



Auckland Regional Transport Authority

Choosing a Walkability Assessment Tool which aids funding decisions to increase walkability

Tricia Allen

What is ARTA?

The Auckland Regional Transport Authority -

- was formed in December 2004, to give effect to the Regional Land Transport Strategy
- manages an Auckland Regional Land Transport Programme
- coordinates a Regional Walking and Cycling Group
- has a 10 year Sustainable Transport Plan.

Why ARTA is interested in Walkability Assessment Tools

Walking goal in the Regional Land Transport Strategy :

increase walkability in at least 18 locations by 2016

- What do we mean by walkability?
 - How will we know when we've achieved it?
 - What projects should be funded, to deliver walkability?
 - How do we measure increases in walkability?
 - How do we find out which funding decisions are most effective?

Overall Goal

Increase walkability so that –

People choose to walk as a transport mode rather than use their car, particularly during peak times

Public transport also becomes an attractive transport mode choice





8KMS FROM WORK
4 PAIRS OF SNEAKERS
ONE CENTRAL LIFESTYLE

Barfoot & Thompson

WE LOVE SELLING CENTRAL AUCKLAND

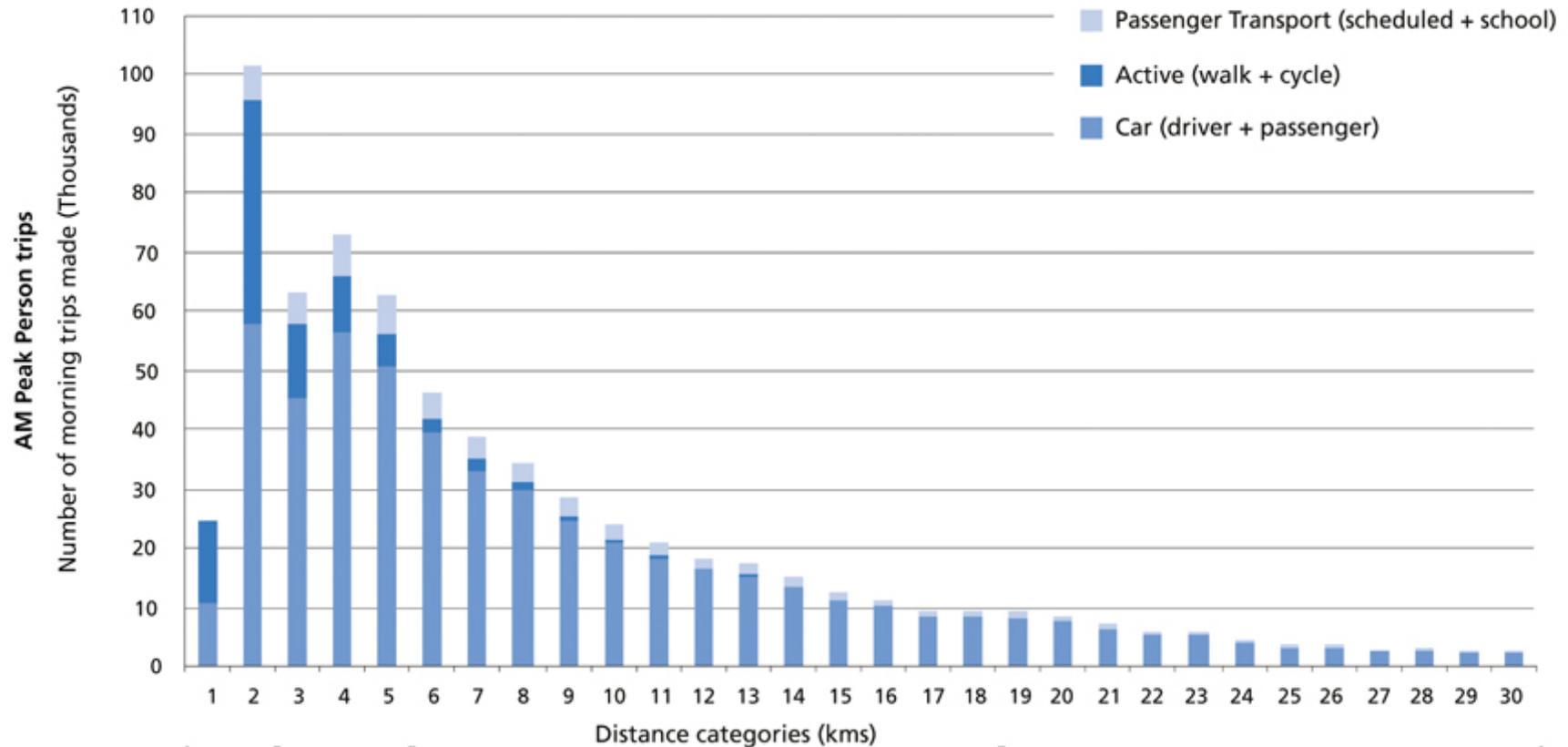
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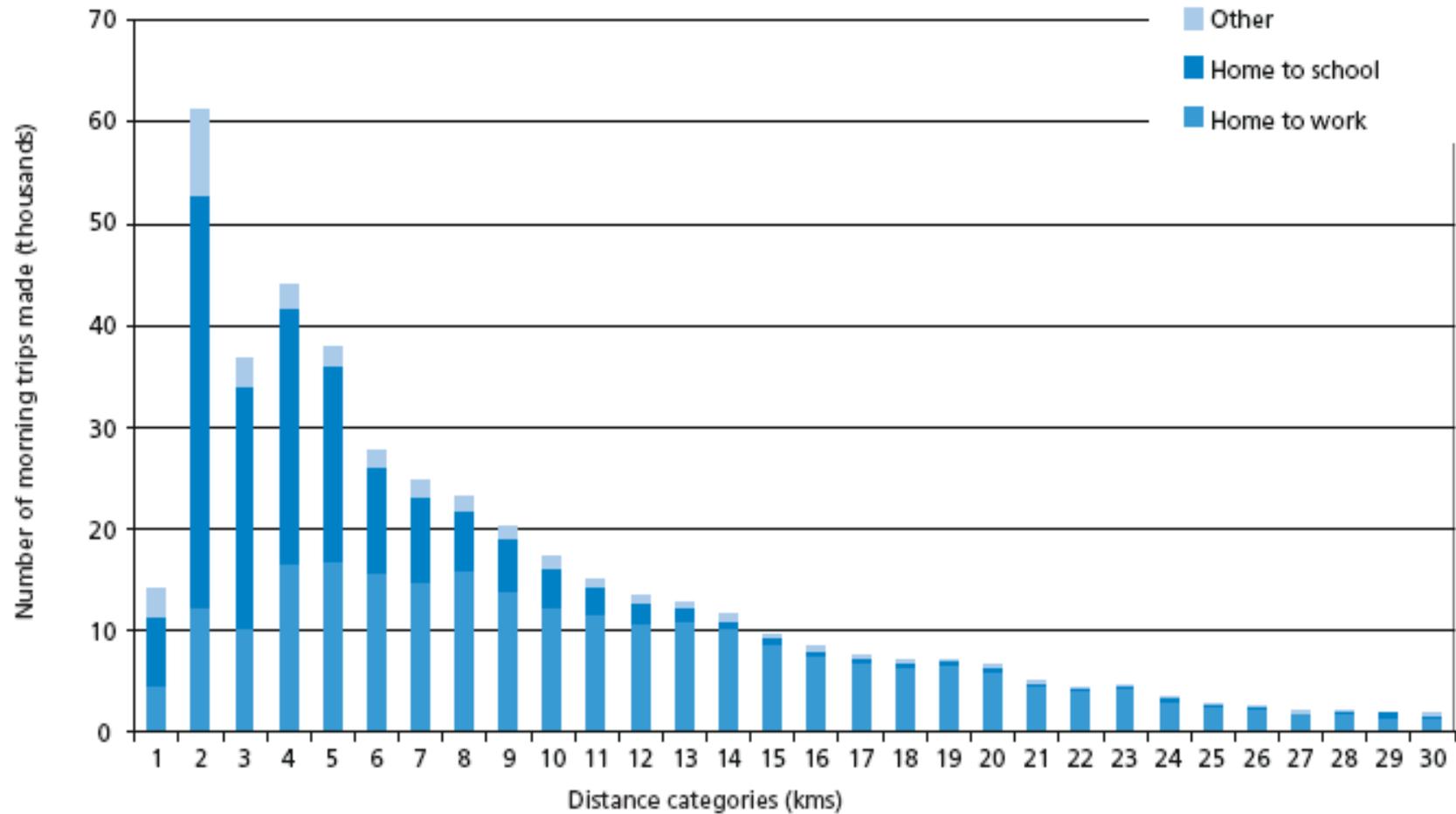
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Distances travelled by different modes



