

Let's do this!



Insightful solutions.
Empowering advice.

Customer Focus

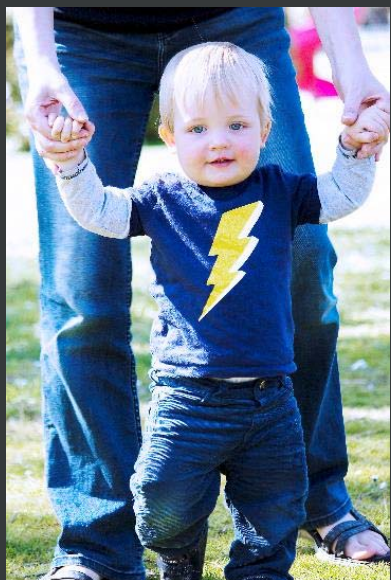
- Walking as a mode
- Who is the 'customer'
- Customer expectations

Planning for walking

- Planning and design principles
- Quantifying benefits

Implementation

- Challenges
- What can we do better?



Source: Aeneas

Independence

Freedom

Choice

Health

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Type of pedestrian	Sub groups
On foot	
On small wheels	
Mobility impaired	

Source: Pedestrian planning and design guide



Source: Pedestrian planning and design guide

***Walking for
fun/to local
facilities***

***Walking to
work/school***



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Connected

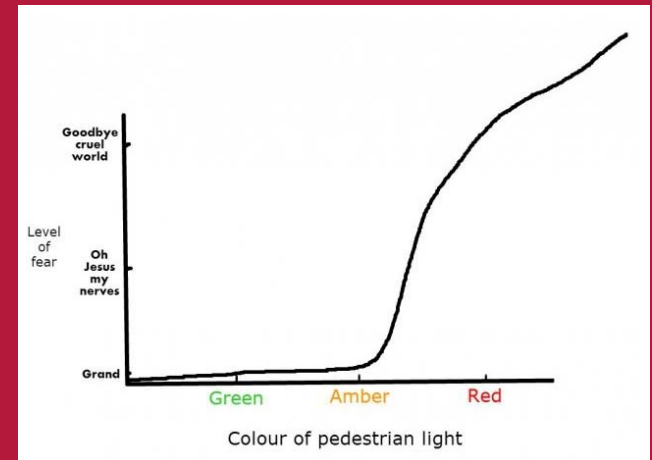
Legible

Comfortable

Convenient

Universal

Pleasant

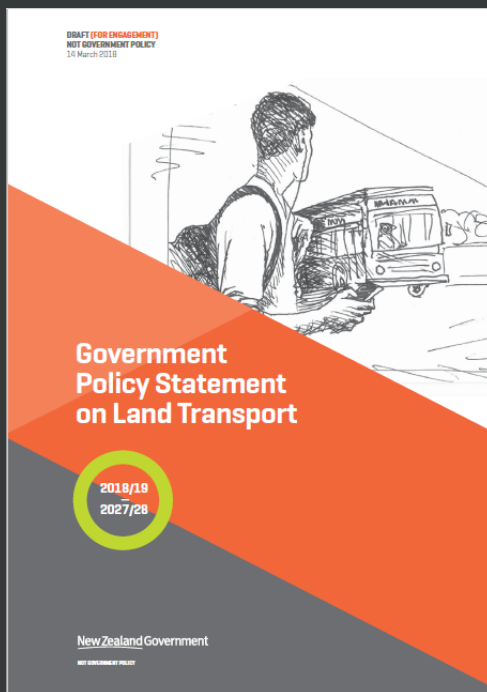


<http://www.dailymed.ie/as-a-pedestrian-cyclists-drivers-1466122-May2014//>

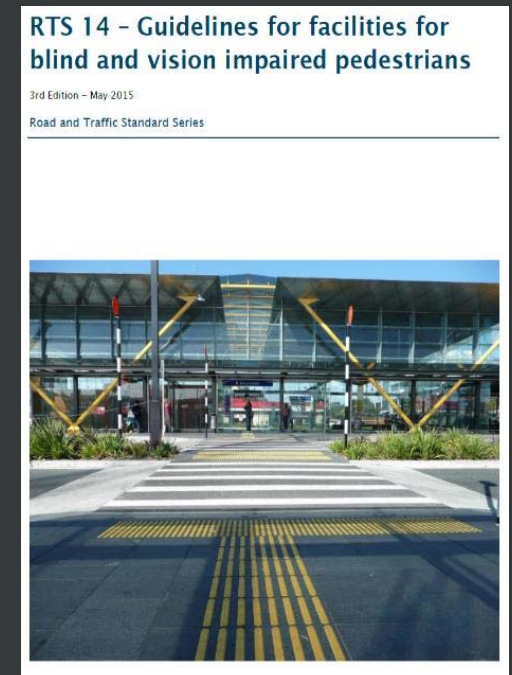
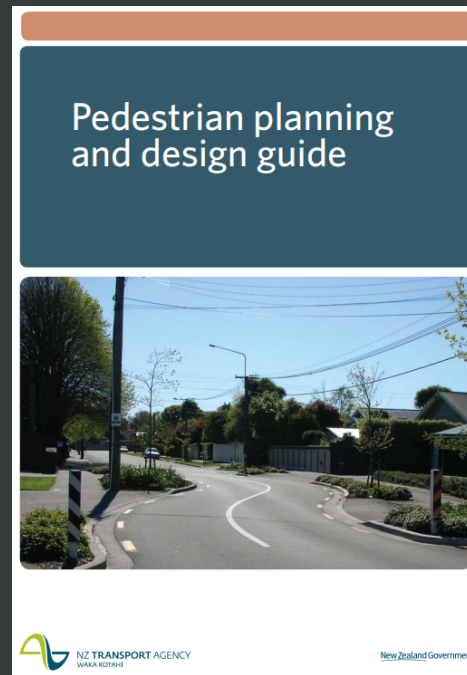
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Funding Framework



Renewed funding for walking and cycling and related areas



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Level of Service Research

ISSUE - Lack of tools and data on pedestrian Level of Service

Level of service	Transit	Pedestrian	Bicycle	Freight	Car
A	No route delay. Always runs to timetable.	Opportunities to cross within 25 m. Minimal crossing delay.	High degree of separation. Minimal delay.	No delay. No variability.	No delay. No variability.
B	Minimal route delay and slight manoeuvring restrictions.	Opportunities to cross within 50 m. Average crossing delay is 30 sec.	Well separated at midblock with some conflict at intersections.	Minimal intersection delay.	Minimal intersection delay.
