

## **Terms of Reference**

### **Shared Footpaths Working Group**

#### **Purpose**

The purpose of these Terms of Reference is to specify the objectives, roles and responsibilities of the Shared Footpaths Working Group (SFWG).

#### **Introduction**

Road controlling authorities are under increasing pressure to find space within the road corridor for a range of transport modes. In recent years this pressure has moved to the use of footpaths by other modes such as mobility scooters and alternative personal mobility device users and cyclists. Footpath users, including the elderly and those with impaired sight and hearing, are increasingly encountering situations where they must share facilities with cyclists or motorised devices.

Provision of safe travel options that allow easy access to services and amenities is seen as vital for maintaining quality of life for the elderly and the disabled. The need, therefore, is to balance avoiding creating a barrier to greater independence for the elderly and disabled (who need mobility assistance) against putting them at greater risk as pedestrians from motorised devices on shared footpaths.

In March 2016, New Zealand Post was granted permission – subject to RCA approval – from the New Zealand Transport Agency (NZTA) for delivery vehicles to be used on footpaths. NZTA has said that it does not hold a particular view as to the appropriateness of the use of four wheeled vehicles for operation on footpaths for mail delivery, and has said more trialling and assessment of impacts is required. The Road User Rule 2.13 makes provision for an RCA to approve the use of motorcycles or mopeds on a footpath for delivering newspapers and mail.

There is an urgent need for a clearer understanding of the role and value of footpaths, their social and economic contribution (or the value of the participation that they enable) and how best to ensure the safety and greatest accessibility of footpaths for all potential users.

To ensure the optimal efficiency of urban networks, it is critical that the sector works together collaboratively to put best practice into the hands of practitioners, and ensure interventions are delivered consistently across the network.

The SFWG follows the established model for collaboration within the RCA Forum in response to changing needs within the sector, to ensure solutions are agreed, owned and implemented consistently by the sector.

## **Objectives**

The objective of the SFWG is to:

- Identify best practice and make this available to practitioners;
- Develop or steer development of guideline documents; and
- Promote appropriate regulatory responses.

## **Responsibilities**

The SFWG will be responsible for:

- (a) reviewing current guidance and direction for the use of footpaths and provision of facilities for ambulatory and mobility assisted pedestrians, personal and alternative mobility devices and other wheeled devices not exclusively confined to use on the road carriageway; and
- (b) reviewing relevant national and international research with regard to footpaths and provision for pedestrians within the road; and
- (c) developing research parameters for trials or projects with regard to proposed or potential use of footpaths by multiple personal mobility modes; and
- (d) monitoring trials or projects involving use of footpaths by multiple mobility modes; and
- (e) providing sector feedback on priorities for changes to road user or traffic control device rules affecting footpaths to support nationally consistent practice in ensuring the safety and widest accessibility for all potential footpath users.

## **Tasks**

To achieve its objectives, the SFWG will:

- support, undertake and/or steer research on the use and benefits or costs of footpaths being shared by different modes of personal mobility;
- oversee any trials of new shared footpath solutions proposed for adoption in guidelines or documents;
- provide advice and input on the form and content of guidelines for the design, provision or use of footpaths shared by multiple mobility modes;
- actively contribute to reaching sector consensus on the design, provision or use of footpaths shared by multiple mobility modes;
- provide advice and input on the implementation of guidelines and research by practitioners;

- review regulations, guidelines and practice in light of published research and recognised current best practice;
- ensure the full costs and benefits associated with the use of footpaths by all potential users are appropriately considered;
- consider legal implications for multiple personal mobility modes sharing any given footpath;
- develop recommended guidelines for adoption.

### **Issues to be considered**

Issues to be considered by the SFWG include, but are not limited to:

- links between walking, perceptions of safety and footpath use by different groups;
- the value of social and economic participation and of footpaths in enabling that participation for otherwise excluded groups;
- the need to consider the whole journey, rather than just the road phase, in planning for transport infrastructure, and the need to have data for all aspects of the journey to enable effective planning;
- examining the way pedestrian infrastructure is funded to ensure pedestrian routes to and from public transport are safe and perceived to be safe by all potential users;
- ensuring that walking surfaces are designed, constructed and maintained to be fit for purpose for use by pedestrians most at risk of, and from, trips and falls;
- ensuring road-works practices cater adequately for all pedestrians and footpath users;
- ensuring that transport projects reflect Safe System principles (for example, maximum separation between modes);
- when and where it might be appropriate to mix modes, and which modes, and under what conditions.

In considering new forms of mobility device, issues to be considered by the SFWG include:

- Classification of devices
- Regulatory approaches
- Education and training
- Licensing of operators
  - Assessment of device operator competency
  - Limits based on age, health or weight for device operators
  - Requiring certified mobility impairment
  - Requiring training prior to use and certification/licensing
- Registration and licensing of devices
  - Requiring tests for braking, turning, climbing capacity, dimensions and weight

- Conditions on use, and where a device can be used
  - Limits on speed
  - Requiring minimum standards for wheel diameter, tyre width, ground clearance or stability
- Operation
  - Requiring minimum levels of insurance
  - Requiring extra safety equipment
  - Direction of travel on the road
- Infrastructure requirements
- Design of pedestrian infrastructure
- Requiring wider crossings and longer crossing times
- Provision for safe parking for scooters and personal mobility devices outside the path of travel of any other users with sensory impairment within retail precincts and at destinations such as medical centres and hospitals.

## **Representation**

The SFWG will reflect the widest practicable range of experience and representation of all users of footpaths. These groups include:

- Living Streets Aotearoa
- Blind Foundation
- CCS Disability Action
- Cycling Action Network
- Office for Seniors
- Greypower
- Alzheimers New Zealand
- Safe and Sustainable Transport Association
- Safe Kids NZ
- Child Injury Prevention Foundation
- Visual Impairment Charitable Trust Aotearoa
- NZ Transport Agency
- NZ Police
- Ministry of Transport
- Ministry of Education
- Ministry of Health
- Children's Commission

The following agencies and organisations are currently represented:

- Dunedin City Council
- Waitaki District Council

- Hamilton City Council
- New Plymouth District Council
- NZ Transport
- CCS Disability Action
- NZ Police
- Living Streets Aotearoa
- Blind Foundation
- SASTA
- VICTA
- Ministry of Transport
- Greater Wellington Regional Council
- Cycling Action Network

### **Term**

It is expected that the SFWG will require a term of five years.

### **Convener**

Michael Harrison will be an independent chair.

### **Administration**

The Research and Guidelines Steering Group will provide administrative support as necessary through Wayne Newman.

### **Reporting**

The SFWG will report to the Research and Guidelines Steering Group, but will liaise directly with the RCA Forum Active Modes Infrastructure Group to ensure that group, in exercising its responsibilities and achieving its objectives, fully consults and regularly liaises with representative groups for all users of active modes infrastructure.

### **Meetings**

Meetings of the SFWG will be held at intervals based on the needs of the project and the sector. Working group members will be asked to meet incidental costs of membership, but to ensure equitable participation, the travel costs incurred by the non-government organisations in attending meetings will be limited to the first \$200 for each attendee, with the remainder to be covered from the SFWG budget.