

Appendix 1 Walking and Safety Audit for Part 2 of Assignment

The task

You and your team are asked to conduct a detailed and thorough walking audit¹, explore some of the street use, transport, and safety issues in your selected suburban neighbourhood.

Assess High Street between Shortland and Victoria Streets. Your team are asked to assess the extent to which this stretch of inner-city Auckland supports users being healthy and well as part of everyday living. Your team will also consider how safe the area is and the extent to which it is perceived to be.

Remember this stretch of High Street has had temporary changes introduced. You are providing feedback on how to make further permanent changes.

Not all questions are relevant for this section of High Street, as this is a generic survey. Please indicate where the question is not relevant.

Safety Requirements and how will this audit work?

The audit **must be undertaken during the daytime and as a group**, and you must adhere to any health and safety rules. This is a group activity, **do not undertake the audit alone**.

This is a non-participatory audit, meaning that **you are not allowed** to ask member of the public the audit questions.

You may combine this audit with a desktop audit, using online map services. For example, Auckland Council's Geomap, Google Earth, & etc.

You and your team members may assign roles while conducting the audit. Your team is expected to reflect on answers and provide details— **yes/no is not sufficient**. A few sentences would be enough.

You will take quick notes, write down things that you actually see along the way. You are also expected to illustrate your audit with images and/or diagrams.

You are also asked to record how the place make you FEEL. Experiences and perceptions are important in understanding whether a place feels safe or not.

In the case of different opinions about feelings of safety among your group members, you will reflect on how someone who is different to you might feel in this area.

Due to the nature of the interconnected issues, there is an inevitable overlap in the questions posed.

About This Audit Form

This audit form has been derived from several resources:

Hutt City Council Jackson Street Project Walking Audit Form

New Zealand Healthy Streets Design Check (Draft September 2023)

NZTA One Network Framework

Victoria Walks Walking Audit Form

Heart Foundation's Neighbourhood Walkability Checklist

ACT Government (Community Services) Women's Safety Evaluation and Checklist.

¹ If you or your team member experience difficulties in conducting an on-site audit, a desktop audit using online map service can serve as an alternative method.

