stakeholder groups able to raise awareness of, advocate for, and participate in action to improve conditions for walking in their communities. Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	Ongoing	P2 P3			
Walking Promotion Resource Database (WalkIT)	<p>Project to support New Zealand involvement in the 2006 international Walk 21 conference in Melbourne; enable LSA to bring selected Walk21 speakers to New Zealand for their 2006 national conference; and enable development of a New Zealand based Walk 21 study tour. Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	2005/06	P2		P8	
Walking Networks Development Project	<p>Project to develop and produce a New Zealand Community Street Review system to provide local authorities with a tool to identify poor walking networks. Designed to enable local authority practitioners to prioritise improvements in the walking environment and initiate change through community consultation. Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	Established 2005/06	P3		P7	
Walk 21 Conference and associated NZ events	<p>Project to support New Zealand involvement in the 2006 international Walk 21 conference in Melbourne; enable LSA to bring selected Walk21 speakers to New Zealand for their 2006 national conference; and enable development of a New Zealand based Walk 21 study tour. Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	2005/06 To be held in October/ November 2006	P2 P3			
Community Street Audit Pilot Project	<p>Project to develop and produce a New Zealand Community Street Review system to provide local authorities with a tool to identify poor walking networks. Designed to enable local authority practitioners to prioritise improvements in the walking environment and initiate change through community consultation. Undertaken in association with the HSC as part of the Expanded Bikewise & Walking Initiatives Programme.</p>	2005/06	P2	P5		

Land Transport NZ		Key links to Getting There				
		Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety	
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Leadership of <i>Getting there-on foot, by cycle</i> National Land Transport Programme (NLTP)	<p>Member, with the Ministry of Transport, of the National <i>Getting There</i> Steering Group.</p> <p>The government's ten year transport funding programme, developed by Land Transport NZ from proposals in the Land Transport Programmes submitted by approved organisations including regional councils, territorial local authorities, Transit NZ and ARTA. This includes walking and cycling proposals, including projects specifically for walking and cycling or for general road improvement projects that may include a walking or cycling component. There are a number of sources within the fund for walking and cycling project funding:</p> <ul style="list-style-type: none"> • <i>Walk and cycle specific projects</i>. Financial assistance is made available under the 'Walking and cycling activity class' for walking & cycling strategy development and for infrastructure projects that are specifically for walking or cycling. • <i>Walking and cycling facilities in general road improvement projects</i>. Walking and cycling facilities that are integral to new road construction projects are funded as part of the overall budgets for those projects, rather than through the walking & cycling activity class. • <i>Minor safety projects</i>. Safety related facilities for walking and cycling can also be funded from the 'minor safety works' bulk funding provided to road controlling authorities. • <i>Facility maintenance</i>. Maintenance of walking and cycling facilities (excluding footpath maintenance) can be funded from the bulk funding provided to road controlling authorities for general road maintenance. • <i>Travel behaviour change funding</i>. Travel behaviour change project applications are currently considered on a case-by-case basis. Examples of activities that may qualify for funding walking school buses, preparation and implementation of walking & cycling promotional activities, and travel plans. <p>Funding manuals and procedures are available to provide guidance for RCAs as they develop their proposals. Those most relevant to walking and cycling include:</p> <ul style="list-style-type: none"> • <i>Programme and Funding Manual</i>. This contains Land Transport NZ policies and procedures documents for the NLTP. Standards are mandatory for all organisations receiving funds from the NLTP and guidelines are statements of good practice, this includes standards and guidelines for walking and cycling projects. • <i>Economic Evaluation Manual Volume 2 (EEM2)</i>: This contains procedures and guidance for the calculation of benefits for transport demand management proposals including for walking and cycling. 	Ongoing	P1			

