



Integrated Network Planning Presents

Future Connect 2023 & Transport Equity



Future Connect 2023



Introducing Future Connect

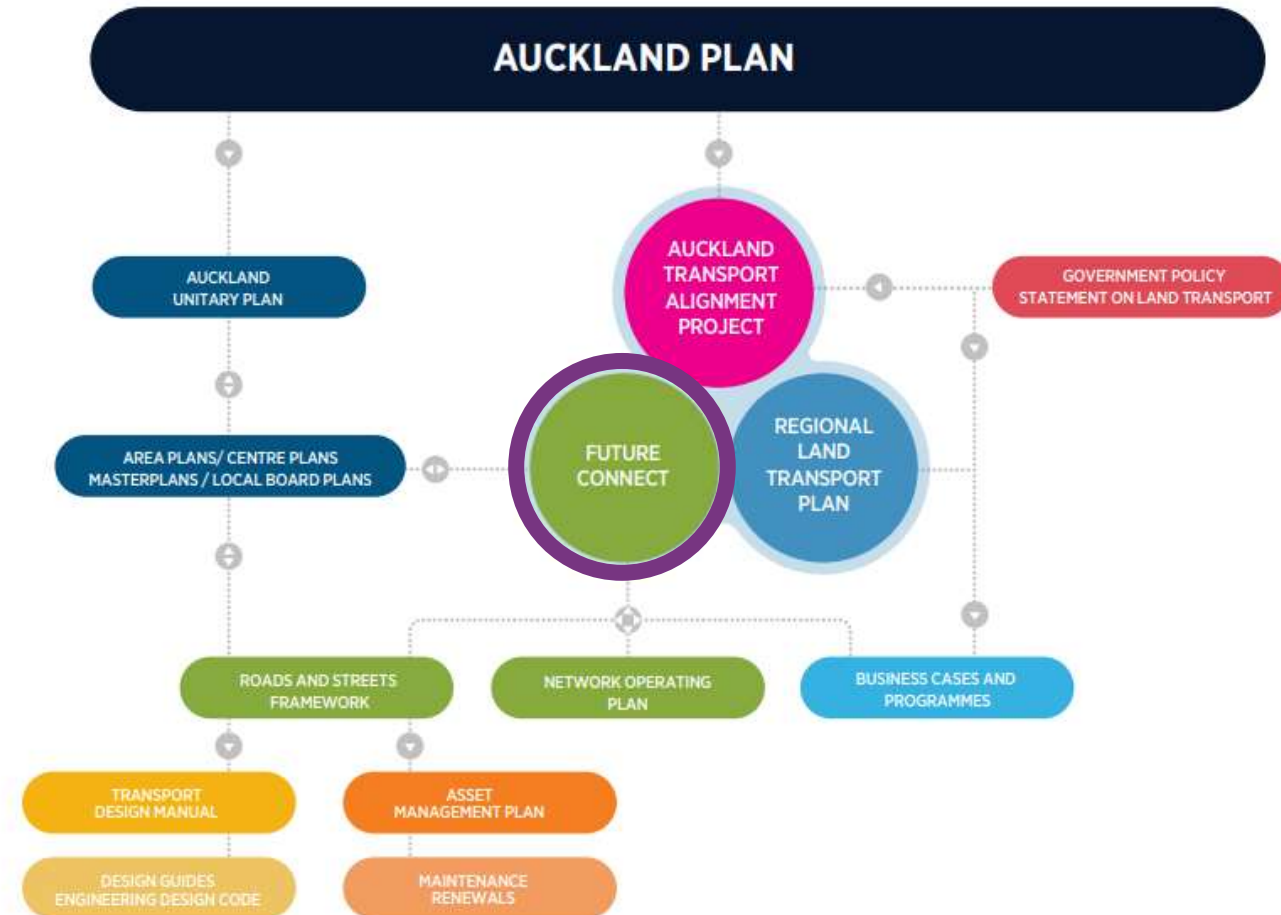
Future Connect is our multimodal network plan for Auckland

Our key planning reference, comprising:

- Our strategic and supporting networks for each mode of transport (both now and in 10-years' time)
- Analysis of the networks to identify issues and opportunities
- Recommended next steps for investigation and investment over the coming decade
- (and a lot of supporting contextual data)

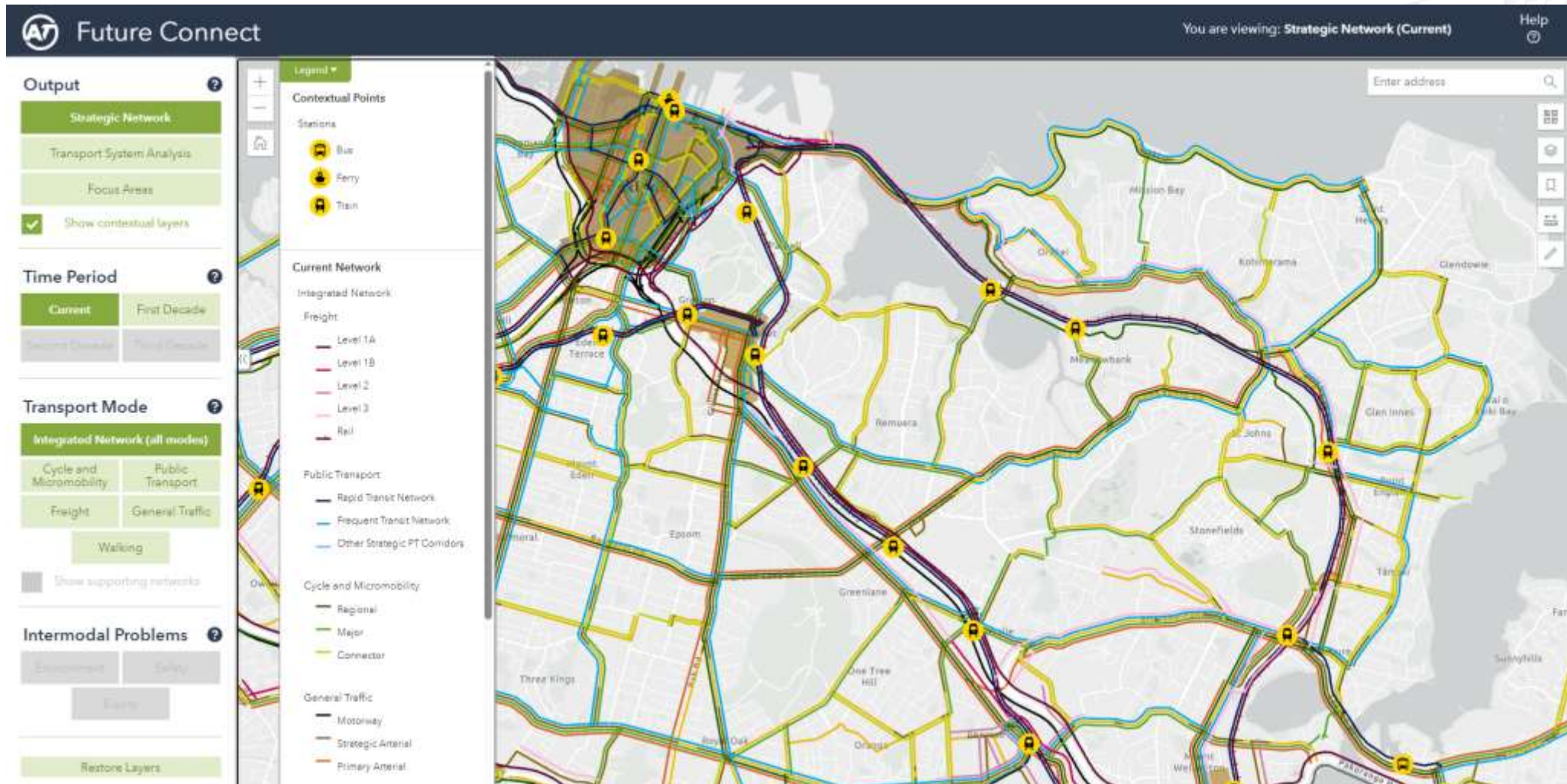
In short – tells us what is important on each road and what we need to do about it!

