

# The Value of Non-Motorised User Audits

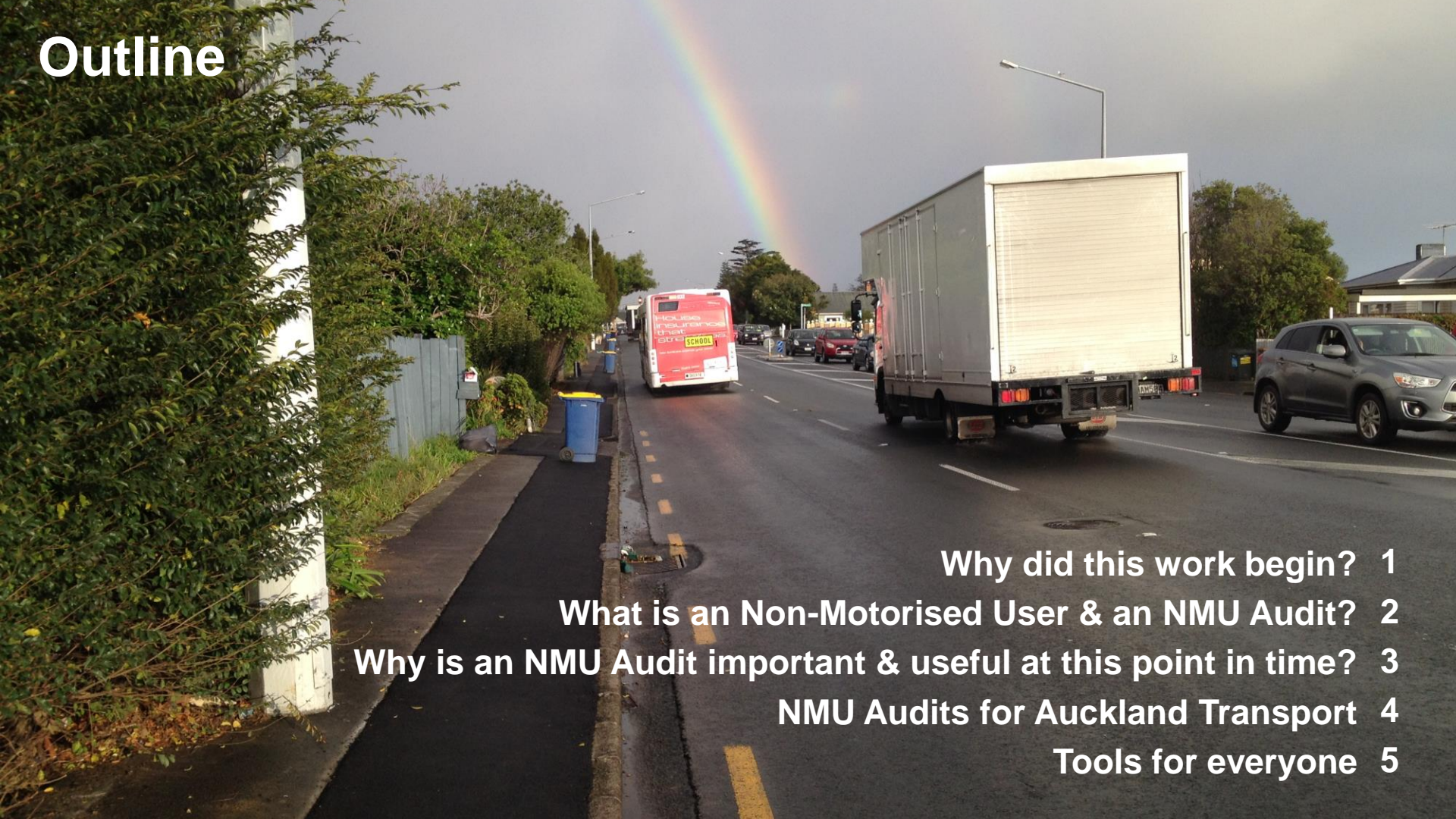
for Auckland Transport

Claire Graham & Bridget Burdett



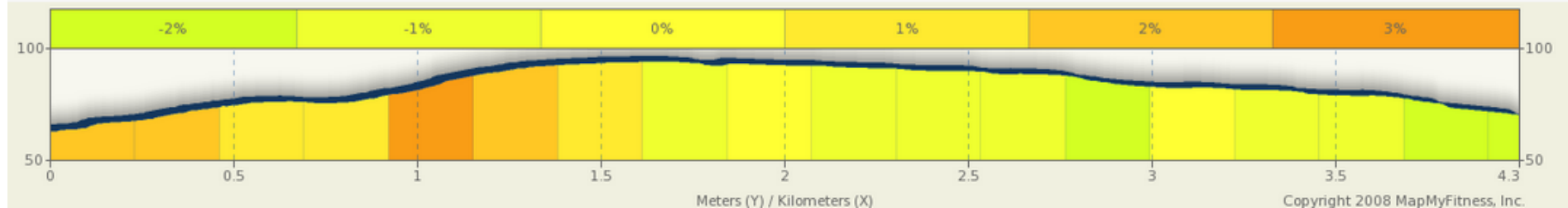


# Outline

- 
- A street scene with a rainbow in the sky. A red school bus is driving away from the camera, with a white truck and a silver car in the foreground. The bus has a sign that says "SCHOOL" and "HOLDING YOUR HANDS THAT'S SAFE".
- Why did this work begin? 1
  - What is an Non-Motorised User & an NMU Audit? 2
  - Why is an NMU Audit important & useful at this point in time? 3
  - NMU Audits for Auckland Transport 4
  - Tools for everyone 5



# 1 Why did this work begin





# 1 Why did this work begin?



**Quotes** from survey respondents  
*‘Transport Policy is heavily weighted towards the movements of motor vehicles, rather than a better balance between all modes, including active modes.’*

*‘The major reason (why new design is not always accessible to all people) is the vast range of disabilities with different and sometimes conflicting requirements and the challenge of accommodating the full spectrum of disabilities.’*