Land Transport NZ (continued)		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Walking & Cycling Standards & Guidelines Programme	<p>Programme begun in 2003 to develop best practice guidance documents and standards related to walking and cycling. Examples of guidance documents developed include:</p> <ul style="list-style-type: none"> • <i>Cycle Network and Route Planning Guide</i> (2004). This aims to develop and promote a consistent, world's best practice approach to cycle network and route planning throughout NZ. It sets out a process for deciding what cycle provision, if any, is desirable and where it is needed. • <i>Pedestrian Network Planning and Facilities Design Guide</i> (currently being completed). This aims to promote best practice standards and guidelines for the planning of pedestrian networks and the design and implementation of pedestrian facilities. • <i>RTS-14: Guidelines for facilities for blind and vision-impaired pedestrians</i> (2003). <p>New standards and guidelines are promoted and training courses made available for industry practitioners such as engineers and transport planners.</p>	Ongoing	P2	P4 P5		
Review of legal provision for pedestrians and cyclists	<p>Preliminary work undertaken to:</p> <ul style="list-style-type: none"> • clarify current legal provisions for pedestrians and cyclists in New Zealand • investigate legal mechanisms used internationally that are thought to improve pedestrian and cyclist safety • identify and provide a preliminary assessment of legislative and regulatory aspects that could be considered for New Zealand in the future. <p>Project recommendations are expected to be considered by Land Transport NZ and MoT as part of <i>Getting there, Road Safety to 2010</i> and the Land Transport NZ rules programme.</p>	Review completed Oct 05	P1			P9
Safer Routes Programme	<p>Programme designed to help councils identify risks to pedestrians and cyclists in communities where pedestrians and cyclists are shown to be at high risk of injury and implement a mix of engineering, education and enforcement solutions to improve safety outcomes. The programme began development in 2003/04, building on the earlier Safe Routes to School Programme. A total of eight projects have been funded to date. An evaluation of the programme is scheduled for 2006/07 along with publishing of programme guidelines for use by local councils.</p>	Programme to be reviewed in 2006/07.				P9
'Share the Road' Resource Kit	<p>Resource kit to assist local councils and communities in the development and implementation of local Share the Road campaigns to encourage safe and courteous attitudes and behaviours among drivers, pedestrians and cyclists.</p>	Available mid 2006	P2		P7	P9
Community Road Safety Programme (CRISP)	<p>Programme that funds initiatives to address local road safety issues throughout New Zealand. Each year there are projects that specifically focus on or contain a walking & cycling component, for example nationally in 2005, 14 local projects addressed cycle safety, and four projects addressed pedestrian safety.</p>	Programme to be reviewed in 2006/07.				P9

Land Transport NZ (continued)		Key links to Getting There				
		Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety	
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Funding provision: Bikewise & Walking Initiatives	Funding provision for the HSC co-ordinated Bikewise Programme (since 2004/05). In 2005/06 \$1m was contributed to enable the programme to be expanded (see Expanded Bikewise and Walking Initiatives Programme initiatives under the HSC entry).		P1		P8	P9
Government Rules Programme contracted to Land Transport NZ	Ongoing programme to develop rules relating to Land Transport. These include the New Zealand Road User Rule, the Traffic Control Device Rule and various Vehicle Rules that have direct relationships to walking and cycling, and other rules such as Driver Licensing Rule where the duties and obligations of motorists toward pedestrians and cyclists are identified.	Ongoing				P9
Road Sense—Alta Haere Programme	Road safety programme progressively being offered to primary and intermediate schools. Contains educational material on both pedestrian and cycle safety. Builds on and supports the work being done in schools by Police Education Officers.	Ongoing				P9
Research programme	Programme that funds research that contributes to making New Zealand's land transport system more integrated, safer, more responsive and sustainable. Walking and cycling research can be funded under the travel behaviour topic area. Research projects are often chosen from projects submitted by researchers for consideration. Specific funding is also set aside for directed research projects that Land Transport NZ specifically commissions. This could include research identified as a priority to support implementation of the <i>Getting There</i> strategy. Example of a 2005/06 walking and cycling research project funded under the programme: <i>Cycling For Science</i> , a project which aims to measure how cyclists perceive different facilities. This project is linked to similar projects in the United Kingdom and United States.	Ongoing	P2			
Australasian New Car Assessment Programme (ANCAP)	Programme that assesses new cars from a safety perspective. Includes tests on the impact of new vehicles on pedestrians in the event of a crash. Publishing ANCAP test results is used as a tool to influence consumer purchasing choices.	Ongoing				P9
General transport initiatives	Work undertaken by Land Transport NZ that includes aspects that may improve conditions for or support walking and cycling. Examples include speed zoning policy development, Local Area Traffic Management Guidelines and trialling of traffic control devices. Also publicity and advertising, including the Road code, Fact Sheets and other publications and advertising.	Ongoing	P1			P9

