

Improving Walkability to Rapid Transit

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BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

How does this contribute to decarbonising transport?

- Base assumptions
 - Reducing Driving
 - Mode Shift to low emission modes, namely public transport, walking and cycling
 - Rapid Transit is the backbone of our public transport network

Getting people to rapid transit

Bike and Ride



Park and Ride



Feeder Buses



Another strategic driver

New Zealand Government

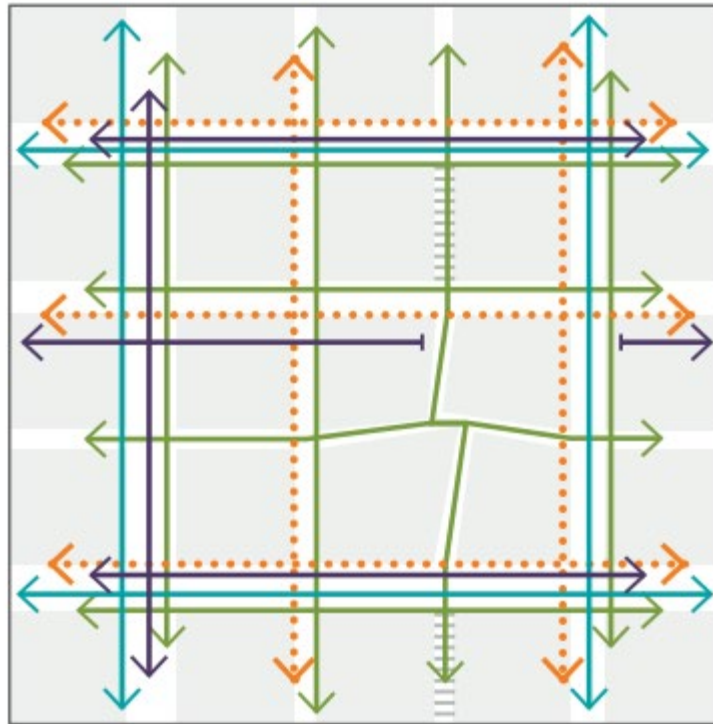
National Policy Statement on Urban Development 2020

July 2020



What are the barriers to walking and how do we address them?

Relative directness



- ↔ Walking network
- ↔ Cycling network
- ↔ Public transport network
- Private vehicle network