- 18% of morning peak trips in the Auckland Region are less than 2km
- 54% of such trips are made by car

Distances travelled for different purposes



What ARTA wants from a Walkability Assessment Tool

Seven requirements :

1. Gives clear, objective, quantifiable measure of how walkable an area is
2. Gives clear indications of what needs to change, to increase walkability
3. Identifies the key issues which prevent people from choosing to walk
4. Nationally recognised, especially by Land Transport NZ
5. Provides data on footfall
6. Measures walkability, not simply accessibility and safety ('walk-seeductive environments')
7. Every-day physical environments tested, in every-day ways

1. Objective and Quantifiable

Queen Street, Auckland –
9/30 or 27/30?

Monitoring requirements –
is investment making a
difference?

Area-based rather than
specific routes /
corridors – 1km radius
recommended (whilst
remaining affordable!)



2. What needs to change

Hierarchy of options

Method to quantify
which changes should
take priority

Overview report to
enable decision-
makers to prioritise
options



3. Key obstacles preventing choice

Importance of perception as well as physical environment

Tap into obstacles knowledge to prioritise action list



4. Nationally recognised

Funding recommendations to be made by ARTA - alignment with Land Transport NZ crucial

Long-term use of tool anticipated – over 10 years

5. Footfall Data

Purpose of increasing walkability is to increase numbers of people choosing to walk as a transport mode

100% walkability + no increase in pedestrians

= wrong outcome

Footfall will really tell us about strategic effectiveness...



6. Measuring walkability, not just accessibility and safety

Accessibility and safety essential elements of walkability.

Walkability so much more, however :



Walk-accessible →

Walk-friendly →

Walk-seductive...