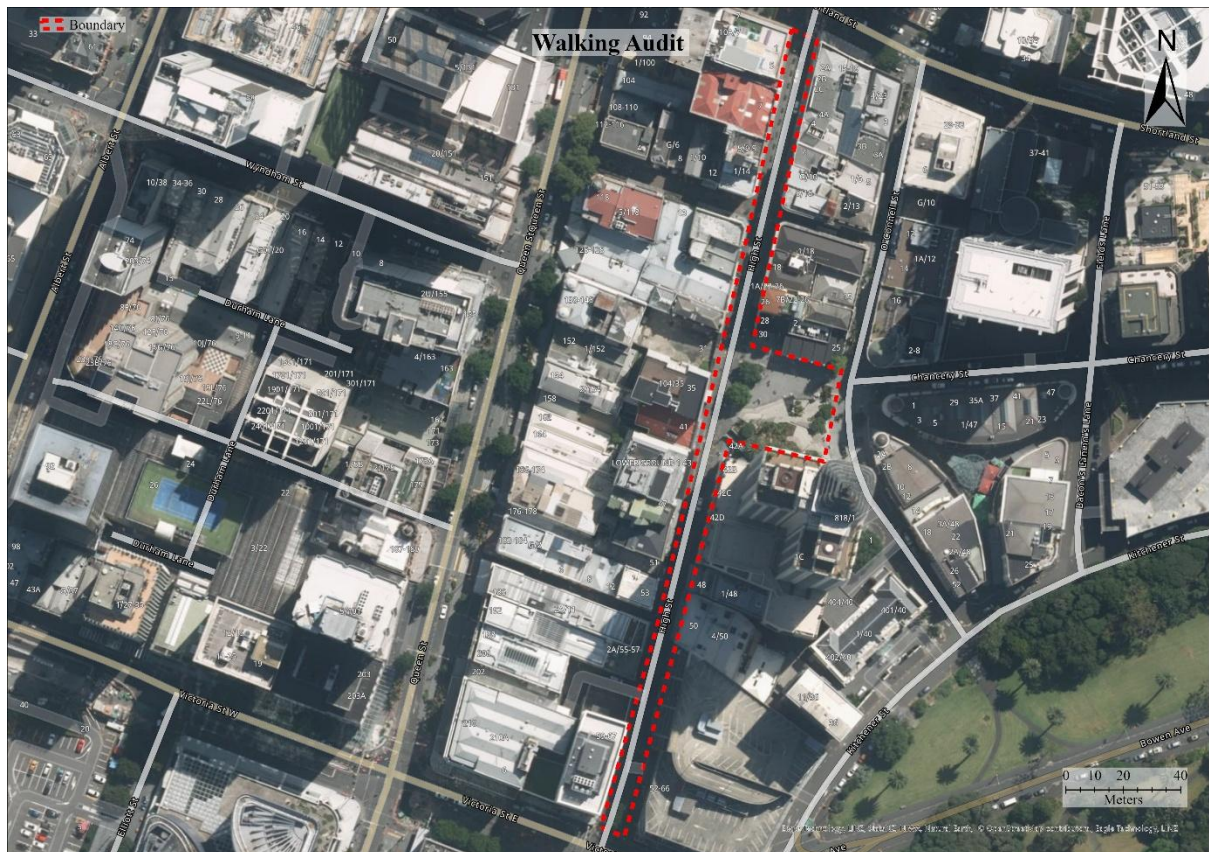
Audit Overview

Group number: Group 2

Name of auditor(s): 5

Location of the audit: High Street & Freyberg Square

Map of audited area:



Audit method: On-site & desktop

Date and time of audit, including day of the week: 21/03/2025 at 4pm (Friday)

Season: Summer

Weather: Sunny

What best describes High Street based on [NZTA's One Network Framework](#)?

Activity street/city hub

Any other points to note about the audit locality or auditors?

Member of the audit team lives in the surrounding area and is familiar with the audit location.

Section 1: Walkability and Amenity

1.1 Footpaths

	YES/NO (please circle)	Give Details
Are footpaths continuous and on both sides of the street?	YES / NO	There are continuous footpaths on both sides of the street.
Are the footpaths well connected to each other? Are there missing segments?	YES / NO	Yes, the footpaths are well connected to each other and there are no missing segments. However, at multiple driveways (such as Victoria Street Carpark) the footpath drops to street level.
Are the paths easy to walk on, with consistent and even surfaces for prams, wheelchairs and learner cyclists?	YES / NO	The footpath surface is not even. The pavers in the area need maintenance, moreover the surface changes due to the boardwalks and driveways dropping down to street level. Moreover, planters on boardwalks and signage make for an inconsistent width alongside the footpath.
Are the footpaths non-slip?	YES / NO	Most of the footpaths are non-slip, however metal utility panels and wooden boardwalk could pose a slip risk when wet.
Is there sufficient space for people to walk around?	YES / NO	No there is not sufficient space for people to walk around. High street is very busy, especially with pedestrian activity, and the footpaths are not wide enough to accommodate this level of foot traffic. Even in sections where loading zones have been converted to boardwalks, planters make most of the boardwalk unusable for walking. The audit group witnessed pedestrians stepping off the footpath and onto the carriageway due to insufficient space on the footpaths.
Can people walk side by side on the footpaths, particularly people with prams, people in wheelchairs and people with open umbrellas?	YES / NO	A group can walk side to side on the footpath given there is no other pedestrian traffic on the footpath. When there is oncoming foot traffic, you can only walk single file, especially if holding a pram or open umbrella.