# 1 Why did this work begin

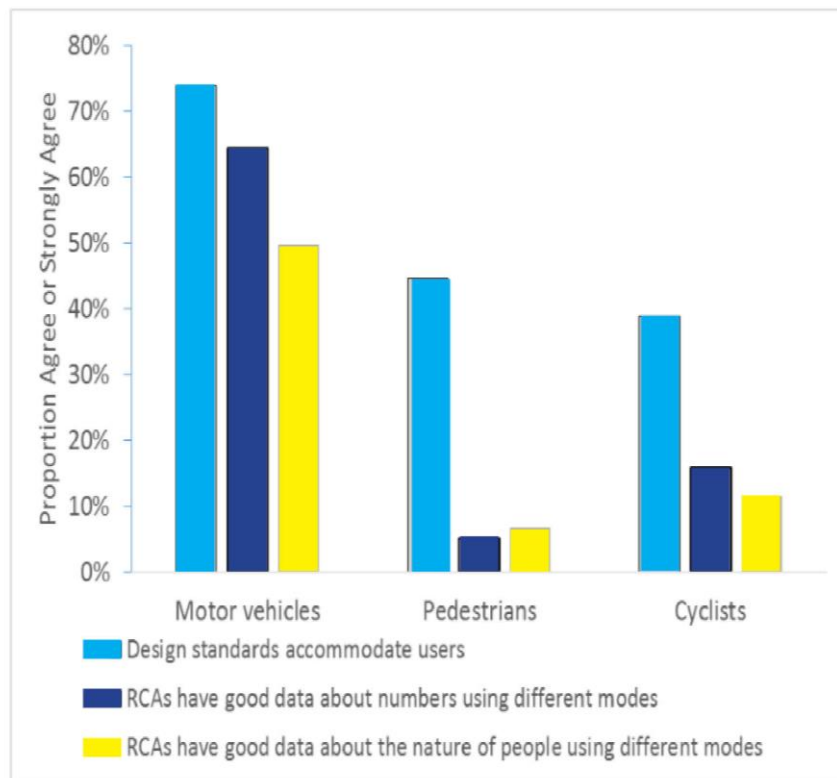


Figure 2 Design standards and data for motor vehicles, pedestrians and cyclists





**2** What is  
an NMU

## Road Safety Audit

**Focus** : Safety of all modes

**Main objective** : to comment on deficiencies in the design in regard to safety

**Success** : measured by improved crash data

## NMU Audit

**Focus** : Accessibility for people walking & cycling

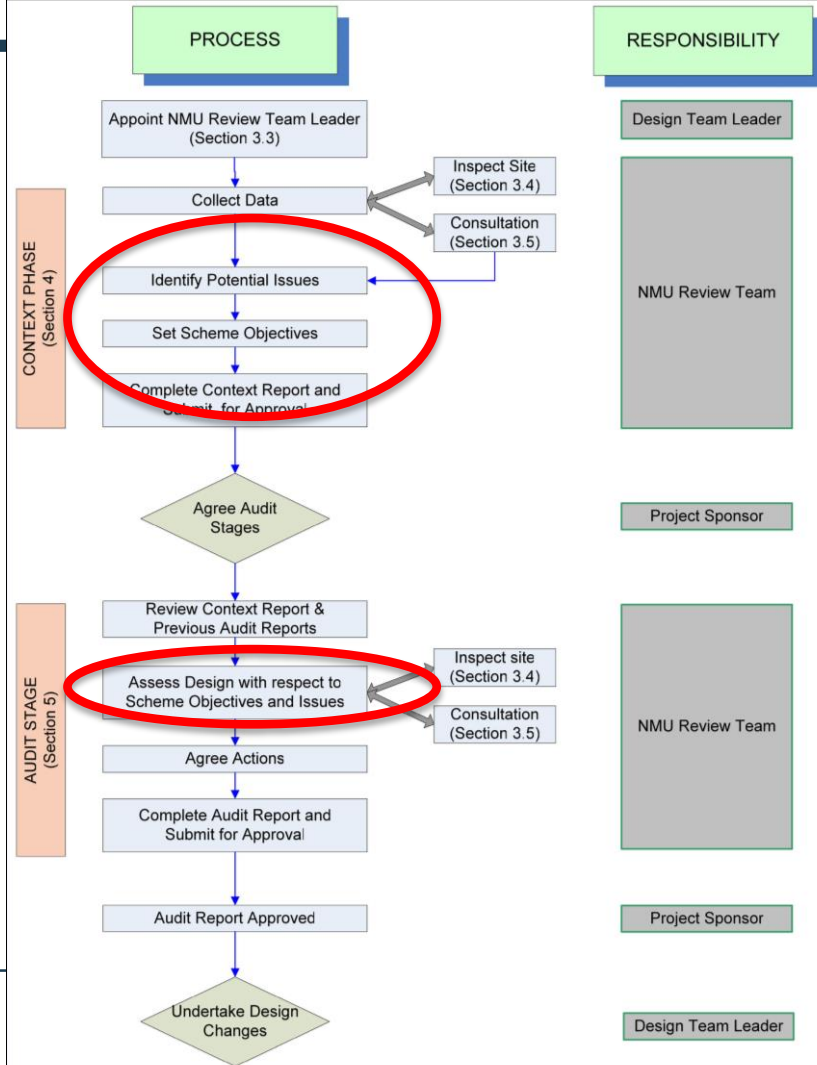
**Main objective** : identify opportunities to improve or enhance participation

