



DOUBLE THE FEET ON THE STREET

NZ Walking Conference 2008
4-5 August, Auckland

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ABSTRACT FORM

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Phone number	03 3774703	Fax Number	03 3774702
Presentation topic			
Presentation title	How can accessibility be measured?		
Presentation Style	Presentation <input checked="" type="checkbox"/>	Workshop / Walkshop <input type="checkbox"/>	Other <input type="checkbox"/>
Estimated Time Required	0-10 mins <input type="checkbox"/>	10-20 mins <input type="checkbox"/>	20-30 mins <input checked="" type="checkbox"/>

Abstract Remit

Walking networks and the interaction with public transport has a large influence on the success of a sustainable transport system.

The provision of an accessible transport system is a key objective of the NZ Transport Strategy. Accessibility to public transport is also an important factor to consider when making recommendations for the development of land uses, the amendment of public transport routes and public transport frequencies. But how can, and should, access to a public transport network be measured?

Public Transport Accessibility Levels (PTALs) is a methodology developed by the London Borough of Hammersmith and Fulham for the measurement of an accessible public transport network. The PTAL methodology has been adopted by Transport for London (TfL) for application across London. Abley Transportation Engineers were commissioned by the Christchurch City Council to develop a citywide walking network for the calculation of PTALs for the whole of the Christchurch metropolitan area. The objective was to test how well the Regional Council and Christchurch City were performing when providing the public transport system in terms of accessibility rather than simply provision of a public transport system. Essentially what is the quality of the system in terms of spatial accessibility and were some areas provided better accessibility than other areas and if so what could be done to improve areas where accessibility was low.

Steve Abley will describe the PTAL methodology, how Christchurch became the first city in New Zealand to develop a walking network model and how this walking network is enabling Christchurch to test, optimise and provide for better public transport. The creation, manipulation and linkage of a walking network within a GIS framework using best routing models, service frequencies and bus stop locations were important data inputs.

This presentation will interest central government and local authority delegates for how this real world example could be transferred to other cities in New Zealand.

Author Profile

Steve Abley is a Chartered Professional Engineer and has consulted in New Zealand and the United Kingdom on traffic and transportation issues. His firm, Abley Transportation Engineers undertakes commissions for private individuals and companies as well as local, regional and national government.

Steve has a professional interest in sustainable transport and walking, cycling and public transport. He is often commissioned for his specialist skills in this area and regularly undertakes practical research for the furthering of knowledge in the area of sustainable transport. In 2005 he undertook a world tour of sustainable transport initiatives and was awarded with a Hume Fellowship. In 2004 he co-authored 'Designing Living Streets', a manual aimed at design professionals that explains in plain english how to transform poor walking environments into lively and connected communities. He attended the launch of Designing Living Streets at the House of Commons in the UK.

As well as Steve's specialised technical expertise he is a competent manager and leader. He is the immediate past Chairman of the Institution of Professional Engineers New Zeland (IPENZ0 Canterbury and a national IPENZ Board member. He is well known to delegates working in the area of scientifically measuring the success of walking networks.