[AT.govt.nz/FutureConnect](https://at.govt.nz/FutureConnect)



Future Connect 2023 is on its way!

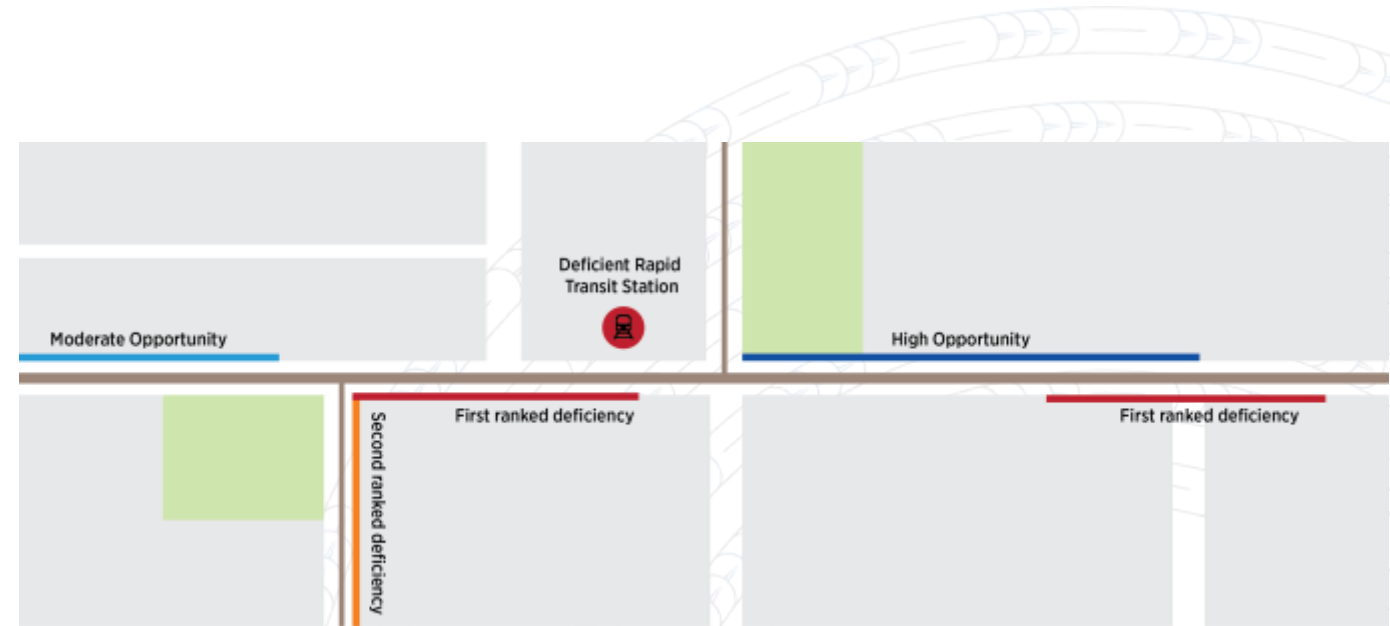
We've updated Future Connect with the latest data and made lots of improvements



What's new..?

We've added:

- New/refreshed data inputs
- RTN Station Accessibility Analysis
- Full incorporation of Strategic Walking Network
- Transport Equity Analysis
- Network opportunities mapped out by corridor
- Contextual layers that informed modal network development (e.g. schools, marae, major PT interchanges)



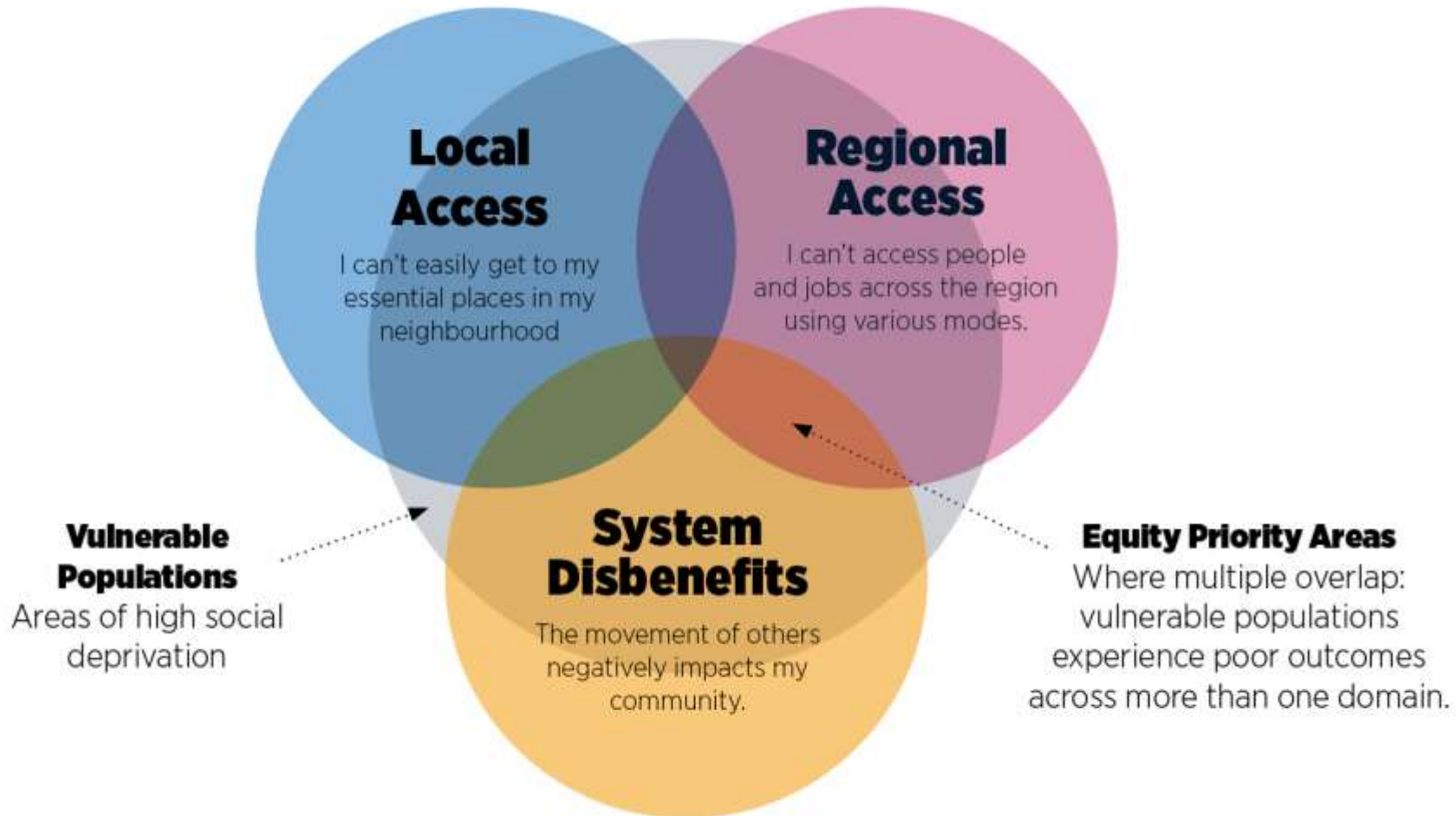
New to Future Connect

Transport Equity



Domains of Transport Inequity

We are focusing on outcomes that are influenced by where you are living

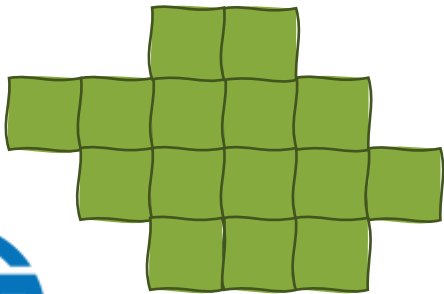


How the analysis works

Lots of GIS data crunching!

