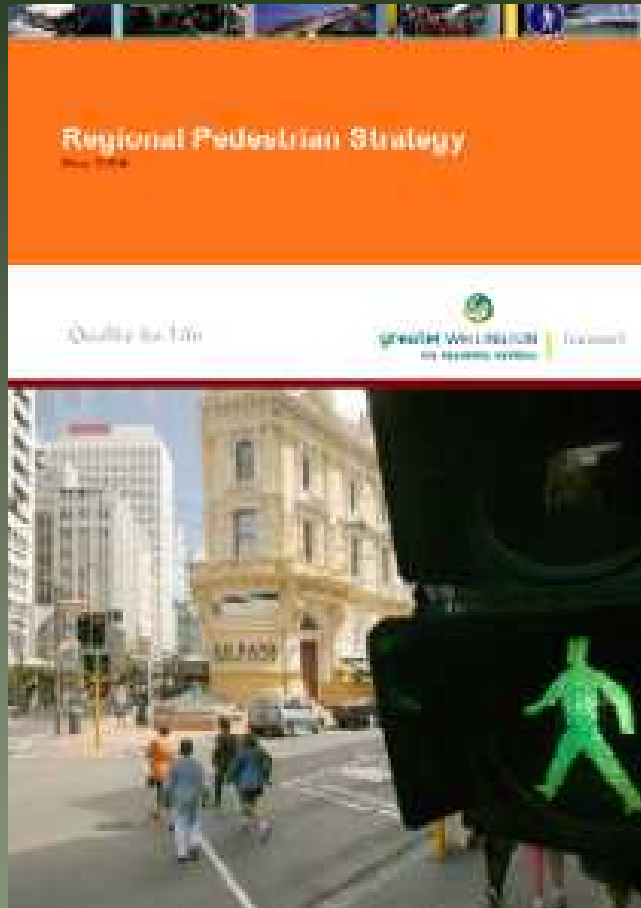


Pedestrian Audit of Public Transport Nodes

A Practical Approach

Presented by: Peter Ollivier



Greater Wellington

Regional Pedestrian Strategy

May 2004

Objective

- To encourage pedestrian usage:
 - “review access to public transport nodes & develop a programme to implement improvements”

Review to include:

- An audit that covered at each PT node:
 - Route directness
 - Surface quality, obstructions & maintenance
 - Lighting & personal security
 - Shelter
 - Road crossings
 - Signage
 - Space allocation & traffic impacts
 - Aesthetics
 - Mobility impaired/disability needs

Scope of audit

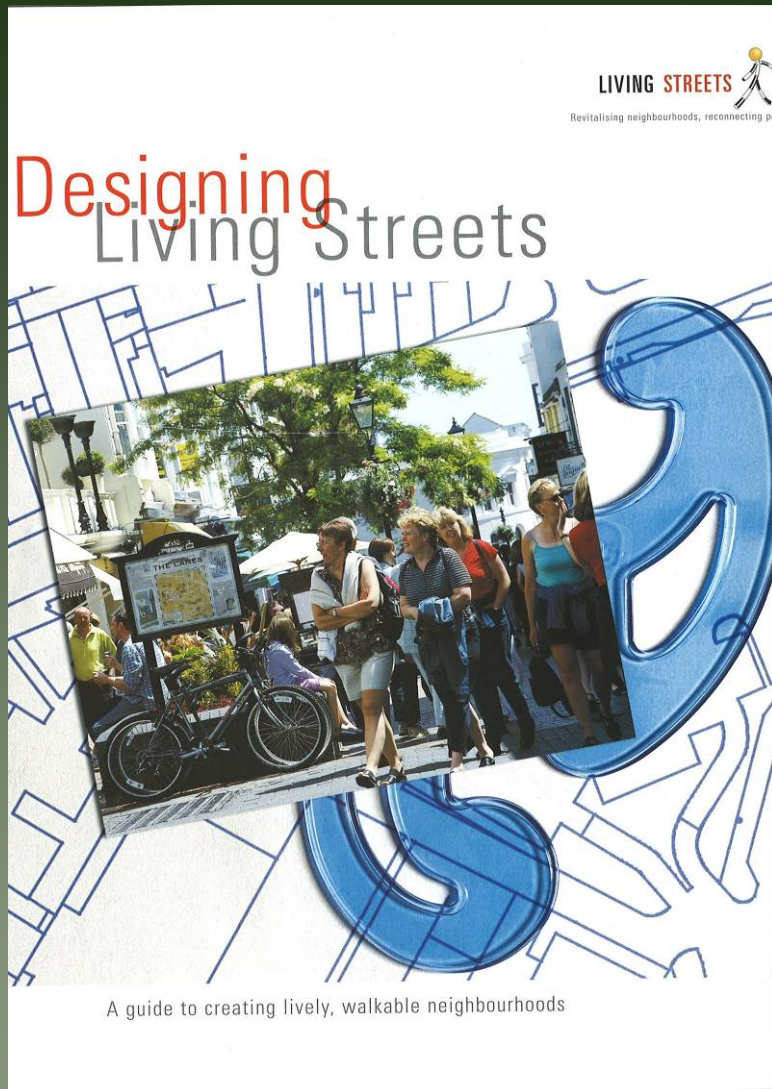
- DWT Commissioned by Greater Wellington
 - Started Oct 2004
- Significant scale
- Spanned over 3 years
- Looked at all public transport nodes
 - 55 nodes in the study area
 - Included 8 TLAs

