Bridging the Gap
Helping Pedestrians and Cyclists Cross the Great Divide

The Issue:
For pedestrians and cyclists, the Auckland Motorway network effectively severs one side of the community from the other in many places, because the bridges and underpasses built decades ago no longer meet current needs.

The Objective
To develop a tool / methodology that could:

Primarily:
- assist with risk assessment and prioritisation of the motorway interchange upgrades, and
- help identify a suitable level of service.

Secondly:
- be used to assess the relative merits of proposed designs,
- complement other existing tools (both for effectiveness and understanding),
- be a relatively simple field tool to use, and
- be adapted for use on local road intersections.

The Tool Developed
Relatively simple in concept, it takes its inspiration from the KiwiRAP safety assessment tools, and gives a Star Rating based on the facilities provided at each location.

- Each interchange is separated into individual components when considered in the context of pedestrians & cyclists.
- Each component is assessed with respect to:
  - Pedestrian facilities,
  - Cyclist facilities, or
  - Shared Path facilities.
- A ranking exercise is undertaken for each feature based on sample checklists.

Transferability
With minor tweaking this tool could be used just as effectively on any local road intersection.

A feature of the tool
While it provides an overall Star Rating for an interchange, it can also be used to highlight if there is an out of character feature within an interchange (ie a 1 Star feature within what is generally a 4 Star interchange). Out of character features may indicate a potential safety issue, or be something that can suppress demand.

Work Completed to Date
- Developing the tool,
- Testing the tool with cycle advocacy groups and local road authorities,
- Undertaking an assessment of all of Auckland’s Motorway interchanges,
- Assigning a Target Star Rating for each interchange typically based on environment:
  - 1 Star – Rural
  - 2 Star – Urban/Rural fringe
  - 3 Star – Urban
  - 4 & 5 Star – urban high and very high demand

Next Steps
These include overlaying the Star Rating output with:
- Auckland Transport’s Walking and Cycling maps,
- Crash data from CAS
- A High Risk Intersection Guide analysis

Auckland Transport and the Auckland Motorway Alliance now intend to use this output develop a joint forward works programme to target the shortcomings of these sites. By taking a collaborative approach with common goals and priorities, the potential is to deliver a better outcome with far more efficiency.

The Output
Important note: a 1 Star facility does not mean it is unsafe. It relates to the level of facility provided (ie in a rural environment with extremely low pedestrian demand you would not expect to find a signalised pedestrian crossing).