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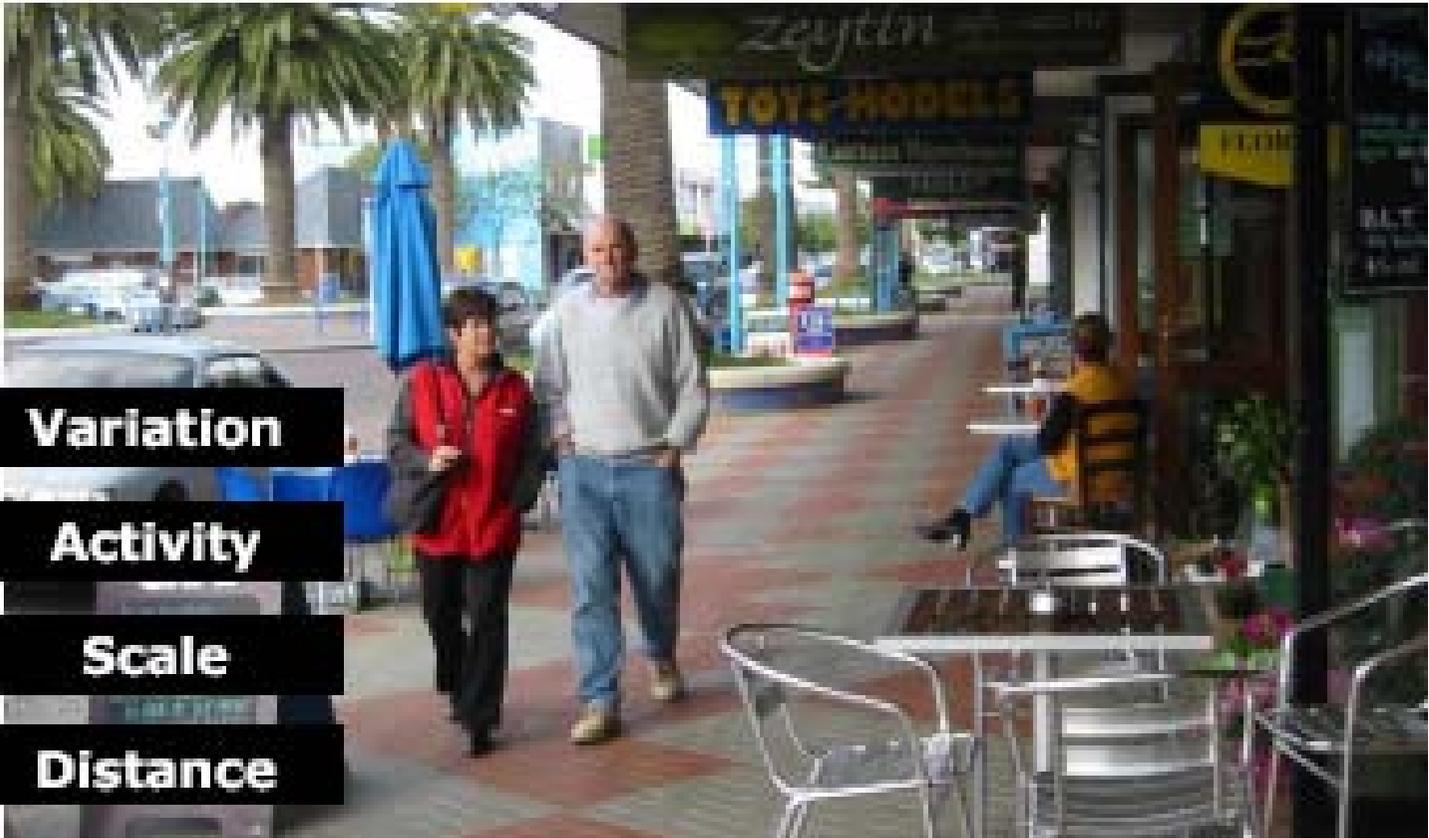
Walk-accessible



Walk-friendly



Walk-seductive



Variation

Activity

Scale

Distance

7. Every-day testing environments

Measuring average experience of walking in the area

- Light and dark
- Rain, shine and wind



Would this change your behaviour?

- Assessment carried out as every-day pedestrians, NOT looking like a group of traffic engineers!



**Free yourself from traffic: walk.
Free yourself from fees: Streamline.**

Streamline. Free yourself from fees.

ASB
one step ahead

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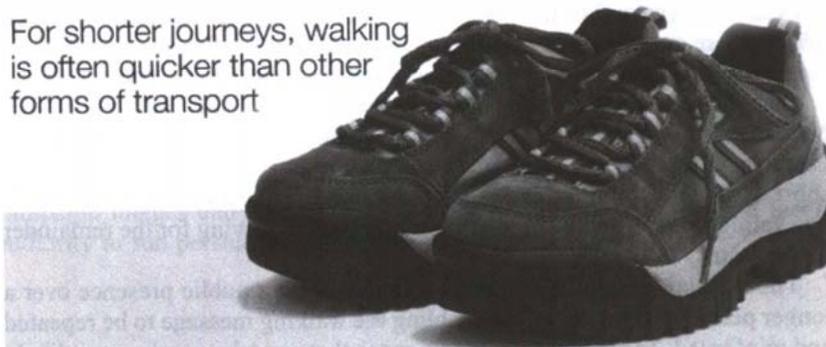


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Marketing potential

0-60 paces in 29.7 seconds...

For shorter journeys, walking is often quicker than other forms of transport



Life support machines...

Heart disease is the biggest cause of early death in Britain

To help protect yourself, leave the car at home and walk to work, school or the shops



**Images used during York's walking campaign.
Source: Johnson (2003)**

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