

AUCKLAND WALKING PROGRAMME 2022

Summary Report



Acknowledgments



In memory of Andy Smith (Living Streets Aotearoa), who has brought his passion for walking as a transport mode and his insight and knowledge into the development of this investment programme for better walkability in Auckland.

We would also like to acknowledge ACC for funding this work and their participation and engagement in the development of this plan.



Why do we need an investment plan for walking?

Almost every journey starts and ends with walking. Providing safe, attractive and accessible environments will encourage more people to walk more and deliver social, environmental, health and economic benefits for our communities.

The definition of walking includes more than just people walking on foot; it includes people jogging, running, people using wheelchairs or other mobility aid devices, push-scooters or pushing a child in a pram.

The focus of this investment programme is on walking for transport for short journeys (less than 2km). It aims to improve safety and access for people of all age, abilities and backgrounds; and support the transition to a low emissions and climate resilient Auckland.

This investment programme outlines a suite of infrastructure improvements, non-infrastructure initiatives, policy and advocacy opportunities needed to get more people walking more often for their everyday needs. It also provides a guide on where to start in terms of the levels of investment and the improvements needed across Auckland.

At present there is no funding allocated to implement this investment programme in the current Regional Land Transport Plan (RLTP). It however demonstrates the case for a step change in investment in walking in Auckland and it will underpin funding proposal to the next RLTP.



Auckland Snapshot

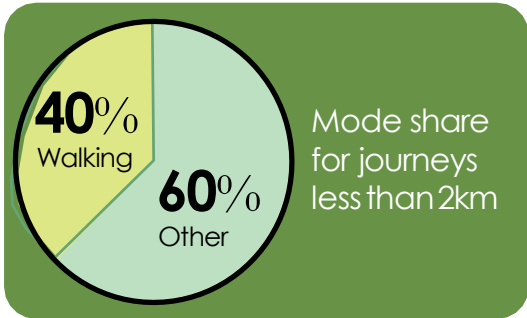


Auckland has one of the highest rates of car ownership in the world

0.74 cars

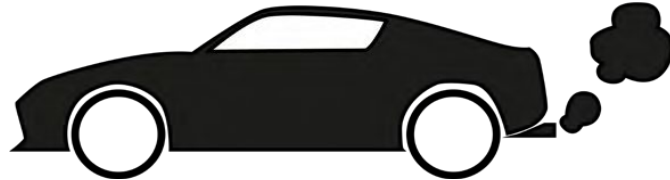
per person

\$ Transport costs on average: **\$216** per week per household

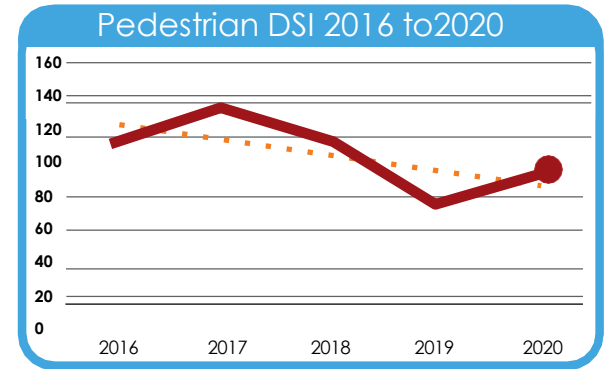


Road transportation is the largest greenhouse gas emitting sector in Auckland making up 35% of the region's emission profile

35%

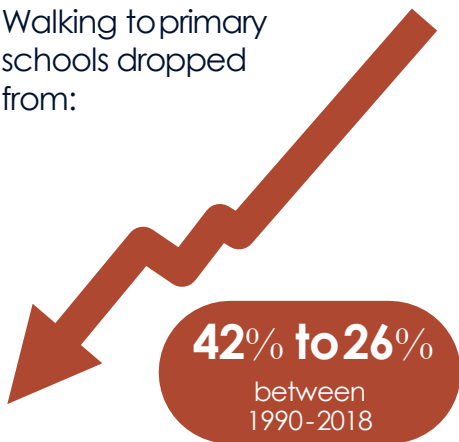


Number of people killed or seriously injured on Auckland's roads when walking is increasing