Methodology

- Reviewed audit methodology
- Experience suggested that:
 - Would provide data
 - Limited value for programming
 - No cost information
 - Little use to TLA's
- No NZ experience available
 - Trialled PERS - TRL, UK
 - Modified Living Streets audit method

Specific guides

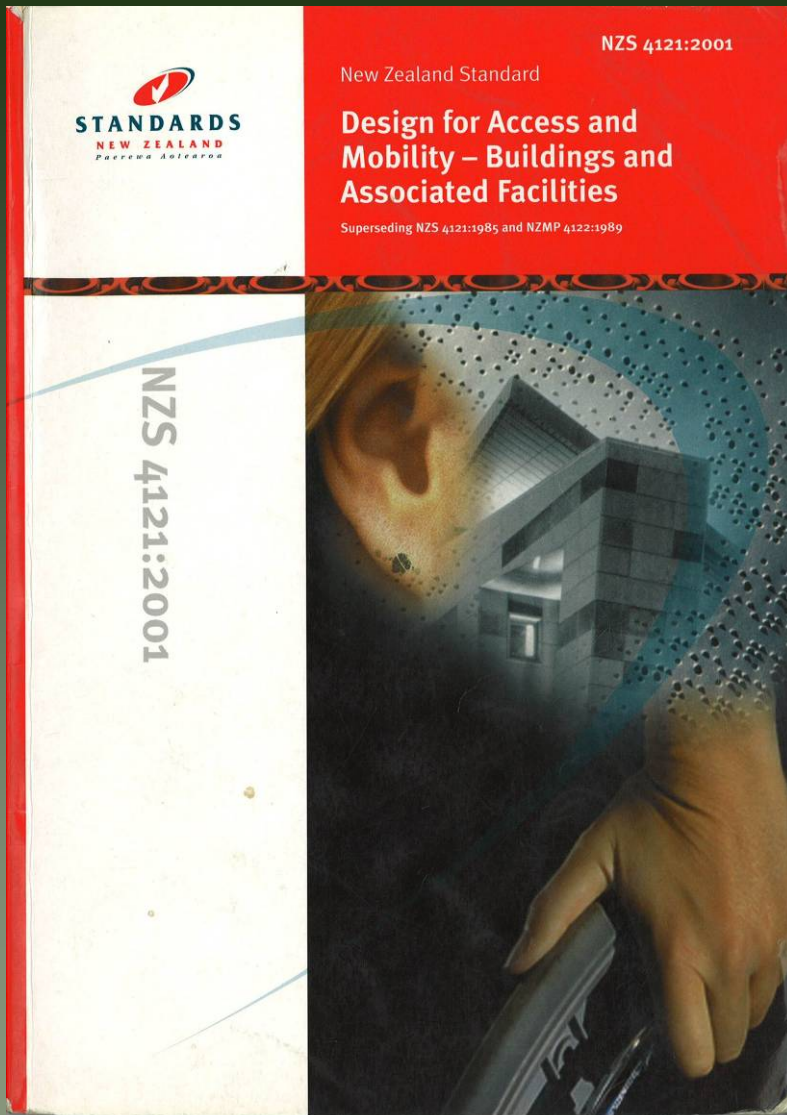
- Pedestrian Facilities & Network Planning Guide (LTSA)
- RTS 14 - Guideline for Installing Pedestrian Facilities for People with Visual Impairment (LTSA)
- Living Streets' DIY Community Street Audits