StatsNZ Population Grid

- 250x250 metre grid
- Approximately 23,000 cells in Auckland
- Estimated resident population for each cell
- Considering populated areas only to ensure good representation of *people* impacted



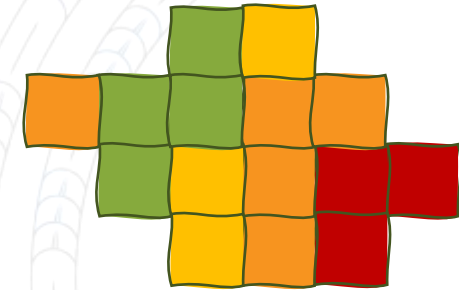
Isolate Centrepoints

- a) Calculate outcomes for catchments around each centrepoint
(e.g. percentage of footpaths deficient)
- b) Calculate distance from centrepoint to nearest destination
(e.g. distance to nearest PT stop, school)



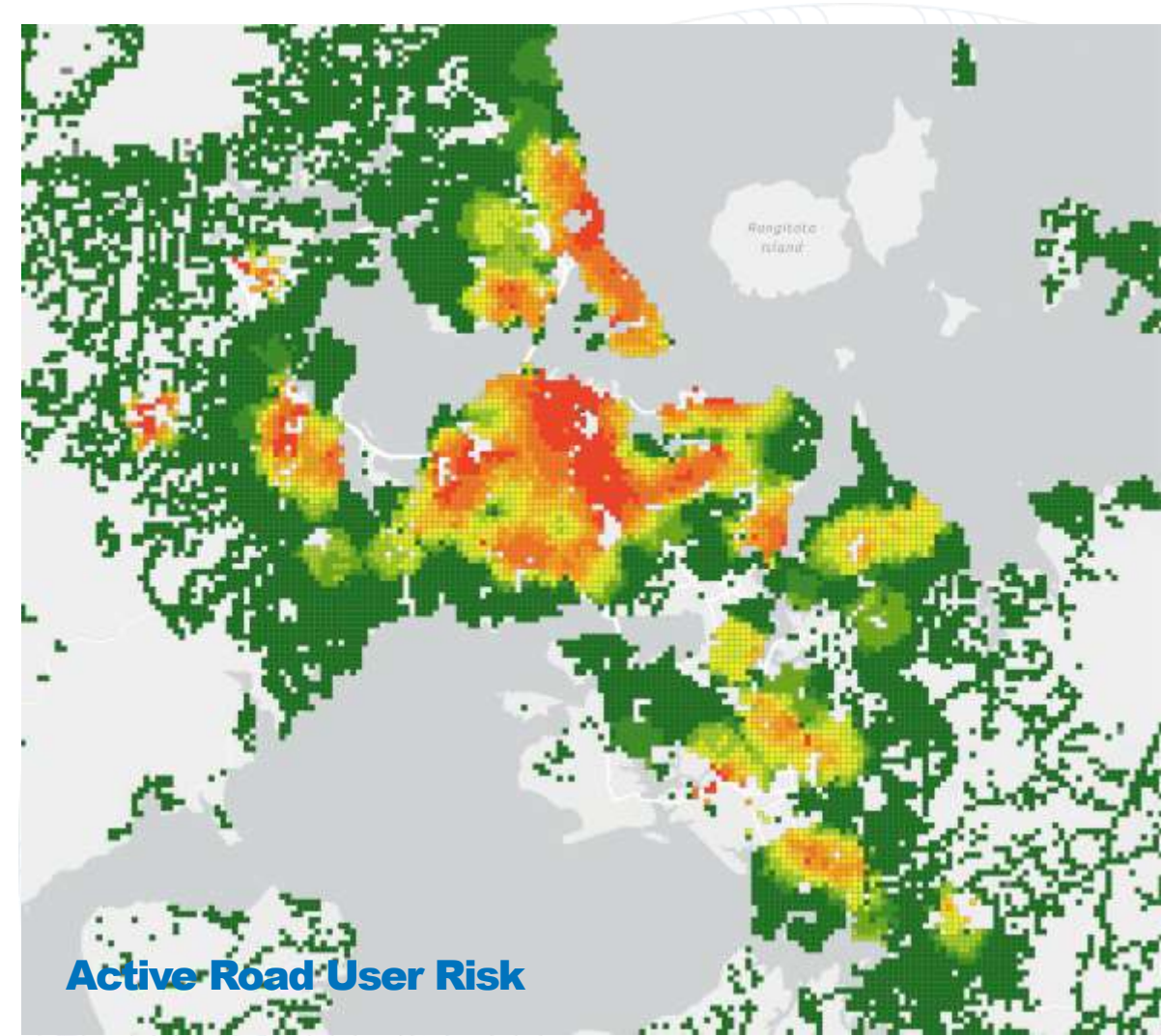
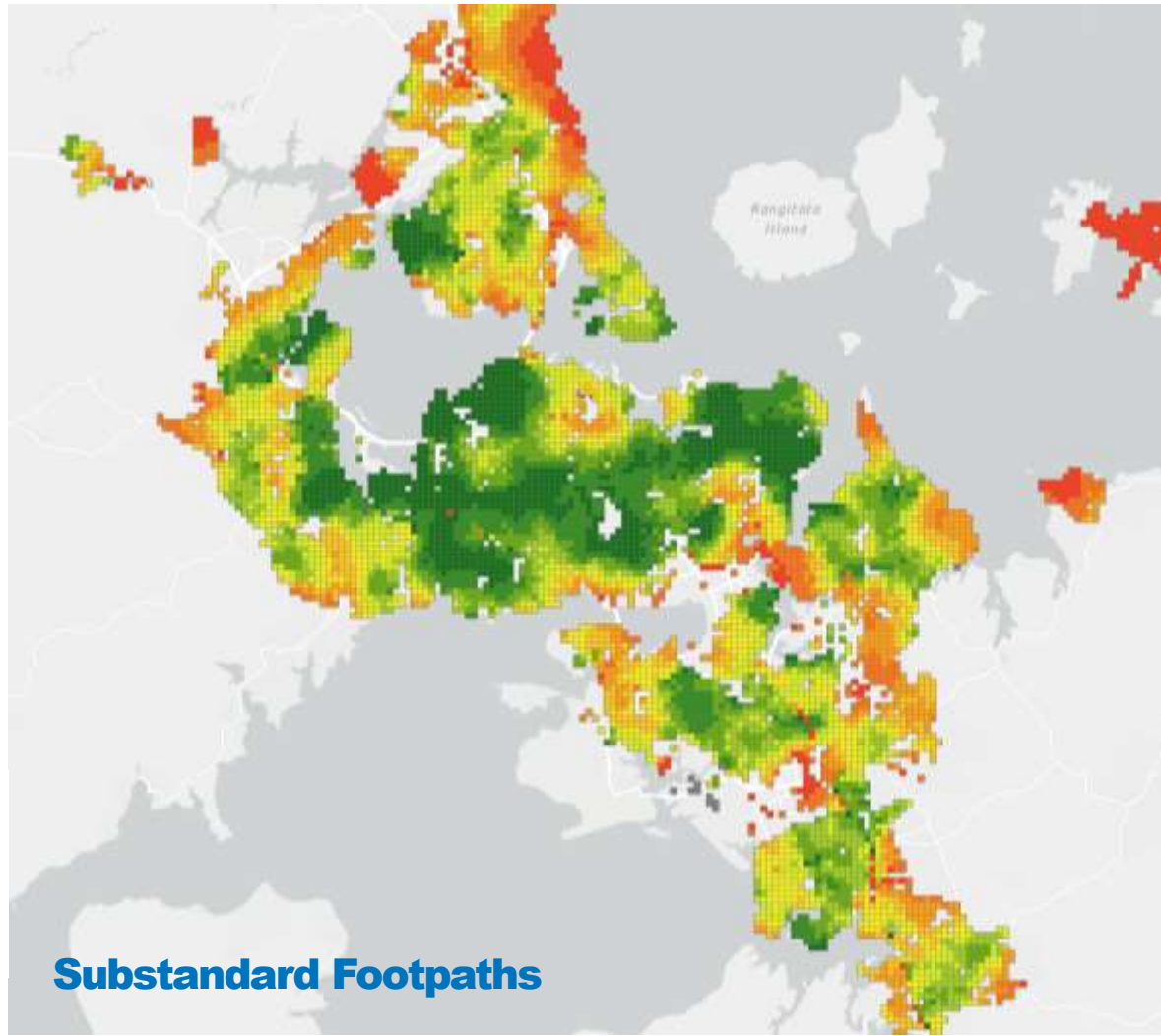
Rank outcomes using population

- Equity and deprivation are about the **experience of individuals** compared to the experience of other people
- By applying a population ranking, we don't say 'this outcome is bad/good', but we find the people experiencing the best/worst outcomes comparatively.