Ministry for the Environment		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Urban Design Protocol	Nationally promoted Protocol to encourage the creation of more interesting and user friendly buildings, places, spaces and transport systems. The Protocol places a high priority on walking and cycling and treats streets as positive spaces with multiple functions. Over 100 organisations are signatories of the Protocol, which requires them to develop action plans to implement the protocol.	Ongoing		P4 P5		
Urban Design Research in New Zealand	Survey commissioned to identify the individuals and/or organisations in New Zealand that are conducting urban design research, or research that has direct or indirect urban design implications.	Ongoing with regular updates		P4 P5		
Urban Design Tool Kit	Compendium of tools to facilitate high-quality urban design. Can be applied to appropriate stages in the design or project planning process to facilitate quality outcomes. The tools are grouped in five sections - research and analysis, community participation, raising awareness, planning and design and implementation tools. Available from www.mfe.govt.nz .	Completed	P2	P4 P5		
Auckland Sustainable Cities Programme	A regional initiative within the 'Sustainable Cities' work stream of the Sustainable Development Programme of Action. The Programme piloted a collaborative approach between government agencies and local government to foster sustainability within the region. A 'transport and urban form' work strand funded expansion of school travel plans in the region and enabled development of related tools and guidelines.	2003-2006	P2		P8	
Climate Change Programme	Review of climate change policies at a national level is currently being conducted. Linkages with walking and cycling will be clarified once the review has been completed.	2006/07	P1			

Ministry of Health		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Healthy Eating – Healthy Action Strategy (HEHA)	The government's strategic approach to improve nutrition, increase physical activity and reduce obesity in New Zealand. District Health Boards (DHBs) must deliver on HEHA performance indicators, and Public Health Unit contracts for nutrition and physical activity must be aligned with HEHA. The <i>Getting There</i> Strategy is a specific activity referred to within the <i>Healthy Eating – Healthy Action</i> Implementation Plan.	Ongoing	P3		P8	
Funding of physical activity and injury prevention initiatives	<p>Funding contributed towards physical activity and injury prevention activities delivered by a range of national and local organisations. Includes initiatives that focus on walking and cycling, such as:</p> <ul style="list-style-type: none"> HSC's expanded Bikewise and walking initiative programme SPARC and National Heart Foundation's services around physical activity and nutrition Public Health Unit and DHB services in the area of Physical Activity and Injury Prevention – for example Hutt Valley DHB's work to promote walking amongst local Māori and Nelson-Marlborough's Smokefree Women's Triathlon A two-year contract with Auckland Regional Transport Authority to establish Walking School Buses in Counties Manukau. Innovative DHB/PHO Initiatives Fund (part of the Cancer Control Strategy fund) for projects led by Primary Health Organisations to encourage innovation through community action. Sixteen proposals were funded, many focusing on physical activity. 	Ongoing			P8	P9
NZ Health Survey	Large population health survey that collects information on health status, prevalence of chronic disease, risk factors and service utilisation. The survey includes some questions on brisk walking and time spent walking (for recreation, exercise or transport). Survey conducted every three years, with next survey to be conducted in 2006/07.	Ongoing	P2			
Promotion of Physical Activity	Promoting the health benefits of physical activity to other government agencies involved in addressing health issues impacted by physical activity.	Ongoing	P3		P7 P8	
<i>Towards Improving the Wellbeing of New Zealand Children</i>	Tri-partite memorandum of understanding that formalises the collaborative approach between the Ministry of Health, Ministry of Education and SPARC for improving young people's well-being.	Agreement signed July 2004	P3		P8	