Station Design



Alignment with walking network



★ Station Entry

← Access

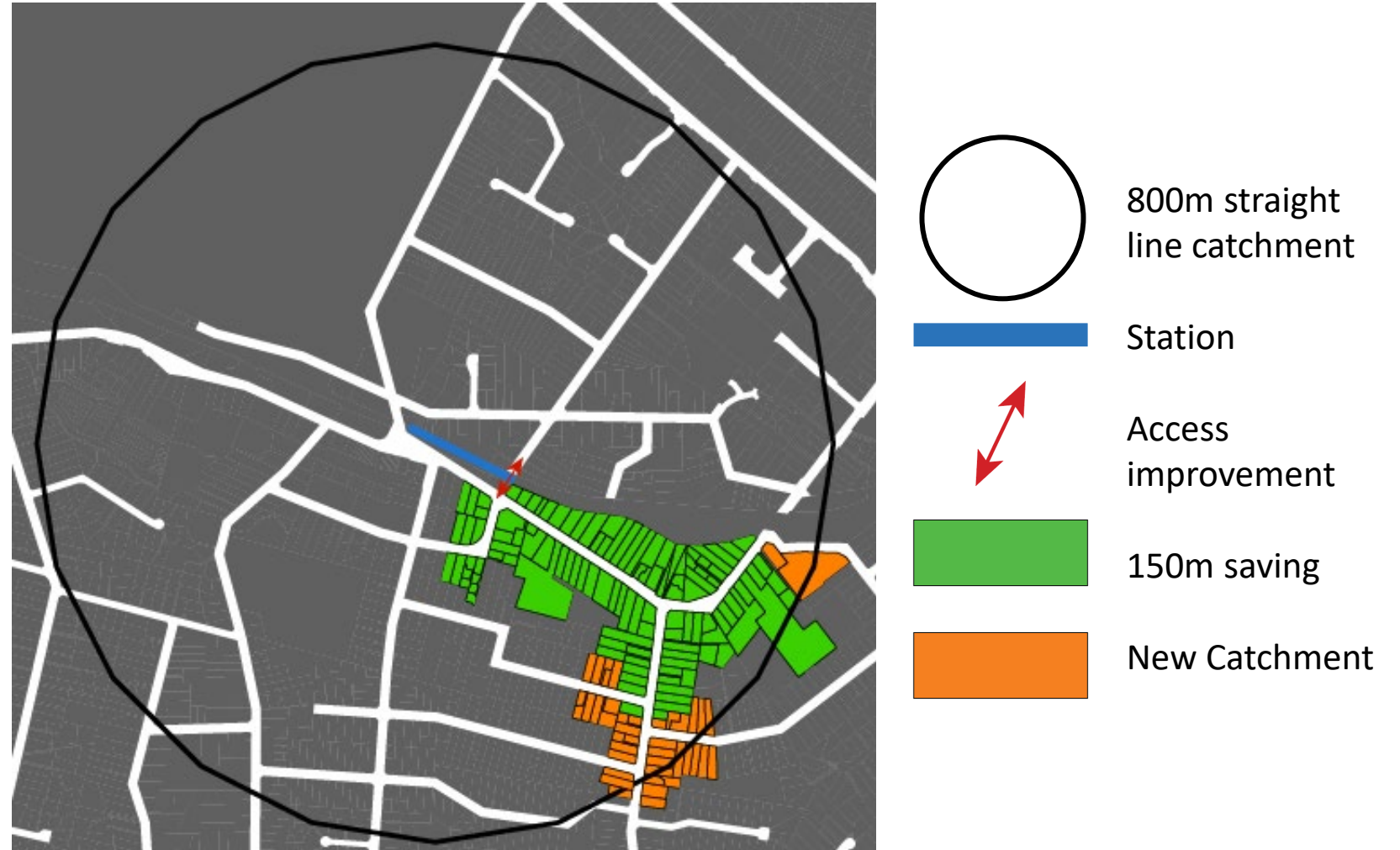
Improving Glen Eden Station



★ Station Entry

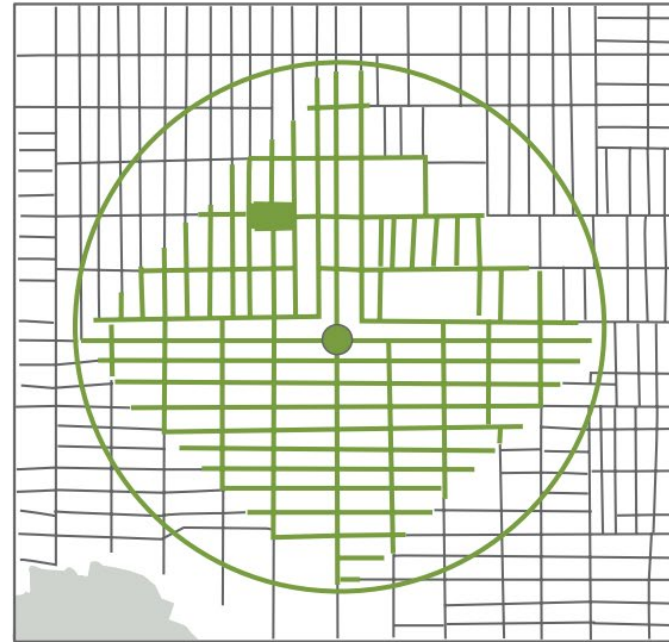
← Access

What effect does this have?



Our street patterns are a barrier to walking

CIRCULAR RADIUS OF A BUS STOP

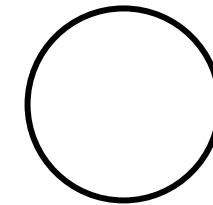


— Green represents 8 minutes walking distance

How does this impact access to the station?



What effect does this have?



800m straight line catchment



Station



Access improvement



260m saving

How can we retrofit a better street grid?

1. Planning processes?
2. Simply buy out property
3. Urban redevelopment programmes

Through the resource consent process



Buying out property

Not unprecedented... Sunnynook Busway Station



Buying out property



Urban Regeneration Projects



Delivering on more than just walkability



Transit Oriented Development