The result

Lots and lots of maps!



Key Insights



Local Access

I can easily get to key places in my neighbourhood using appropriate infrastructure

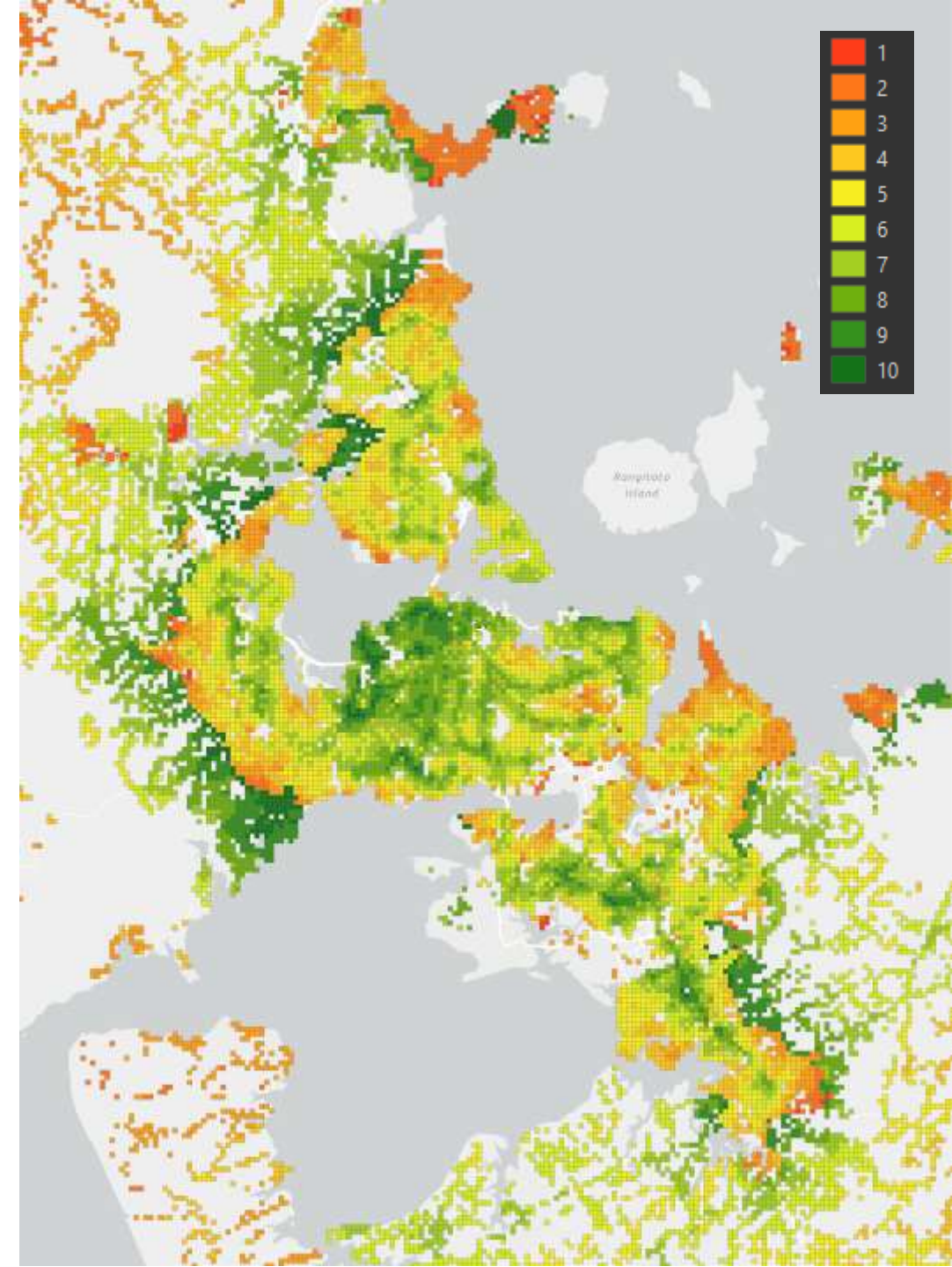
Indicators

Urban

1. **Distance to key destinations** – People can get places without walking too long
2. **Distance to nearest strategic PT Stop** – The Strategic PT Network is close by
3. **Footpath quality in area** – People can easily walk to local destinations
4. **Bike path quality in area** – People can easily cycle to local destinations

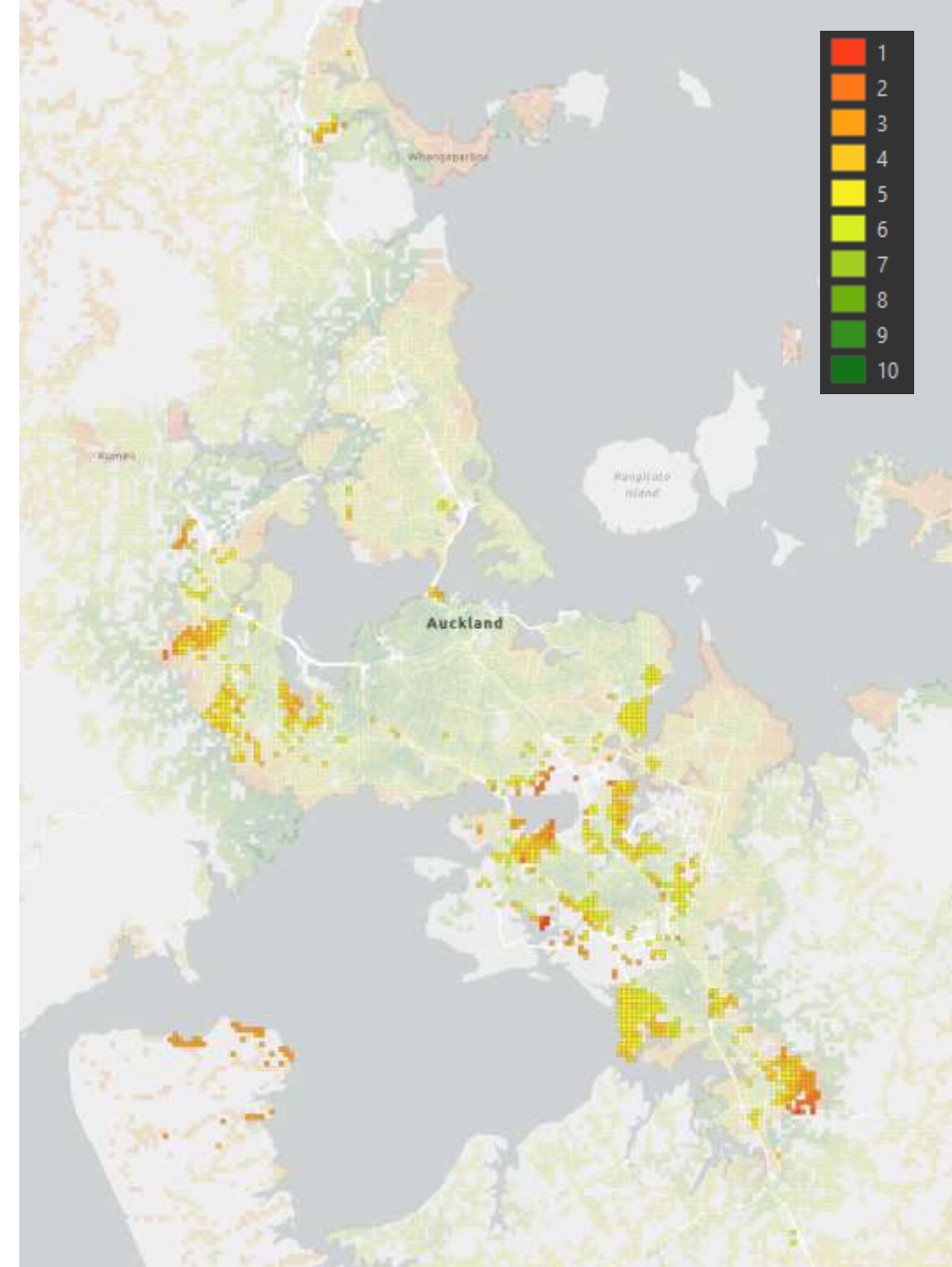
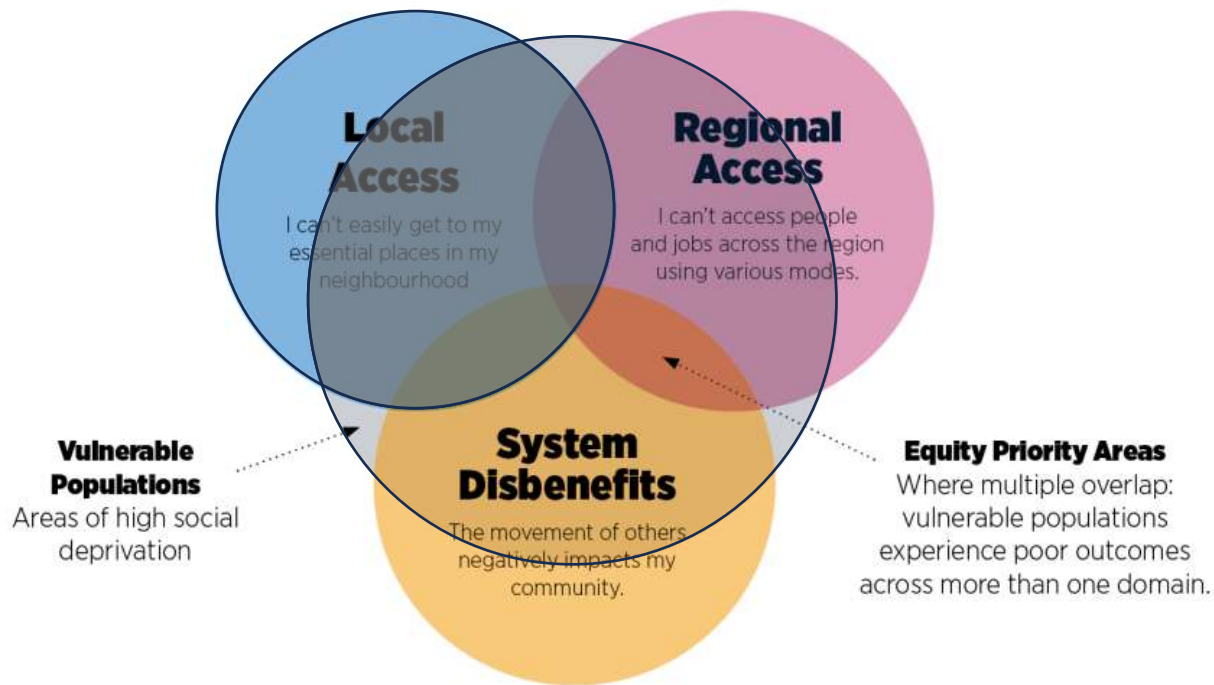
Rural