Is the space wide enough for people to stop and chat still allow others to easily pass?	YES / NO	Most of the street is not wide enough for people to stop and chat while allowing others to pass, there is a lack of sufficient footpath space which doesn't allow for this. However, there are dead zones where there is little to no pedestrian traffic, particularly around the start/end of loading zones where the footpath gets narrower, where people could stop and chat while allowing others to pass due to the footpath already narrowing in that area.
Do the footpaths have significant slope that may pose difficulties for people with push wheelchairs?	YES / NO	The footpaths do not pose a significant difficulty to those in wheelchairs due to slope. The bottom of high street near the intersection with Shortland Street is steeper than other sections, and the associated laneways such as Vulcan Lane are also steep, but not so steep as to pose a challenge to wheelchair users or those with mobility challenges.
Any other issues or concerns when walking along the footpaths? Bins which have been put out for collection were present on the footpath causing the width of the footpath to constrict at multiple points. The pavers on the footpaths need maintenance and have become damaged/uneven. Planters, specifically on boardwalks provide much needed greenery however also severely constrict the flow of pedestrian traffic as they render the boardwalk extension of the footpaths almost useless for pedestrian use. In some areas there are holes between the boardwalk and original sidewalk which could pose a safety hazard.		

1.2 Facilities

	YES/NO (please circle)	Give Details
Are there adequate seats to stop and rest, particularly for older people and young children?	YES / NO	There is not adequate space to stop and rest. The only public space where individuals can sit, and rest is Freyberg Square. The only other seating is seating used for private bars/cafes, no street furniture benches exist on High Street itself, however some public benches exist on Vulcan Lane.
Do the location of the seats pose safety concerns?	YES / NO	The location of seats do not pose safety risks as the only seats are in a pedestrian square which is far from vehicular traffic and does not further constrict the footpath width.
Is there other street furniture alongside the street or nearby? For example, lights, rubbish bins, drinking fountains, etc.	YES / NO	Yes, there are various street furniture alongside the road. There are multiple trash cans, lights, road signage, one piece of navigational signage, and plenty of planters. However, there are no drinking fountains or seats.
Is there sufficient space for people to walk around?	YES / NO	No, the width of footpaths on High Street do not provide sufficient space for people to walk around, specially around areas with street furniture such as the planters. The laneways and Freyberg square have sufficient space for pedestrian traffic and street furniture however High Street itself does not.
Are there any free and accessible toilets along the route?	YES / NO	There are free and accessible toilets at the Victoria Street Carpark, however the toilets require more maintenance.
Any other issues or concerns when crossing the streets?	YES / NO	There are only a couple road crossings between the two sides of the footpaths, and only two of these crossings are raised. The road surface itself is also uneven and could pose a risk for tripping.

1.3 Maintenance

	YES/NO (please circle)	Give Details
Are the footpaths free from obstructions such as overgrown vegetation, sign poles, advertising boards or café dining?	YES / NO	There is an old phone booth, parking signs, navigational signage, small café seating and planters which all obstruct the pathway.
Are there any broken sections of pathways that could cause someone to trip and fall?	YES / NO	The pavers in the area are due for replacement, there are multiple broken sections of pathway which could pose a fall risk.
Are there pedestrian crossings in this area?	YES / NO	There are 4 crossings, two of which are raised along the length of High Street. The intersection of High Street with Victoria Street and Shortland Street also provides pedestrian crossings. The Shortland Street intersection crossing has an awkward crossing that forces pedestrians to zig zag as High Street and Jean Batten Place are not aligned.
If yes, are pedestrians waiting to cross easily visible to other road users?	YES / NO	Yes, the pedestrians waiting are easily visible to other road users. Overall, there are not many pedestrians waiting to cross due to low traffic volumes.
If yes, is the crossing in the right place, or safe for all to use?	YES / NO	The crossings located at Freyberg Square and laneways are in the correct position. The Freyberg Square crossing should be raised and isn't. The Shortland Street intersection crossing is in the wrong location and causes pedestrians to cross early and not at the actual crossing which is unsafe.
Is the area free from vandalism?	YES / NO	There is a lot of tagging, graffiti and advertisement posters alongside the entire width of the street and specially on bare walls. However, the private storefronts are well maintained and free from vandalism.

