

# Improving Walkability to Rapid Transit

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BETTER TRANSPORT • BETTER PLACES • BETTER CHOICES

# How does this contribute to decarbonising transport?

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- 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

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Bike and Ride



Park and Ride



Feeder Buses



# Another strategic driver

New Zealand Government

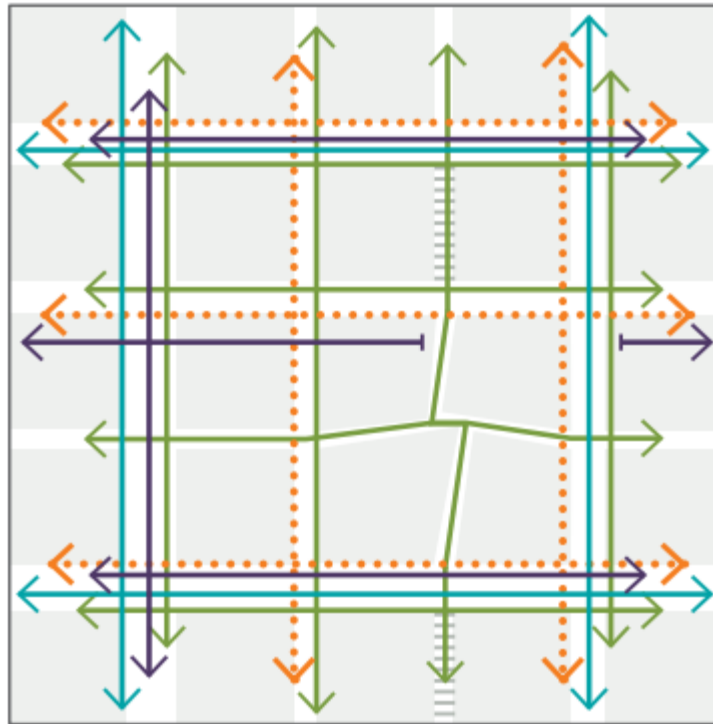
## National Policy Statement on Urban Development 2020