**Success**: measured by more people walking or cycling through or to the site

## 2 What is an NMU Audit

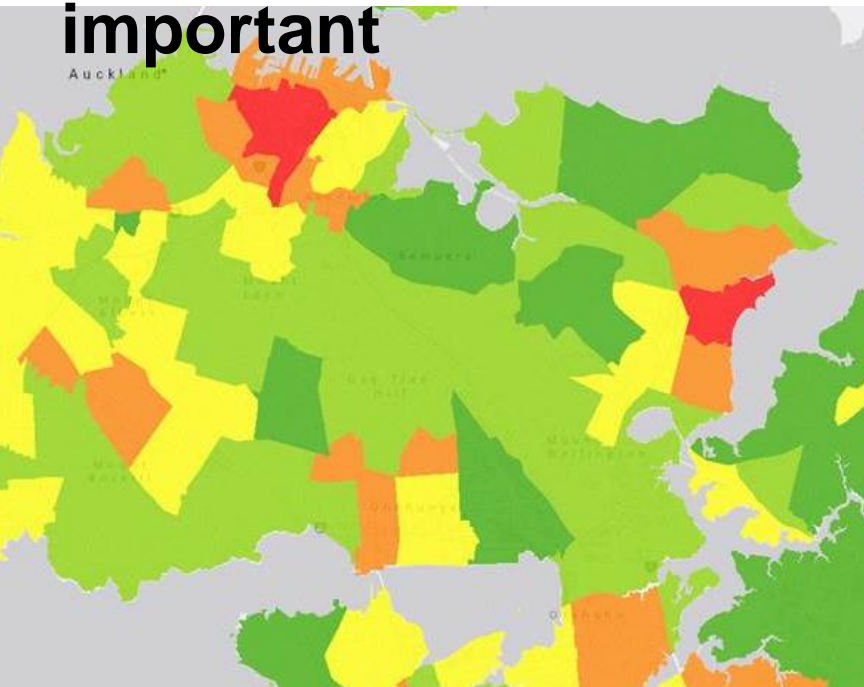


Land Transport New Zealand (2006) *Non-motorised user review procedures*

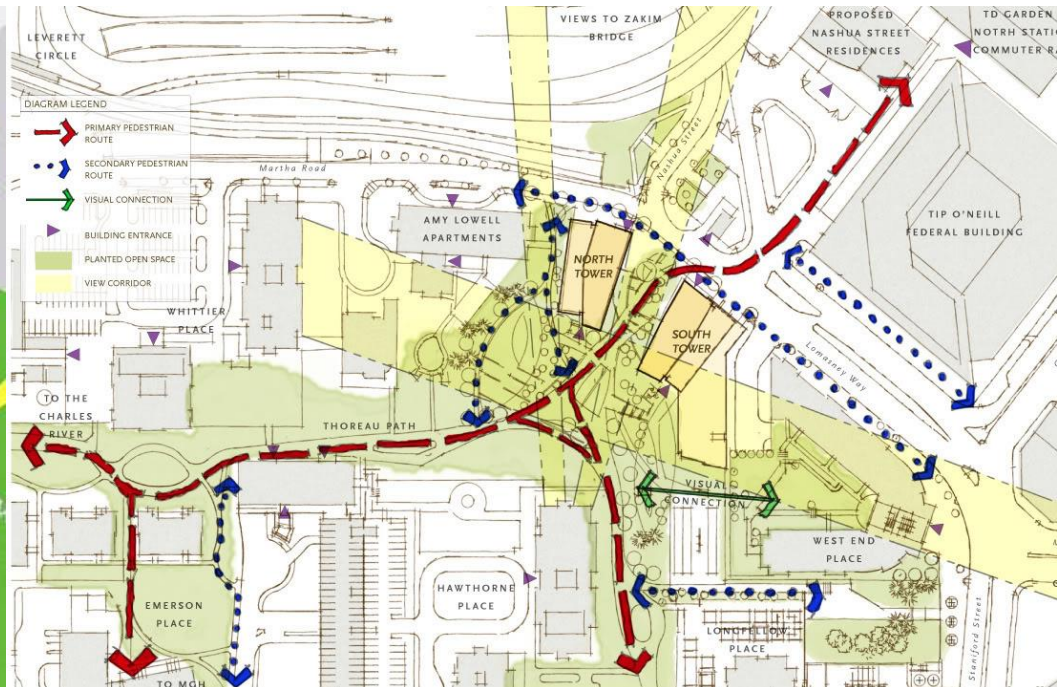




# 3 Why is an NMU Audit important



## Key pedestrian routes mapped



## Access to motor vehicles

### 3 Why focus on good design for NMUs



Everyone can participate no matter what age, ability or income



### 3 Why focus on good design for NMUs



Past policy and education focused around motor vehicles



### 3 Why focus on good design for NMUs

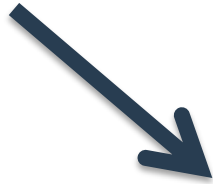


Significant investment in Public Transport



## 4 NMU Audit for Auckland Transport

NMU Audit recommendation report & NMU audit on project at AT  
June 2014



Several AT projects request NMU audits  
2015



Present NMU Template idea to Rooding Managers  
Sep 2015