1.4 Amenity and Experiences

	Give Details	
List key points of interest nearby	Freyberg Square, Chancery Square, Auckland Art Gallery, Queen Street, Unity Books, Victoria Street Carpark, Habibi Cafe (24hr Hookah Café & convenience store)	
Are the street frontages interesting and attractive?	YES / NO	Yes, the frontages are interesting and attractive, lots of glass inviting customers in.
Is it an enjoyable experience walking around this area? Why? Why not?	YES / NO	Overall, the walking experience is a 6/10. There are interesting stores on both sides of the street, tall buildings and narrow street provide shade at most times of the day, relatively low vehicular traffic means the street is not too loud. However, there is severe overcrowding of the footpaths at times.
How could you make this a more pleasant place to walk?	Converting the road to a shared street or prioritising pedestrian movement along the carriageway could fix the overcrowding problems. Loading zones could be relocated to further reduce vehicular traffic in the area.	

How easy would it be for the following people to get around?

	Very Difficult	Difficult	Easy	Very Easy	Why? Give Details
A person in a non-motorised wheelchair		X			A person in a non-motorised wheelchair would struggle to navigate High Street due to the uneven surfaces and slight steep sections and overcrowding.
A parent with a pram or stroller		X			Uneven surfaces and overcrowding would make it difficult to navigate the area.
An elderly person walking with a stick		X			Uneven surfaces could cause fall risks, and overcrowding means that it would be hard to navigate.
A vision impaired person with a walking cane	X				The overcrowding of the area would likely make it quite difficult for a vision impaired person to navigate the street, the multiple different changes in footpath surfaces such

					as the shift from pavers to boardwalks could also confuse vision impaired individuals.
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1.5 Tree Canopy and Shade

	YES/NO (please circle)	Give Details
Are there places to shelter from rain and hot sun?	YES / NO	The awnings are quite inconsistent in width and availability and do not provide much shelter from the rain. There is no dedicated infrastructure to provide shelter from rain or hot sun, but the tall buildings and relatively narrow street means that the street is sufficiently shaded at most times of the day.
Are there trees along the route to provide shade and a pleasant environment?	YES / NO	There is only one tree along the street located at Freyberg Square, meaning trees do not provide shade or a pleasant environment in the area.
Assessing the full length of the street, are there trees or continuous canopy along at least 50% of the full length of both sides of the street?	YES / NO	Only one tree means the tree canopy along the street is closer to 1%.

What is the level of shading like:

	Very Poor	Poor	Good	Very Good	Key examples – what could be improved?
On walking paths				X	Awnings though inconsistent provide shade, the tall buildings also provide shade at most times of the day.
In areas where people gather (e.g. public seating areas)				X	Tall buildings also provide shade to public seating areas in the laneways and Freyberg Square.

Section 2: Transport Modes and Transport Safety

2.1 Transport Modes and Transport Users

	Give Details
What road user groups are present? (for example, walkers; motor-cyclists)	The main road user group is pedestrians. The second most common is those using other active modes such as e-scooters and bikes (e-bikes, cargo bikes). Freight trucks and cars also utilise the street but vehicular traffic levels are relatively low. No motor cyclists or public transport is observed. Walkers, cargo bikes, cars, freight trucks, scooters, no public transport,
What are their age cohort? (16-; 16-65; 65+)	16-50 The main age cohort is the working age population. There are lots of teenagers/young adults to the proximity of the universities. Some young families are also present. No elderly individuals were observed.
What transport modes are present?	Walking, cycling, e-scooters, driving.

2.2 Safety – from traffic

	YES/NO (please circle)	Give Details
Are pedestrian lights or zebra crossings conveniently located?	YES / NO	The crossing at the laneways and Freyberg square are conveniently located, however the crossing at Shortland Street is not.
Are there signalised traffic lights in the audit area?	YES / NO	There is a signalised traffic light at the intersection with Victoria Street.
If yes, is the wait at pedestrian lights reasonably short?	YES / NO	The wait for pedestrians is reasonably short.
If yes, is the passing time enough for elder pedestrians with mobility assist, or children to cross the street safely?	YES / NO	The time is long enough for most people including those with mobility challenges to cross the street safely.
Is jaywalking observed in the audit area?	YES/ NO	There is a significant amount of jaywalking however this is due to low traffic volumes on High Street.