C	Stop at every set of signals. Within 5 min of timetable.	Crossing within 100 m. Average crossing delay is 45 sec.	On-road bicycle lane.	Stop at every set of signals.	Stop at every set of signals.
D	Always joining the back of an existing queue at an intersection and take two signal cycles to clear.	Crossing within 200 m. Average crossing delay is 60 sec.	On-road bicycle lane but no lane approaching major intersections.	Always joining the back of an existing queue at an intersection and take two signal cycles to clear.	Always joining the back of an existing queue at an intersection and take two signal cycles to clear.
E	Takes at least three signal cycles to clear intersection.	Crossing within 400 m. Average crossing delay is less than 90 sec.	Bicycles share traffic lanes.	Takes at least three signal cycles to clear intersection.	Takes at least three signal cycles to clear intersection.
F	Very low speeds, backups from downstream or right-turning traffic ahead of tram/bus significantly impacts traffic flow.	Crossing opportunities are more than 400 m from demand. Average crossing delay is more than 90 sec.	No special bicycle facility.	Very low speeds, backups from downstream significantly impacts traffic flow.	Very low speeds, backups from downstream significantly impacts traffic flow.

Work is underway in NZ....but still a way to go.

NZTA Research
RR452: Predicting Walkability

What do you think are the priorities?



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NEW ZEALAND / BAY OF PLENTY

Woman dies after mobility scooter crash

3:57 pm on 15 February 2018

Share this



Mobility scooter-related injuries on the rise, doctors call for helmets

DONNA-LEE BIDDLE

Last updated 13:05, May 6 2016



Injuries from mobility scooters cost the Waikato District Health Board thousands over the past three years.

KELLY HOEUF/FAIRFAX NZ.