Ministry of Justice		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Crime Prevention through Environmental Design (CPTED) guidance documents and tools	<p>Range of guidance documents and tools to support the incorporation of Crime Prevention through Environmental Design into urban design projects. CPTED recognises that crime can affect people's quality of life and people may avoid going out or stay away from certain areas because of their fear of crime. CPTED defines seven qualities that characterise well designed urban areas. Tools include design guidelines and safety assessment tools aimed at improving personal safety for those using public spaces, including pedestrians. Available from http://www.justice.govt.nz/cpu/</p> <p>An interactive DVD is being developed to sit alongside the above (expected to be available from August 2006).</p>	Available from November 05	P2			P10
CPTED Contestable Funding	Contestable funding round in 2006 that provided up to \$10,000 to smaller and rural territorial authorities and those with no existing CPTED work or experience to complete CPTED assessments and plans. A number of the projects funded included aspects relating to personal security of pedestrians.	2006				P10
Victimisation Survey	Biennial survey to find out more about victims of crime, their experiences and behaviour. Can provide a range of national level information, for example on who are victims of crime, what types of crimes they experienced, the types of places where these crimes occurred, and the impacts of crimes on victims.	Ongoing				P10

Ministry of Tourism		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
International Visitor Survey	<p>Survey that collects data from international visitors leaving New Zealand, including data on the number and origin country of cycle tourists to year end December 2005. There is some capacity to forecast visitor flows (not cycle tourists) and activity patterns up to 2011. Visit www.tircnz.govt.nz to view the data.</p> <p>For more detailed requests contact the Ministry of Tourism, info@trcnz.govt.nz.</p>	ongoing		P6		

Ministry of Transport		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Leadership of <i>Getting there-on foot, by cycle</i>	Provision of leadership for the <i>Getting there</i> strategy, responsible to the Minister of Transport. Work undertaken jointly by the Ministry's Access & Services team with Land Transport NZ, as members of the National <i>Getting There</i> Steering Group.	Strategy released February 2005	P1 P3			
<i>Getting There</i> National Committee and Groups	National <i>Getting There</i> Committee and four <i>Getting There</i> Focus Area Groups, established to support a co-ordinated, collaborative and inter-sectoral approach to <i>Getting There</i> Strategy planning, implementation and monitoring.	Strategy released February 2005	P3			
Integration of walking and cycling into transport policy	Ongoing policy development specific to walking and cycling, plus integration of pedestrian and cyclist perspectives into the development of general transport sector policy that impacts on walking and cycling.	Ongoing	P1			
New Zealand Travel Survey	Survey of New Zealand household travel activity. The survey includes all modes of transport, including walking and cycling. Examples of information provided are usage, trends, by age group, trip purpose; in some cases it provides regional information. The survey is now being undertaken annually. The information from this may be useful for determining effectiveness of the <i>Getting there</i> Strategic Implementation Plan.	on-going	P2			
Crash Analysis Database	Detailed database of information about road crashes reported through the New Zealand Police. It includes crashes involving pedestrians/cyclists and motor vehicles.	ongoing	P2			P9
Road Safety to 2010 strategy	Strategy (released 2003) to provide direction for road safety in New Zealand for all road users, including pedestrians and cyclists. Work has included development of a <i>Pedestrian and Cyclist Road Safety Framework</i> . During 2005/06, an emphasis has been placed on linking planning for pedestrian and cyclist road safety with planning for the <i>Getting There</i> strategy. A number of working groups, many with implications for pedestrians and cyclists, have been established to support implementation of the <i>Road Safety to 2010</i> strategy. For example, a Road Safety Education Working Group has been established to look at how to enhance the existing 'safety culture' through a cohesive, unified, 2 nd generation approach to road safety education. A Road Safety Education Strategic Framework is due mid 2006.	Ongoing				P9

National Rails Trails Trust		Key links to Getting There				
Activity Long distance Cycling Trail advocacy and co- ordination	Description Group established to provide coordination/advocacy related to development of long distance cycling trails, including use of disused rail corridors	Timeframe Ongoing	Focus One Foundations	Focus Two Environments P6	Focus Three Attitudes & Choices	Focus Four Safety