Present NMU Template idea to leaders of the TDM  
Oct 2015



Refine templates & find projects to test these on at all project stages & Investigate where in early strategic case this tool might fit  
Feb 2015 -

Present NMU idea to Strategy Managers & talk to PMO at AT  
Dec 2015



Where we have been & where we are going

## 4 NMU Audit for Auckland Transport

### NMU Recommendations from Report for AT 2014

- 4 audit stages
- Demonstrate value to Projects managers before adopted at AT
- Likely overtime the principles of NMU audits will be included in all projects and this audit wont be needed

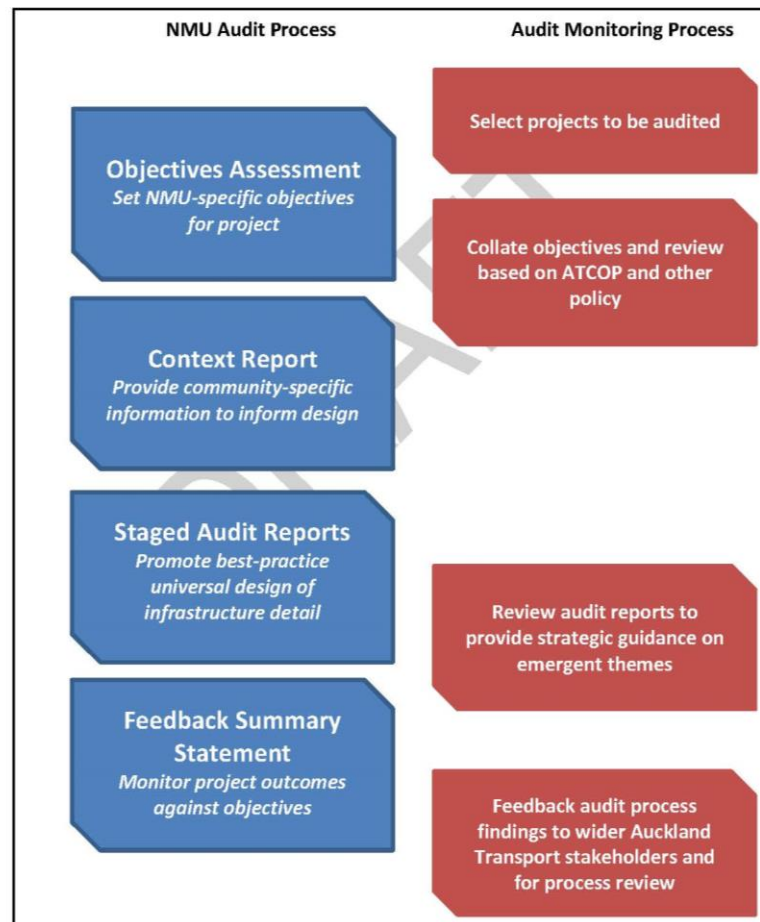


Figure 1: Recommended NMU Audit Process for Auckland Transport



## 4 NMU Audit for Auckland Transport

Risk	
Serious	
Significant	
Moderate	
Minor	



Road safety audit RISK CATEGORY: <b>Significant</b>		Non-motorised user audit ACCESS CATEGORY: <b>Significant</b>
Frequency rating: Common	Severity rating: Likely	