Auckland bystanders' efforts couldn't save mobility scooter fall victim

SIMON MAUDE

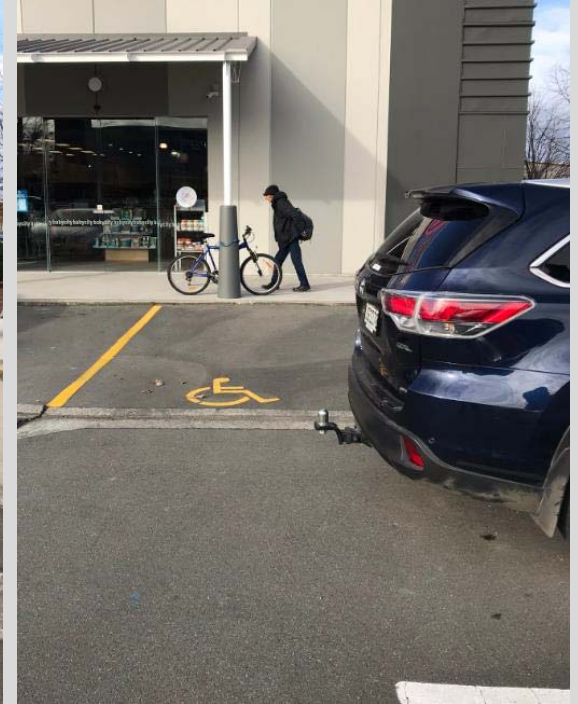
Last updated 14:27, March 7 2017



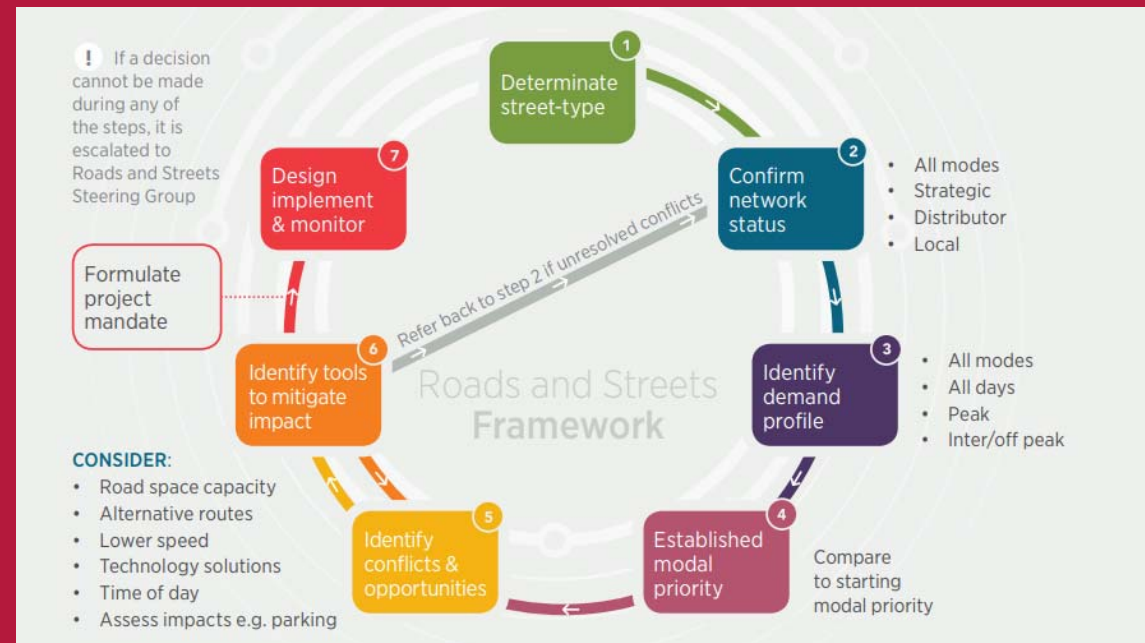
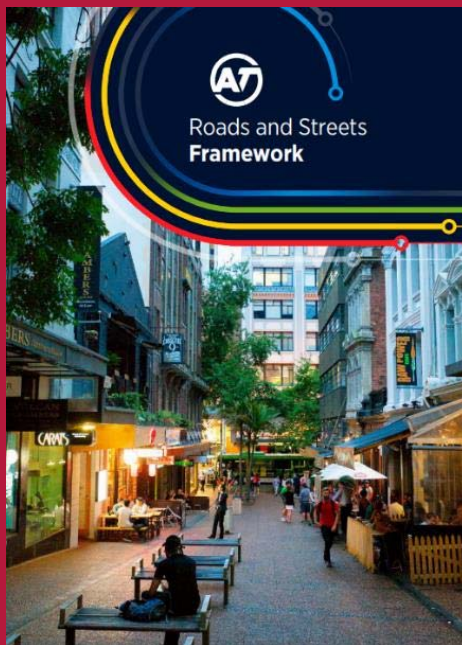
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Accessible environments?