July 2020



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

# Relative directness

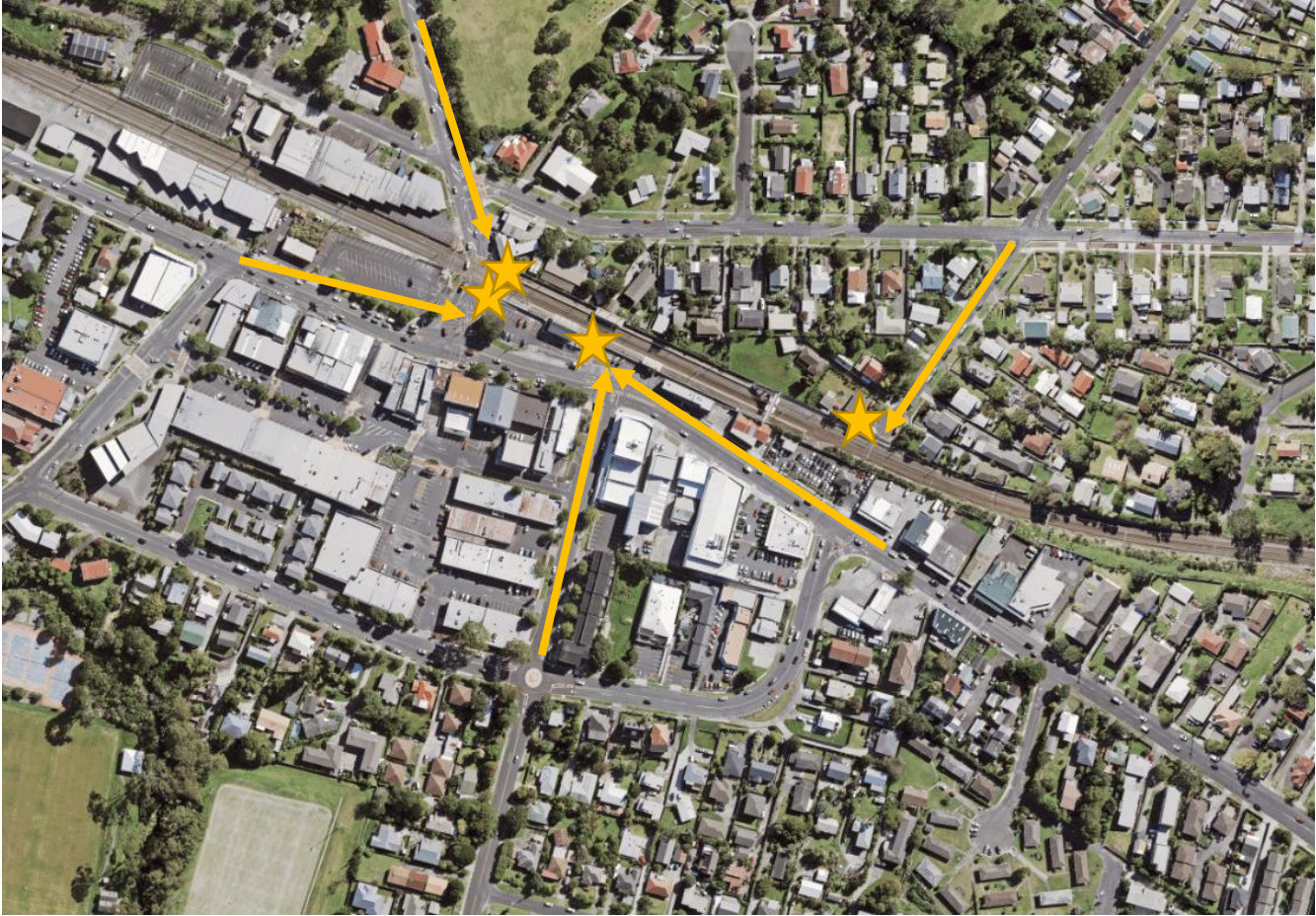


- ↔ Walking network
- ↔ Cycling network
- ↔ Public transport network
- ↔ Private vehicle network