Nelson City Council/ Tasman District Council (in assn with Land Transport NZ, Transit, ACC)		Key links to Getting There				
Activity Road Safety 0800 Cycle Crash scheme	Description Initiative developed by Nelson City Council and supported by Land Transport NZ, Transit and ACC in which an 0800 CYCLE CRASH number is used to gather data about cycle crashes and near misses in the Tasman Nelson region. The information is used to highlight trends and black spots, guide future education and enforcement programmes and improve design and maintenance of cycle paths and roads. The project is currently being evaluated by Beca Carter and the results of that evaluation will help to inform decisions regarding any further expansion of the programme to other areas.	Timeframe Evaluation completed February 2006	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety P9

New Zealand Police		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Police National Violence Reduction Plan - Safer Streets Strategy	One of three strategies under the Police National Violence Reduction Plan (PNVRP). The PNVRP promotes and relies upon effective partnerships between Police and communities, encouraging everyone to work together to prevent violence, reduce victimisation and offending. The Safer Streets Strategy identifies alcohol as an aggravating factor for violence and crime. An early focus for the Police will be targeting violence around licensed premises. This has the potential to improve personal security for pedestrians and cyclists in these areas.					P10
Road Policing Activities	Enforcement of road safety related law, focusing upon high risk offences, locations, and times. It includes offences impacting on pedestrians and cyclists such as speeding on the open road and in urban areas and failure to give way at pedestrian crossings. Targeting of speeding near schools during school travel times was stepped up from the beginning of the 2006 school year as part of the 'Speed Kills Kids' Campaign.	Ongoing				P9
Police Education Officers (PEOs)	PEO's operate in communities throughout New Zealand. Responsibilities include: <ul style="list-style-type: none"> working in partnership with schools, teachers and school communities to implement a variety of programmes, including road safety involvement in the training and monitoring of school traffic safety teams - for example school patrols, traffic wardens, kea crossing teams and bus wardens teaching practical safe walking and cycling skills to primary school aged children. PEOs have three specific Primary and Intermediate school road safety packages: <i>Riding By</i>, <i>Stepping Out</i> and <i>Out and About</i> Working in partnership with LTNZ as road safety experts for <i>Road Sense</i>, <i>Ata Haere</i> involvement in local initiatives that focus on road safety, in particular for children and child walking and cycling (e.g. School travel plans, Safekids campaign) involvement at school level when asked to provide additional education and enforcement providing advice and assistance to schools on road safety issues in the local area. 	Ongoing				P9
Keeping Ourselves Safe	Programme delivered by Police Education Officers that teaches children strategies to keep themselves safe in a variety of situations, including on trips to and from school. Also helps to dispel the 'stranger danger' myth, one of the main reasons parents and caregivers cite for not letting their children walk to school.	Ongoing				P10
School Road Safety Education Strategy	Strategy to ensure a co-ordinated approach to school road safety education that better meets the needs of students, teachers and school communities, while complementing the Government's objectives for the transport sector. Covers road safety education inside schools and early childhood centres, as well as issues around school transport and the journey to and from school. A School Road Safety Education Steering Group (Police, Land Transport, MoT, ACC, MoE, and Local Govt NZ) is meeting regularly to progress the strategy, and will be reporting to the National Road Safety Management Group on a six monthly basis.	Ongoing				P9
Crime Prevention Through Environmental Design	Police involvement in town centre environmental design and re-development.	Ongoing				P10

Road Safety Trust		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Road safety grants	The Road Safety Trust (RST) receives funding from the proceeds of personalised licence plate sales, using this to fund community safety initiatives, training, education, overseas travel, attendance at conferences, and private sector technological developments beneficial to road safety. The Trust's areas of priority are linked to those of the Road Safety to 2010 strategy. This includes pedestrian and cyclist safety. In the 2004/05 financial year the RST approved five grants for cycling or walking activities.	Ongoing				P9

Safekids New Zealand		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Child pedestrian and cyclist safety advocacy and awareness	Safekids undertakes a range of unintentional child (0-14 years) injury prevention activities, including advocacy and awareness raising, professional development, social marketing, resource development and the provision of the Safekids Information Centre. Child pedestrian and cyclist injury prevention are among Safekids' priorities.	Ongoing				P9
National Safekids Campaign	This collaborative, inter-sectoral national campaign is co-ordinated by Safekids. The campaign can focus on a variety of child safety issues. At any one time it would likely include either a pedestrian or cycling safety component.	Ongoing				P9