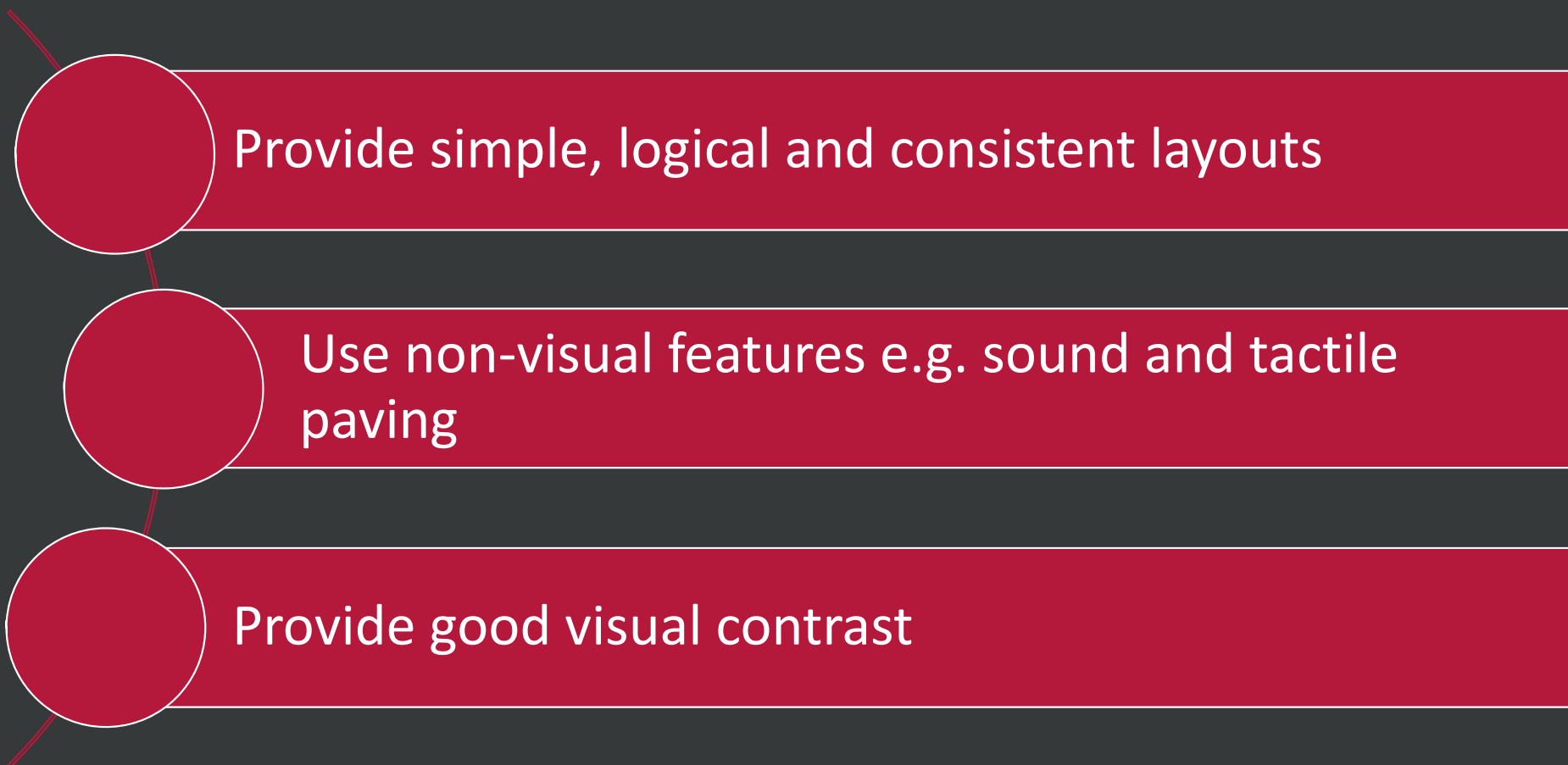
Planning paradigm shift?



Source: <https://at.govt.nz/media/1976084/roads-and-streets-framework-webcompressed.pdf>

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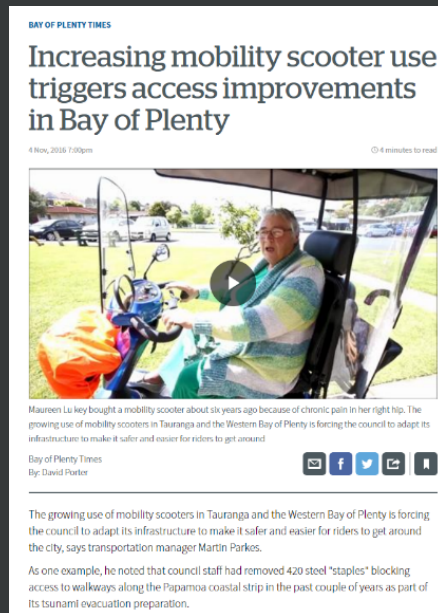
**Simple,
logical,
consistent
layouts**



Good visual contrast



Future proofing




- Provide wider footpaths
- Technical staff and user training
- Better links to public transport
- Get the planning right at the beginning!
- **PLAN FOR THE FUTURE OF WALKING**

Thank you!

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And for any more questions...

Come visit our stand and brush up on your tactile paving skills.



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