# Improving walkability to Rapid Transit

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| Aotearoa - New Zealand has a serious challenge to reduce emissions by 2030 to keep within 1.5C temperature rise. Decarbonising transport will require a major mode shift to public transport, walking and cycling.  Last year’s introduction of the National Policy Statement on Urban Development (NPS-UD) gave New Zealand councils new levers to influence uptake of public transport: increases in density near public transport stations and the removal of minimum parking requirements.  Under the NPS-UD, minimum height limits of six storeys are required within the “walkable catchment” of rapid transit: suggested as 800m walking distance. However, the design of many of New Zealand’s older neighbourhoods is such that the size of the walkable catchment is currently limited and can create very indirect walking journeys. A property can be 200-300m, ‘as the crow flies’ from a station, but a 700m walk along the pedestrian network. New walking connections can both make the journey to the station more direct for those already within its catchment and increase the size of the catchment itself.  This presentation will use two suburban case studies to highlight the potential benefits of walkability improvements to neighbourhoods in Auckland.  Author: Malcolm McCracken |