Sport and Recreation NZ (SPARC)		Key links to Getting There				
Activity	Description	Timeframe	Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
NZ Sport and Physical Activity Survey	Biennial survey where participants recall their physical activity during the previous seven days. Physical activity listed includes on-road cycling; off-road cycling; running/jogging; and walking.	Ongoing	P2			
Push Play Campaign	National social marketing campaign to increase physical activity levels. Push Play promotes walking and cycling for transport and leisure.	Ongoing			P8	
Obstacles to Action	Research undertaken with the New Zealand Cancer Society during 2003 into key motivators and barriers to physical activity among New Zealanders. This attitudinal research was undertaken to inform the Push Play campaign and to develop well-targeted strategies to increase physical activity including walking and cycling.	Available now	P2		P7	
Active Communities Investment (ACI)	National investment strategy to encourage more active communities. Provides investment and support for territorial authority projects which may include active transport programmes, promotion and environments.	Ongoing		P5	P8	
Territorial Authority strategic planning service	Investment and services to improve the quality and level of physical activity planning in councils throughout New Zealand. The strategic planning service seeks to develop more integrated planning between councils and stakeholders and within council teams like recreation and transport.	Ongoing	P2	P4 P5		
Activity Friendly Environments Resource	Framework and information for planners, urban, transport and environmental designers and public health promoters that want to reduce barriers to physical activity in the environment, and increase opportunities for being active in normal life. Includes examples of environmental interventions that improve walking and cycling conditions.	Available now	P2	P4 P5		
Cycle Friendly Employer Resource	Resource to assist with planning and implementing cycle-friendly facilities and programmes in the workplace.	Available now	P2		P8	
Regional Sports Trusts	SPARC invests in 17 Regional Sports Trusts (RSTs) around New Zealand. RSTs are involved in encouraging active living, and may focus on walking and cycling to increase community physical activity levels.	Ongoing	P3	P5	P8	
Physical Activity Programmes: Green Prescriptions and He Oranga Poutama (Steps to Health)	A Green Prescription is a GP's or practice nurse's written advice to a patient to be more active. Activity options may include walking and/or cycling. The initiative is part funded by Pharmac. He Oranga Poutama (HOP) is a national programme delivered by Iwi organisations and Regional Sports Trusts to increase physical activity levels of Māori. Local walking groups may be co-ordinated within this programme.	Ongoing			P8	

Transit NZ		Key links to Getting There				
Activity	Description	Timeframe	Focus One Foundations	Focus Two Environments	Focus Three Attitudes & Choices	Focus Four Safety
Road Safety Engineering Workshop	Five day training course for the transport industry that provides an introduction to road safety engineering and prepares staff to carry out crash reduction studies and safety audits. Workshops include a walking and cycling component.	Annually	P2			P9
Ten Year State Highway Forecast	Ten-year Forecast detailing planned state highway maintenance and improvements. The 2005/6 ten-year Forecast included \$11M specifically for walking and cycling projects. Additional walking and cycling facilities will also be provided as components of roading projects.	Ongoing		P5 P6		
Local/Regional Cycle Strategy involvement	Involvement in the development of Regional Land Transport Strategies and local and regional walking and cycling strategies. These contribute to the integration of walking and cycling facilities on local and district roads and state highways, especially in urban areas.	Ongoing		P5 P6		
Transit Cycling Champions	Identified person in each regional Transit office who acts as first point of contact on cycling matters and who ensures that cycling issues are considered in new projects and maintenance activities.	Ongoing	P1			
The Code of Practice for Temporary Traffic Management (COPTTM)	Best practice document developed in conjunction with the roading industry to describe safe, efficient management and operation of temporary traffic management on all roads. Aimed at event co-ordinators (e.g. those running cycle events) and those in the road industry. Updated as of December 2005 and available from the Transit NZ website.	Available now		P6		P9

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