Road safety audit RISK CATEGORY: <b>Moderate</b>		Non-motorised user audit ACCESS CATEGORY: <b>Moderate</b>
Frequency rating: Occasional	Severity rating: Likely	

Opportunity	Recommendation
Major	Major opportunity that must be addressed and requires changes to avoid serious access constraints
Important	Important opportunity that should be addressed and requires changes to avoid serious access limitations
Minor	Minor opportunity that should be addressed to improve accessibility for all, or to mitigate an issue that will occur more rarely, but could have significant access constraints
Comment	Concerns that should be addressed where practical to improve access , or mitigate an issue that will only occur rarely.

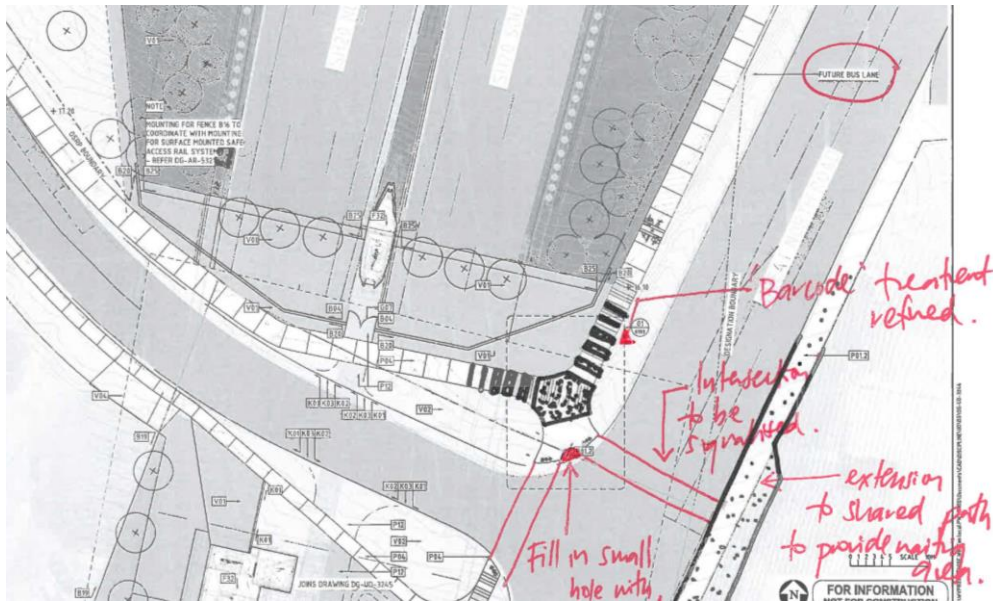
# Key Objectives for AT Projects

**Embed considerations and design thinking for NMUs as early as possible in projects = embed in scope**

**Integrate triggers/ touch points throughout project process to ensure all projects support more and safer walking and cycling by people of all ages and abilities**