1. **Distance to key destinations** – People can get places without driving too long
2. **Distance to nearest Park and Ride** – People have access to the PT Network
3. **Unsealed Roads** – People can easily drive to key destinations



Local Access

Areas of high deprivation with below median scores

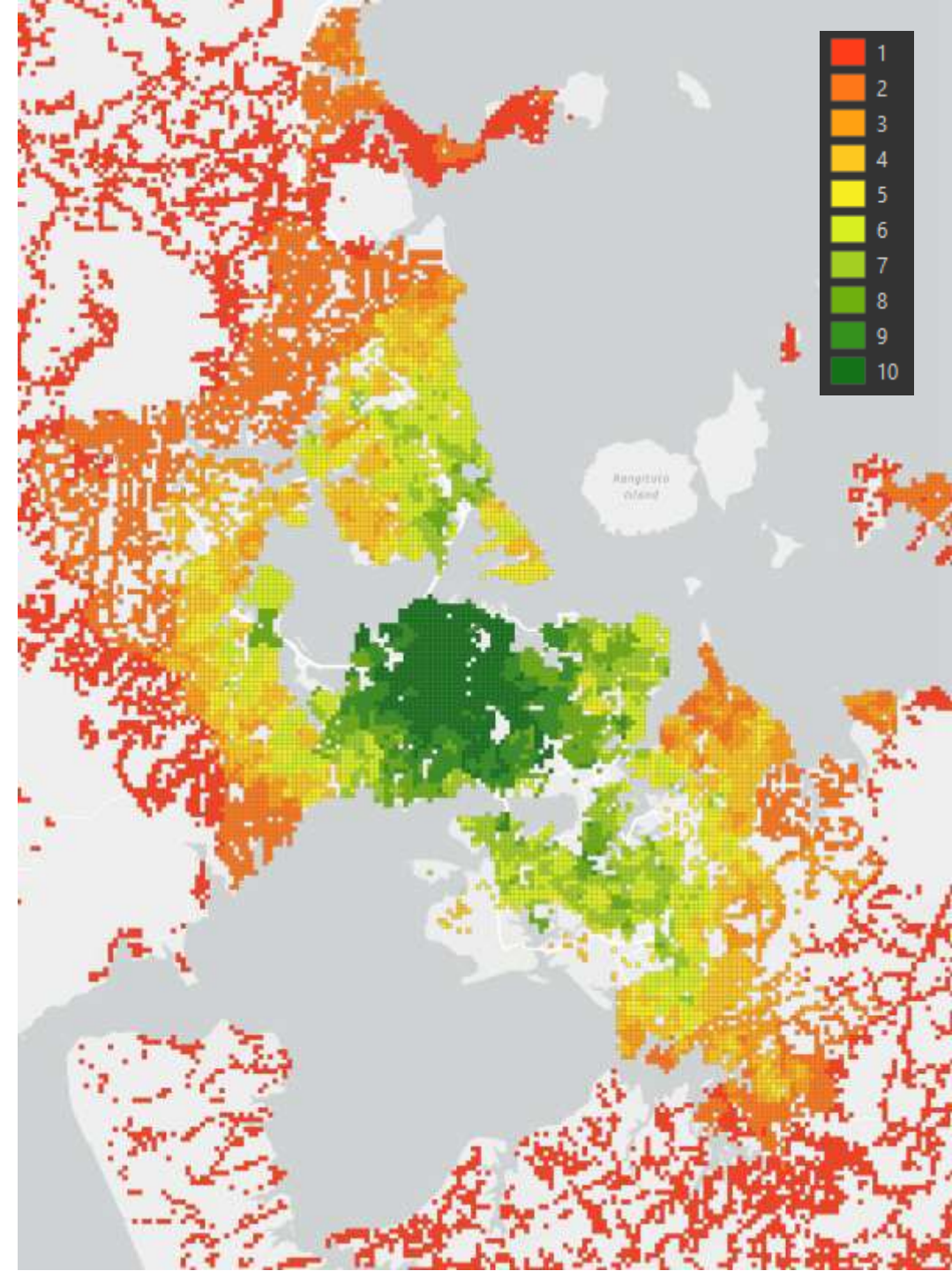


Regional Access