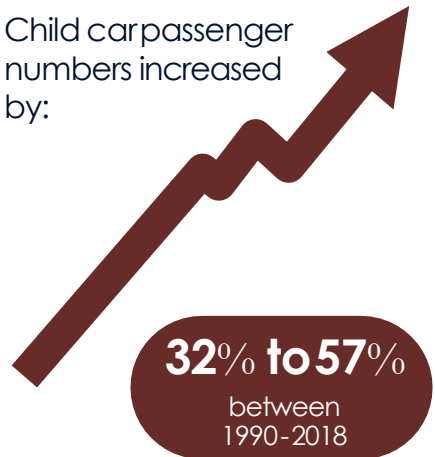


Only **4.3%** of Aucklanders walk to work

Walking to primary schools dropped from:



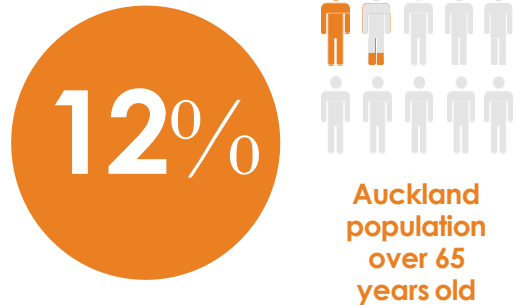
Child car passenger numbers increased by:



65% Of people want safer places to cross, improved lighting, more width and separation from traffic



Only **1 in 5** students walk to school



Developing the case for change

Auckland Transport, Waka Kotahi (New Zealand Transport Agency), Auckland Council, ACC and Living Streets Aotearoa participated in a business case process to demonstrate the case for investment in walking in Auckland, identifying potential interventions to address transport issues relating to walking.

The first stage of the business case process was to agree on the problems and barriers to walking in Auckland. This was followed by developing a list of potential solutions and opportunities to address the problems and improve walking in Auckland. These were then packaged into various programmes of work and assessed against agreed criteria to determine what is needed, and where investment should be prioritised, to get more people walking more often for journeys less than 2km.



LONG LIST

SHORT LIST

PRIORITY
AREAS

STRATEGIC
CASE

PROGRAMME
BUSINESS CASE

WE ARE
HERE

COMMENCE PROGRAMME
(Subject to funding approval where required)



Problems

We identified four key barriers to walking for transport in Auckland:



Benefits of Investment

Investing in walking provides multiple benefits to individuals and the community. We identified the following eight benefits for investing in walking for transport in Auckland.



By walking more, people will be less sedentary and become healthier



More people will walk to/from work, education and public transport



More people perceive walking as a safe travel mode



Walking is low cost and has zero carbon emissions, which assists reduction of greenhouse gas emissions