# 4 NMU Audit for Auckland Transport



## Design & Delivery



# 4 NMU Audit for Auckland Transport

## Design Standards & Guidance



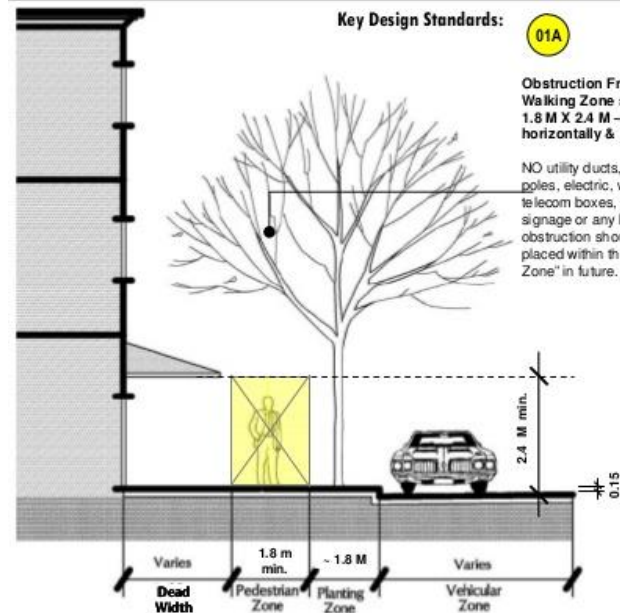
### 01A Clear Walking Zone

Key Design Standards:

01A

Obstruction Free Min. Walking Zone shall be 1.8 M X 2.4 M – both horizontally & vertically.

NO utility ducts, utility poles, electric, water or telecom boxes, trees, signage or any kind of obstruction should be placed within the "Walking Zone" in future.



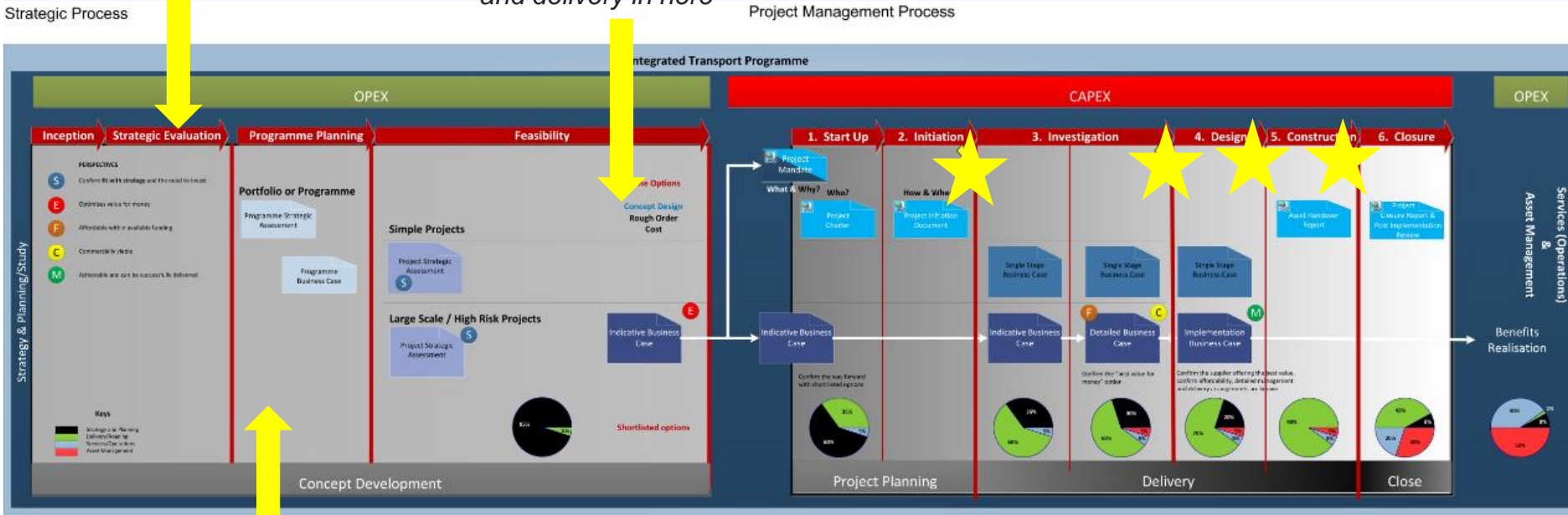


# Aim to build into scope

Strategic Case

Project Initiation Document  
*Can include measures, expectation and delivery in here*