Access to jobs and people using various modes

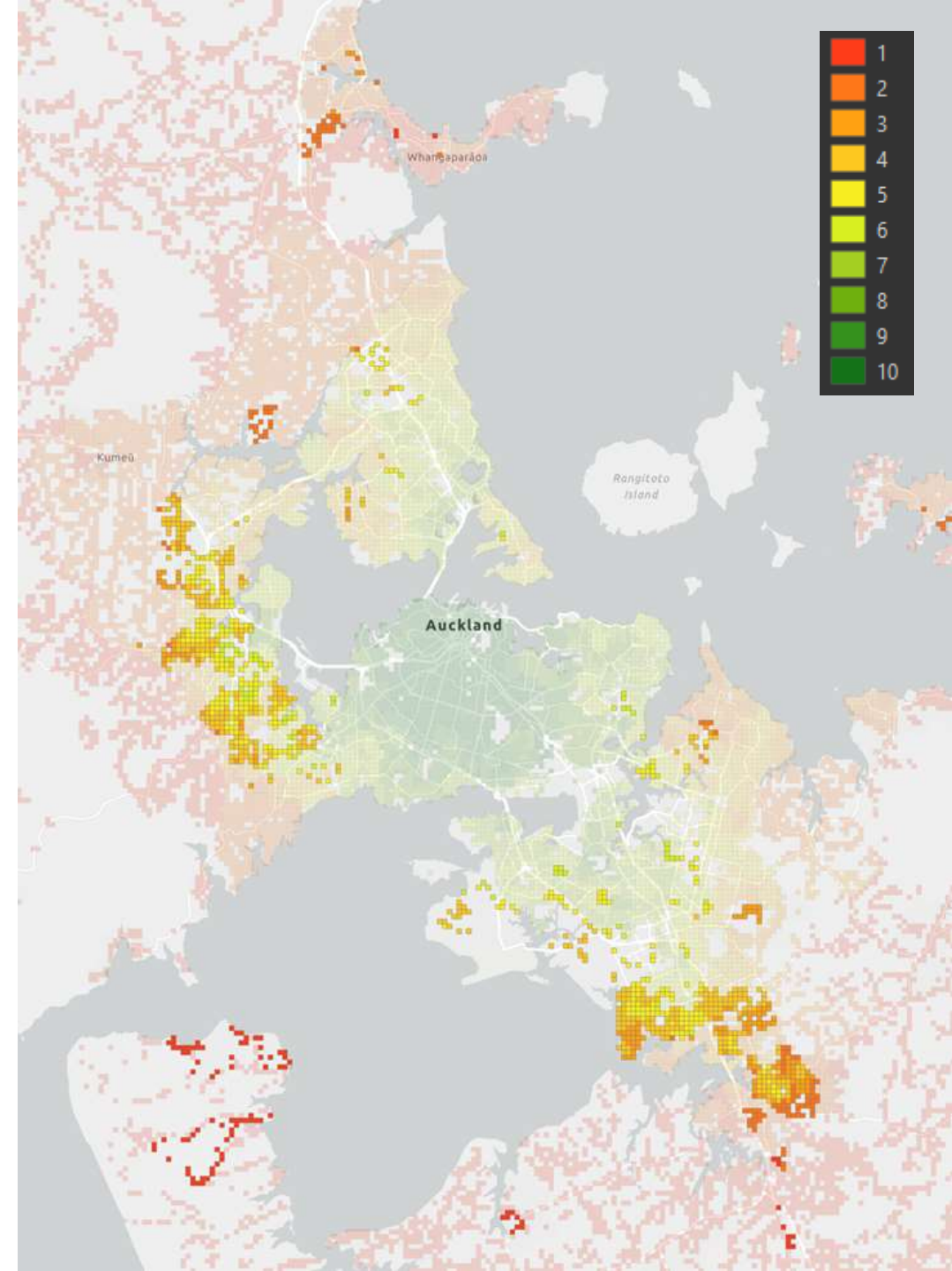
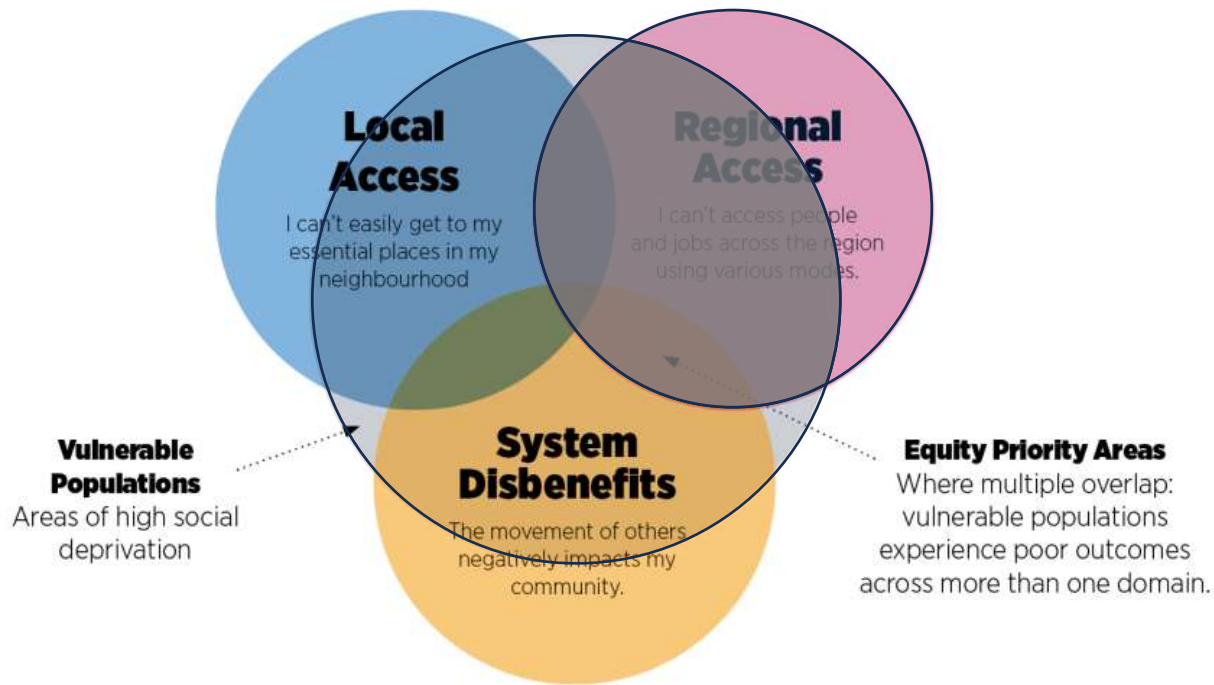
Indicators

1. Percentage of region's jobs accessible within:
 - a) 30 minutes by car
 - b) 45 minutes by PT
2. Percentage of region's population accessible within
 - a) 30 minutes by car
 - b) 45 minutes by PT
3. **Urban Only:** Percentage of people commuting by bike