The quality of the walking network will be improved



Less people will die or be seriously injured when walking in Auckland



Walking becomes a realistic travel option for short journeys



More people have more affordable access to more opportunities

Programme Overview

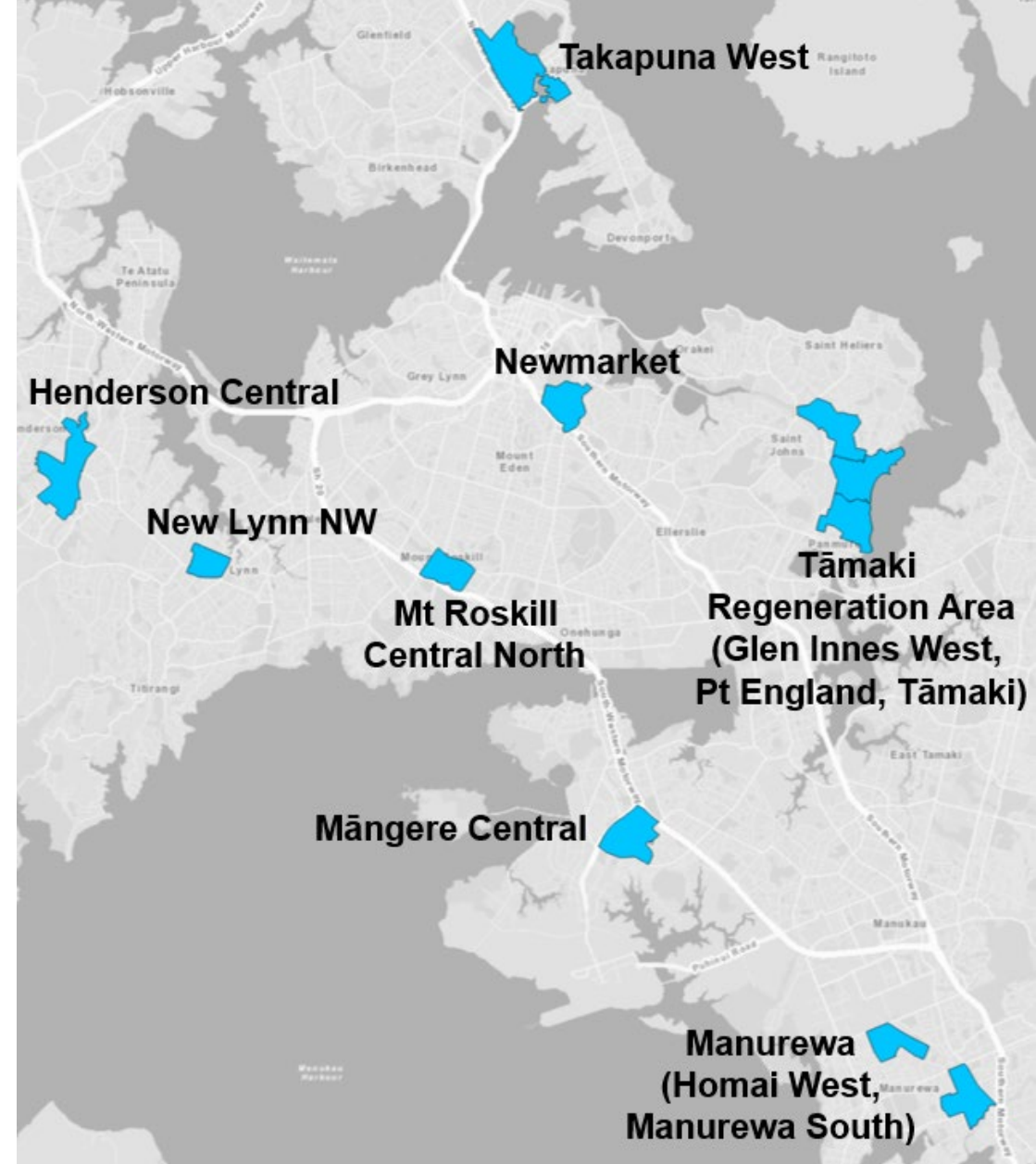
The business case process identified the **Inclusive Access** programme as the preferred programme of investment. This programme focuses on improving the existing walking network through an universal access lens. It aims to provide a network that recognises human diversity, providing a more equitable transport network that enables safe participation for people of all ages, abilities, and backgrounds.

The Inclusive Access programme incorporates walking infrastructure and non-infrastructure improvements policy and advocacy opportunities, with targeted investment in 11 initial priority areas; and walkability improvements including 35km of key walking connectivity improvements across Auckland on the Walking Strategic Network to fill in the gaps and create new links (focused on PT nodes, schools, and town/local centres).

Inclusive Access programme

\$302.5M

over 10+ years



Flexibility has been built into the programme to allow for reprioritisation of the areas of investment to respond to opportunities or changes in Auckland.

Inclusive access – Infrastructure initiatives

Speed management

Introduction of lower speed limits and traffic calming



Pedestrian crossing improvements

Increase crossing points along busy roads, within activity centres, schools and adjacent to public transport stops and hubs



Traffic Signals

Provide pedestrian crossings across all legs of traffic signals and intersections



Lighting

Improve street lighting



Maintenance

Implement higher maintenance requirement to meet current standards



Network Connectivity

Improve walking connectivity with a focus on improving access for people of all ages, abilities and backgrounds



Inclusive access – Non-infrastructure initiatives

Data and monitoring

Improve data collection and monitoring of walking including understanding who isn't using the network



Walking promotion

Community, school and business travel behaviour campaigns and events to support and encourage walking for transport



Wayfinding

Develop wayfinding maps and apps and install directional signage for key destinations and shortcuts



Audits

Undertake safety, accessibility, and personal safety audits in key locations to better address deficiencies on the walking network



Inclusive access – Policy & advocacy opportunities

Planning

Better integration of transport and land use planning to enhance walking accessibility and safety



Bylaws

Review and enforce relevant bylaws to keep walking infrastructure such as footpaths clear of obstruction



Funding

Advocate for dedicated and increased investment in walking



Enforcement

Increased speed limit enforcement to create safer roads for walking



Vehicle Standards

Review of vehicle safety ratings, safety features, taxes and emissions standards of imported vehicles



Policy Review

Update relevant policies and strategies to improve walking outcomes



How we developed the investment programme

The investment programme was developed in two stages. Assessment was initially undertaken to determine and prioritise 'what' is needed to address the problems.

The next step was to identify where investment can be best targeted, and to deliver the greatest overall benefits.

The 'what' began with a large list of intervention options that were then packaged into their own programmes.