★ Touch Points/ Gateways  
*Checklist here to ensure on track*



Programme Business Case  
*Thinking behind what and why*

# 4 NMU Audit for Auckland Transport

## NON-MOTORISED USER AUDIT

Designing with a focus on people & their travel needs

PROJECT STAGE : Mandate setting / Objectives Development or Assessment

Project Title		Reviewed by	
Prepared by		Status	
Date			

### OBJECTIVE OF THIS AUDIT

To gather information to inform the mandate, or inform the direction of focus for the project

STRATEGIC DATA & CONTEXT INFORMATION	INCLUDED	COMMENTS
<b>Policies/ Strategies</b> – goals/ vision this project could support- refer to notes		
Provide site location plan		
<b>Transport Generators</b> - Show where the trip generators & destinations exist in the area on a plan, these could include: <ul style="list-style-type: none"> <li>• Places of employment</li> <li>• Library</li> <li>• Educational centres - Schools/ Universities</li> <li>• Transport hubs</li> <li>• Natural landscape features as places of interest – volcanoes or beaches</li> <li>• Community centres, town &amp; local centres</li> </ul>		
<b>Road Typology</b> - Road hierarchy definition - Review the roads and streets strategy in TDM/ ATCOP (June 2016) & include Network Operating Plan if one exists for this area		
<b>Landuse Context</b> – Unitary/ District Plan Are there any other development proposals or land use changes of relevance happening in the area?		
<b>Natural Landscape</b> -including Topography – provide GIS maps showing relative gradients of the area		
<b>Community Demographics</b> - from Statistics NZ Information <a href="http://www.stats.govt.nz">www.stats.govt.nz</a> <ul style="list-style-type: none"> <li>• Age profile maps – Maps of age profile compared to average Auckland Region</li> <li>• Proportion of population with no access to a motor vehicle</li> </ul>		
<b>Existing or Planned NMU routes/ provision</b> <ul style="list-style-type: none"> <li>• Overlay the Auckland Cycle Network Plan – Are there opportunities to connect into this network or does your site include routes on the ACN?</li> <li>• Identify any Key Walking Routes – these are places that people need to travel between eg. public transport stations, schools, local shopping centres , health and community centres, leisure facilities etc.</li> </ul>		

DATA - OPERATIONAL	INCLUDED	COMMENTS
Pedestrians flows and activity – peak/off peak		
People on bikes flows – peak/ off peak & daily counts		
Motorised vehicle flow – peak/ off peak and AADT & speed information		
Existing Bus services and bus stop locations		
Existing Rail service and stations		
Crash data – Look at causalities by user group and injury severity		
Show on a plan existing and well used walking routes		
Show on a plan existing and well used cycling routes		
Potential walking or cycling routes & desire lines not currently used – due to personal security or road safety fears		
<b>CONSULTATION</b> - Who are the key community stakeholders to involve?		
Local residents		
Affected parties		
Interested groups, eg Blind foundation, Bike Auckland etc.		
Potential users of future route/ facility		
<b>IDENTIFICATION OF ISSUES/ CONFLICT POINTS</b> – define impact that the existing operational and strategic information will have on the project & document locations and instances of potential conflict between users		
<b>NMU OBJECTIVES</b> – To be set here		
<b>AUDIT PLAN</b> – When will this project benefit from future NMU audits? This is to be agreed with the project design team.	YES	
Feasibility		
Preliminary / Scheme Design		
Detailed Design		
Construction		
Post Construction		
<b>GENERAL COMMENTS - MIGHT BE OUTSIDE OF SCOPE...</b>		

## 5 Tools for everyone



**1** Consider whether your projects make the most of every opportunity to improve access



## 5 Tools for everyone

## 2 Borrow our worksheets and trial the approach before your project begins

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## 5 Tools for everyone



## 3 Use information about the local community and land use

# Thank you