Regional Access

Areas of high deprivation with below median scores

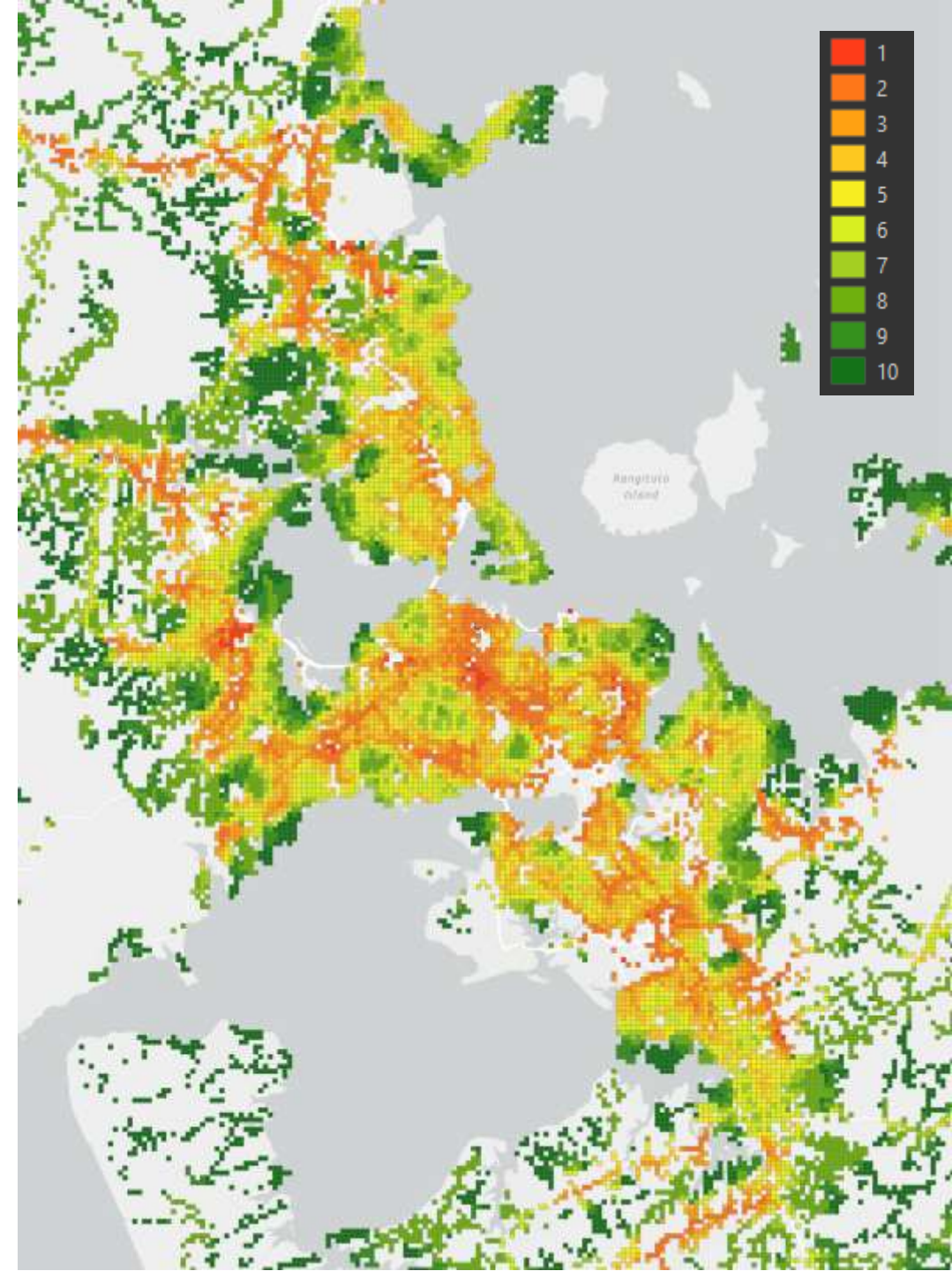


System Disbenefits

The movement of others negatively impacts my community

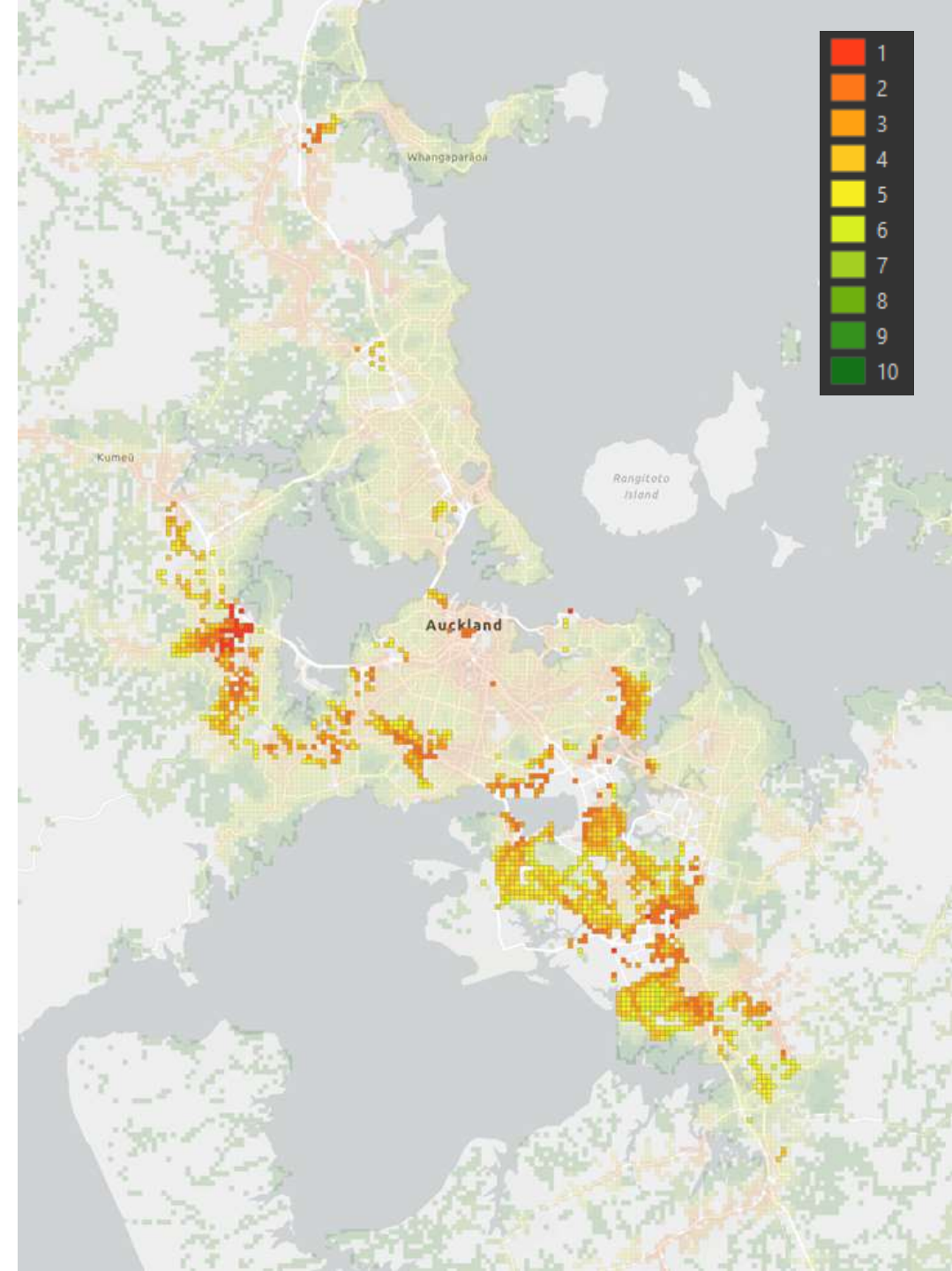
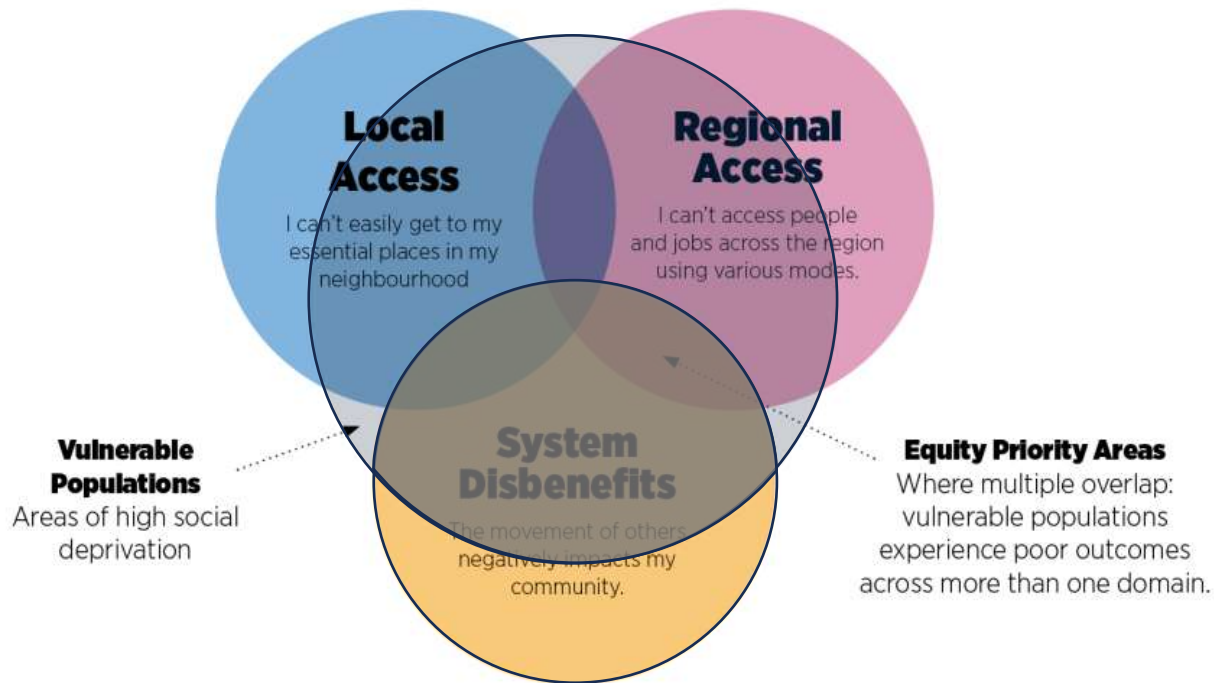
Indicators