The process resulted in seven potential programme options:

- Do minimum
- Baseline (enhanced maintenance and upgrades)
- Road safety
- Connectivity
- Place and amenity
- Inclusive access
- Liveability (Do maximum)

These seven options were then assessed against the desired benefits of investment and other factors such as feasibility of implementation to focus on a shortlist.

At this point further assessment of the shortlist (Place and amenity, Inclusive access and Liveability) was undertaken to identify the preferred programme – the Inclusive access.



How we developed the investment programme

The scope of the programme was further refined to identify where investment should be prioritised to improve walking. Transport and social indicators were mapped to highlight priority 'hot spots' for potential investment, where multiple indicators overlapped. Further refinement of these areas were undertaken resulting in a list of 11 initial priority areas.

Indicators used to identify the 'where'

TRANSPORT INDICATORS

Proximity to frequent public transport network

Road Safety

Proximity to key trip generators

Connectivity/ severance

SOCIAL INDICATORS

Social deprivation

People with disabilities

Children (<15) & Seniors 65+

Māori population

ADDITIONAL FILTERS, REFINEMENT AND CONSIDERATIONS

Prioritise areas of poor walking facilities with a focus on social inclusion and equitable access

Exclude areas where there is significant walking improvements already occurring

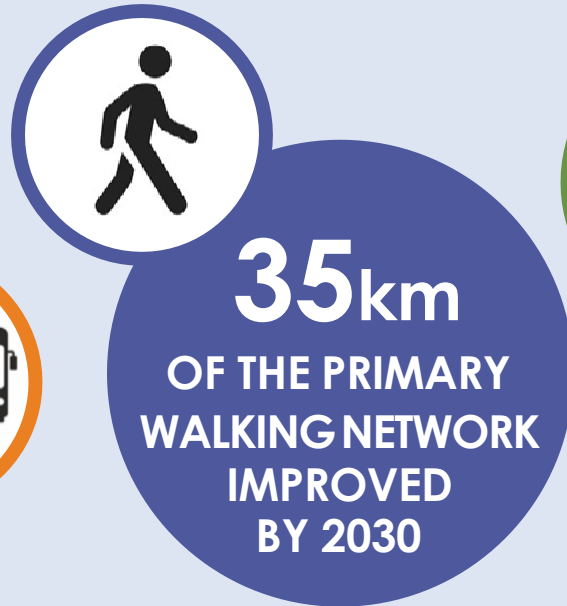
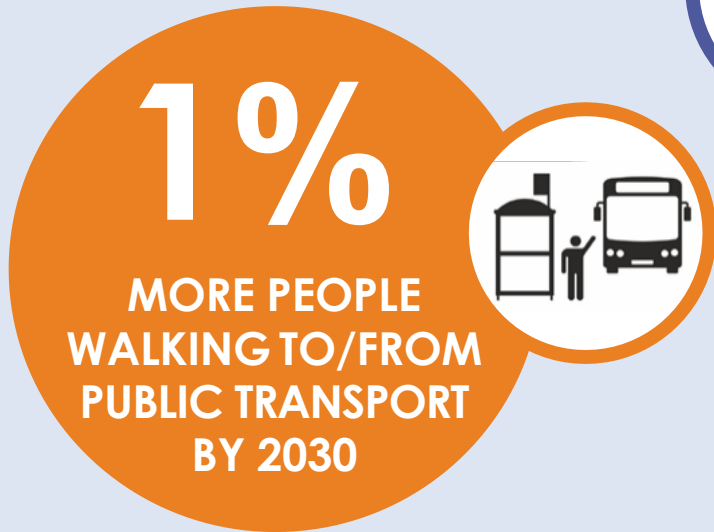
Provide some geographical balance

Focus on areas with low current walking mode share/ significant potential for growth in walking

Focus on high population growth

11 INITIAL PRIORITY AREAS

What success looks like



What's Next?

The key next steps of delivering this investment programme are as follows:

- Seek seed funding to deliver walking improvements in one of the 11 initial priority areas.
- Further business case work to further define, plan and investigate the walking interventions across the city, and specific walking improvements in the other priority areas incorporating lessons learnt from the roll out of the first priority area (subject to funding).
- Reinforce change in the organisational culture, systems and processes, including how walking is valued and how perspectives about walking and the needs of people walking are considered across all programmes and projects.
- Work collaboratively across AT to build walking improvements aligned with 'Inclusive access' into existing programmes and projects (such as the cycling and safety programmes)
- Advocate for increased funding in walking with a dedicated budget in the next Regional Land Transport Programme period and beyond.
- Progress policy and advocacy opportunities that would benefit walking.