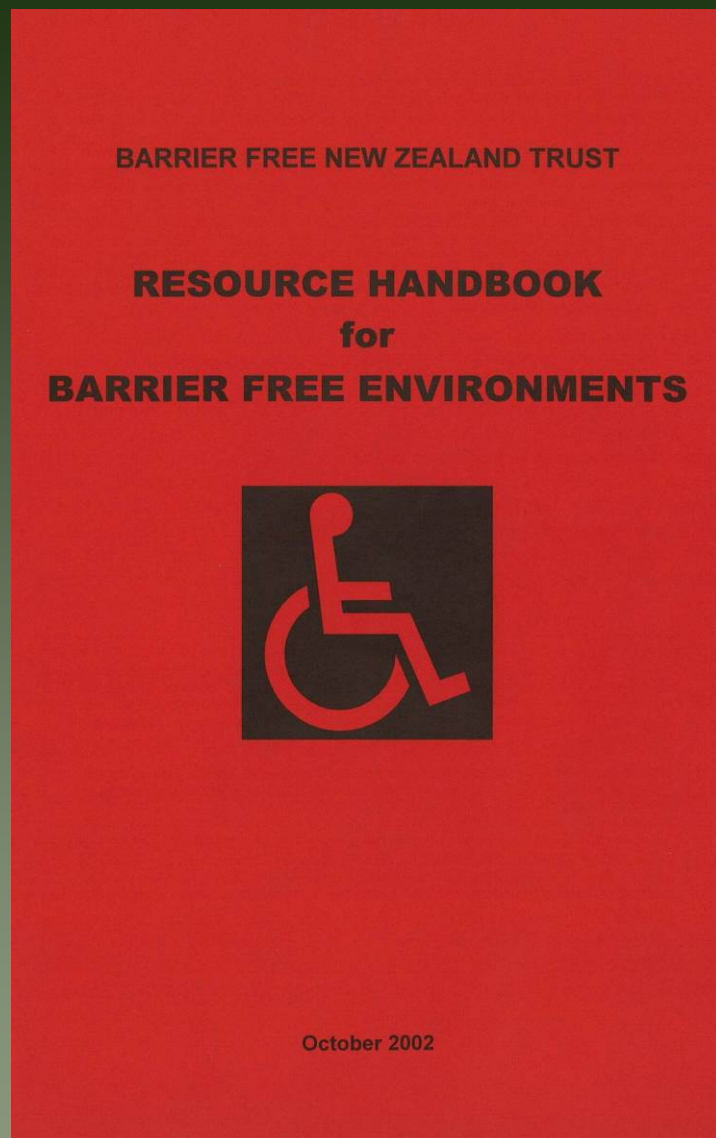
Living Streets' guidelines

Other references

- NZS 4121:2001 Design for Access & Mobility - Buildings & Associated Facilities
- Barrier Free NZ Trust Resource Handbook



NZS 4121:2001 Design for Access & Mobility



Barrier Free NZ Trust Resource handbook

Audit details

- Audit team, 6-8 members
- Reviewed PT node & surrounding area
- Identified problems
- Presented solutions (field & office)
- Costed solutions
- Reported
 - 330 pages so far!