1. **Urban KiwiRAP Personal Risk Corridors** – local trips are not safe
2. **Urban KiwiRAP Active Road User Risk** – active trips are unsafe
3. **Infrastructure Severance** - movement of others makes local trips indirect
4. **Community Severance** – where roads and railways divide communities
5. **Road Noise** - movement of others disturbs local residents



System Disbenefits

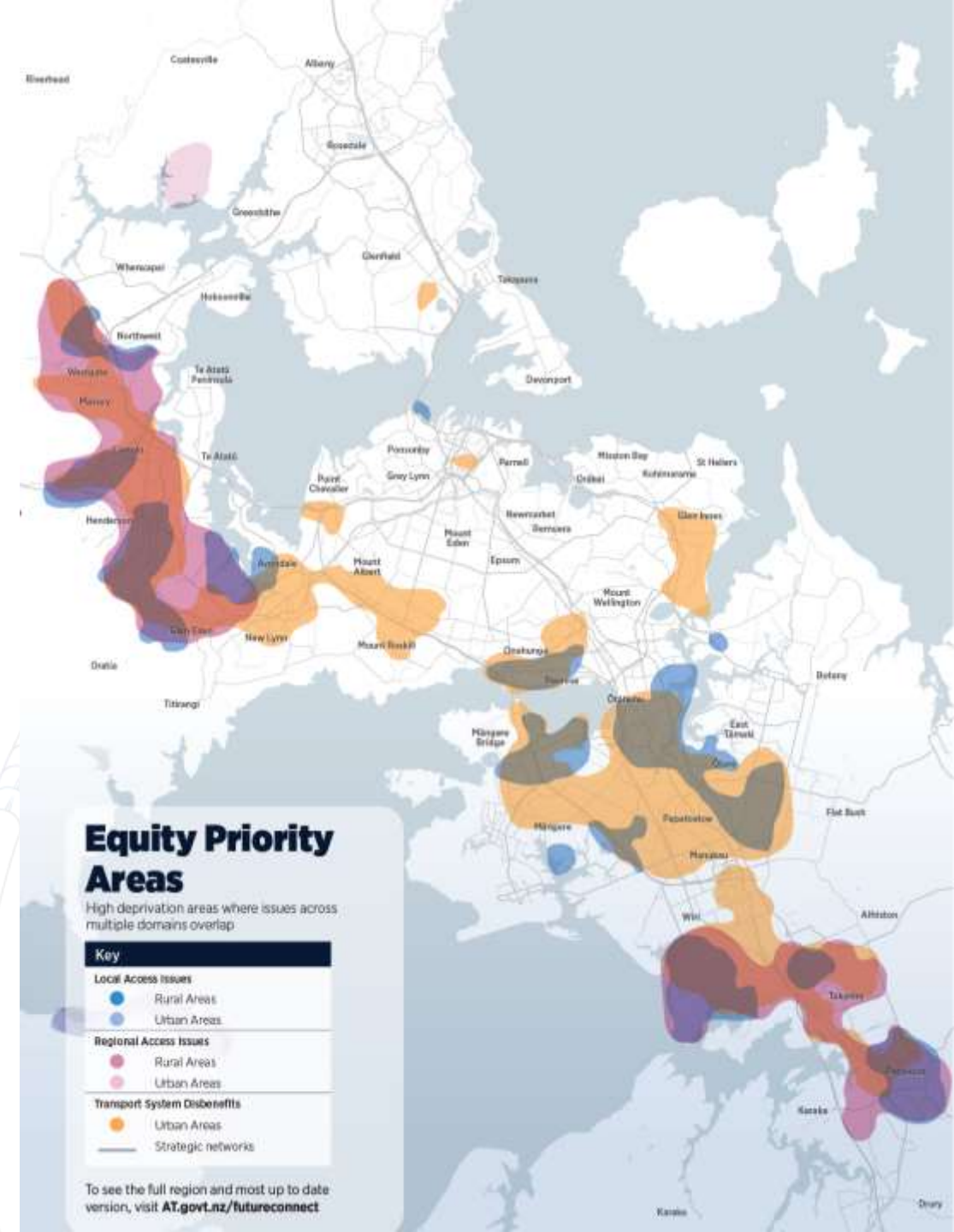
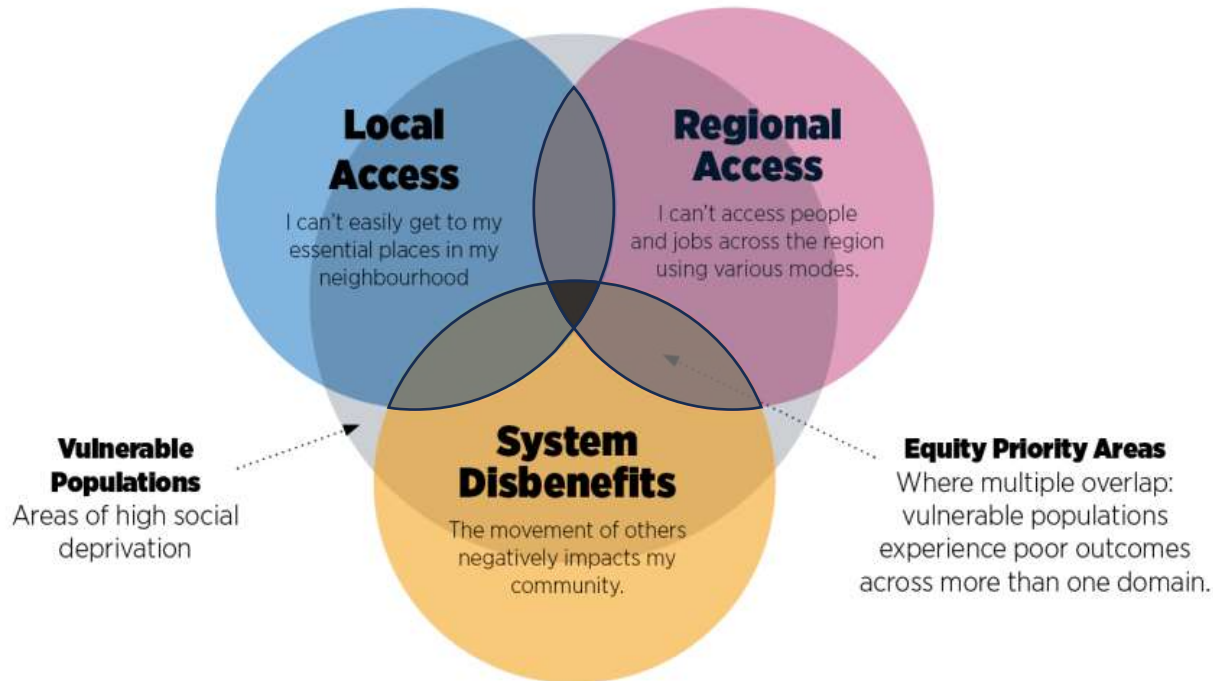
Areas of high deprivation with below median scores



Equity Priority Areas

Key findings and areas to focus on

- Not all High Deprivation Areas have transport problems, and not all transport problems affect people in high deprivation areas.
- There is no strong correlation between deprivation and the measured outcomes.
- However, people living in high deprivation may not have the same means to overcome these barriers.
- Disclaimer: there are more aspects to equity!



**Bringing it all
together**



Future Connect Focus Areas

Bringing it all together, and informing our RLTP development

- **Deficient Movement Patterns**
 - Key regional commuting flows reliant on congested motorways with little alternative options.
- **Multimodal Streets with Space and Safety Constraints**
 - Local Roads with significant land use interactions that are relied upon for many modes.
- **Major Destinations with complex transport interconnections**
 - Key hubs around the city where people work and study, and key transport networks interchange
- **Transport Deprivation Priority Areas**
 - Areas experiencing poor outcomes across two or three equity domains





Thank you

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