# Station Design



# Alignment with walking network



★ Station Entry

← Access



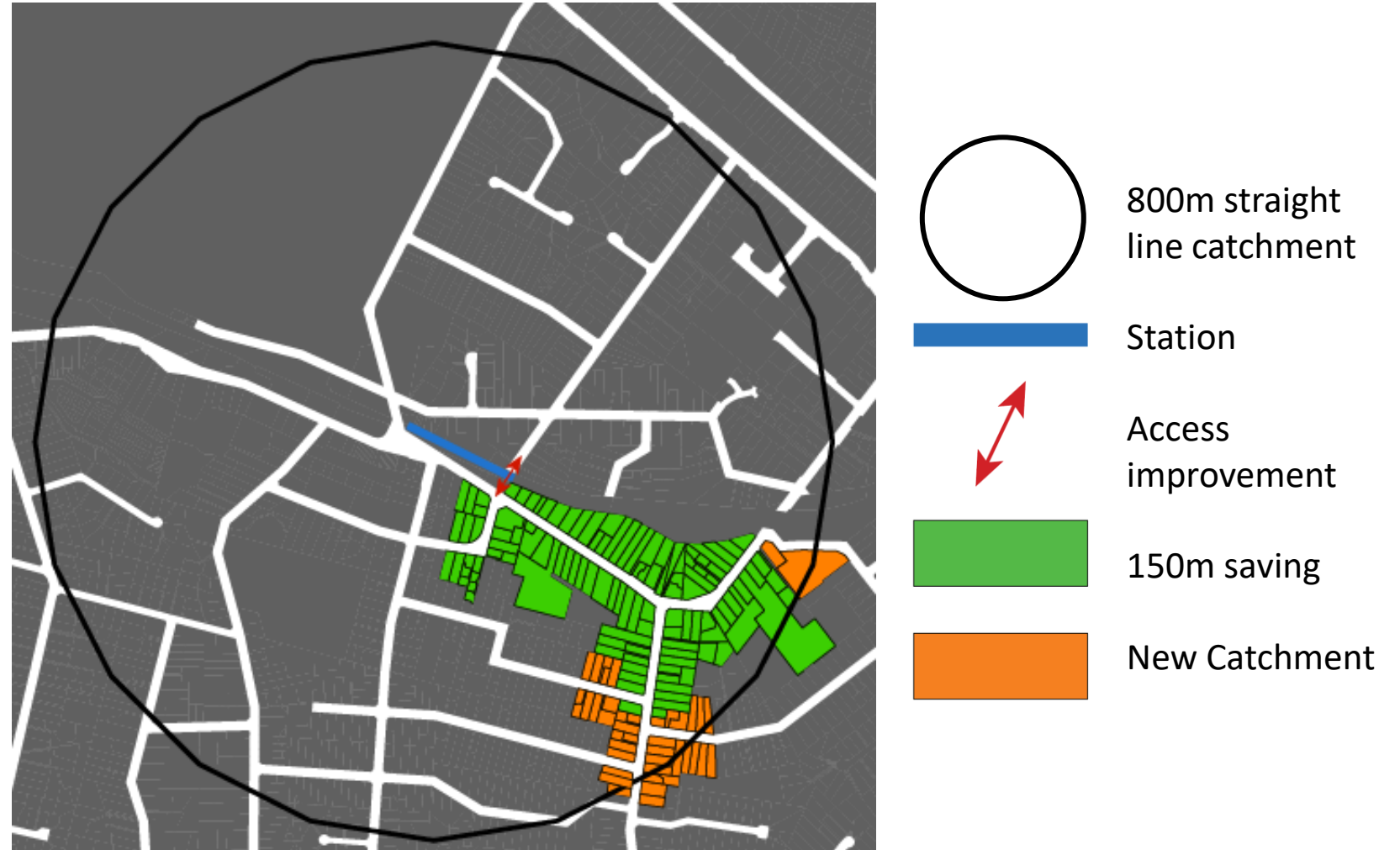
# Improving Glen Eden Station



★ Station Entry

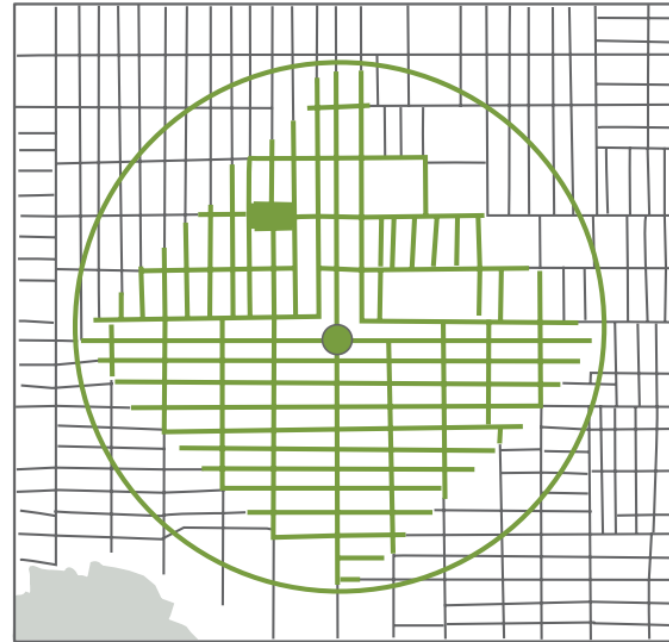
← Access

# What effect does this have?



# Our street patterns are a barrier to walking

## CIRCULAR RADIUS OF A BUS STOP

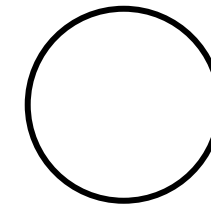


— Green represents 8 minutes walking distance

# 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?

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

# Through the resource consent process

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# Buying out property

Not unprecedented... Sunnynook Busway Station





# Buying out property



# Urban Regeneration Projects

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# Delivering on more than just walkability

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# Transit Oriented Development