Report format

Item	Problem	Solution	Cost
1.	Seats on footpath at Trafalgar Square provide potential for vision impaired to trip over the seats.	Shift the seats back from the footpath.	\$560
2.	There are cracks to the footpath at Trafalgar Square.	Repair footpaths.	\$466
3.	Overhanging trees on footpath at Trafalgar Square.	Prune/trim the overhanging branches.	\$233

Report format

Item	Problem	Solution	Cost
4.	Lip on footpath at Trafalgar Square.	Reinstate footpath so all uneven surfaces are removed.	\$1,166
5.	Loose tiles on the east side of subway.	Reinstate loose tiles.	\$700
6.	North end carpark - lamp post set in pedestrian path.	Shift lamp post away from footpath.	\$2,332
7.	No footpath on western side of northern eastern leg of roundabout.	Construct new footpath to provide good pedestrian network facilities.	\$18,498

Results

- 30 stations need \$19.5M expenditure
 - Basic upgrades and/or maintenance work
 - Close proximity to stations
- Does not include:
 - New station buildings & facilities
 - Major upgrades
 - New nodes
- Provided list of upgrade works for LTCCP's

Lessons - the process

- Very useful process
 - Identified issues in practical useful way
 - Invaluable to include disabled/VIP's
- Increased emphasis on accessibility issues
- Upskilled staff involved
- Provided required information
- Time consuming

Lessons - follow-up

- Need commitment to funding & implementation from all agencies
- Responsibilities need clarifying
 - Maintenance
 - Funding
 - Interface
 - Priorities
- Mandatory compliance programme
 - Royal commission recommendations ?

Typical audit teams



Typical examples

- Unfortunately, all too common!

Obstructed footpaths



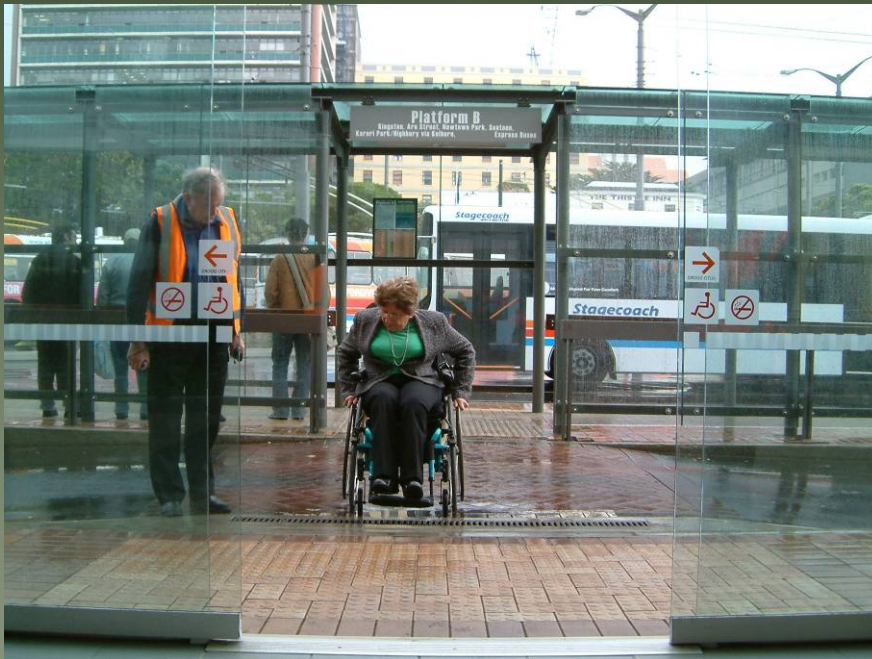
Trip Hazards



Overgrown footpaths



Some good designs



Some good & bad



Some bad!

- Facilities are not useable



We shouldn't have come this way!



Now how does this work?



Is this the path?



- Desire lines not recognised

Unattractive & unsafe



Everyday barriers



More barriers?



Trip hazards



Poor maintenance



Security & concealment?



Questions?