Give your opinion (expand on your rating) on how safe it would be to cross the road for:

	Very dangerous	Dangerous	Neutral	Safe	Very safe	If 'very dangerous', 'dangerous', or 'neutral' was ticked, what can be improved?
Able-bodied adult					X	There is little vehicular traffic, and the traffic present is not speeding making it very safe for able bodied adults.
Person with disability		X				The unevenness of the road surface and pathways means crossing the road could be dangerous for a person with disability, specially at the unraised crossings. The road surface can be redone and made into a shared street to improve.
School-aged kids				X		School aged kids are relatively safe in the area, there are e-scooters which travel fast as well cargo trucks but the relatively low speeds and traffic levels means it is safe.
Elderly person			X			The unevenness of the road surface and pathways means crossing the road could be dangerous for elderly people with mobility challenges. The road surface can be redone and potentially made into a shared street to improve.

Give your opinion (expand on your rating) on how safe it would be to cross the road for:

	Very dangerous	Dangerous	Neutral	Safe	Very safe	If 'very dangerous', 'dangerous', or 'neutral' was ticked, explain why?
Danger to pedestrians from vehicles			X			The speeds of vehicles is low and traffic levels are low, however some vehicles do not give way to crossing pedestrians who are jaywalking. Making the street into a shared street and adding more traffic calming measures and making it clear to give way to pedestrians could help.
Danger to cyclists from vehicles		X				There is a danger to cyclist from vehicles, the road is a one way, however cyclists travel in the opposite direction to vehicular traffic which is quite dangerous. Making the road into a shared street or closing the carriageway to motorised traffic could provide more space for cyclists to ride away from oncoming vehicles.
Danger to pedestrians from cyclists			X			Most cyclists use the road surface to cycle, meaning they do not pose a safety threat to pedestrians. The road is quite narrow and it would be difficult to provide dedicated cycling lanes, and a shared street would increase the chance of a collision between cyclists and pedestrians, however low speeds would mean this likely isnt a large issue.

2.3 Wayfinding / Signage

	YES/NO (please circle)	Give Details
Does the audit route link with bus services?	YES / NO	Bus stops on Queen Street and Wellesley Street provide bus services.
If yes, is street lighting near bus stops?	YES / NO	Queen Street bus stops do have lightning however Wellesley Street bus stops do not at the moment, however the Wellesley Street bus improvements project is ongoing.
If yes, are seating, wayfinding and weather protection such as shade and shelter provided?	YES / NO	Shelters, as well as wayfinding are provided on Queen Street however not on Wellesley Street, however the Wellesley Street bus improvements project is ongoing.

2.4 Transport

	YES/NO (please circle)	Give Details
Are there designated cycle lanes?	YES / NO	The narrow width of the street means there are no designated cycle lanes, most cyclists use the road surface which is dangerous as there are oncoming vehicles travelling in the opposite direction.
Are there separated cycle routes?	YES / NO	
Is cycling observed? (include bike, e-bike, and shared bikes)	YES / NO	Yes, there is quite a lot of cycling. E-bikes and cargo bikes are observed travelling in the area, there are no shared bikes (likely due to lime stopping shared bike services)
Is e-scooter or other micromobility using observed? (include purchased and shared)	YES / NO	There is a large number of e-scooters and micromobility device usage. Most of the micromobility devices are from shared services however a couple purchased devices were observed.
Is the carriageway shared with cycling?	YES / NO	Yes, most cyclists use the carriageway as the footpath is too narrow.
Is the footpath shared with cycling and micromobility devices?	YES / NO	Most cyclists do not use the footpath, however majority of micromobility users do use the footpath.

Rate the following and give your opinion:

	Very Poor	Poor	Neutral	Good	Very Good	Why? Explain your rankings
Provision of bike racks/parking	X					Theres a couple bike parking spots at Freyberg Square only.
Provision of shared bikes/e-scooters parking	X					There is no designated parking sport for shared e-scooters, and they constrict the width of the footpath.
Safety of footpaths		X				Narrow footpaths motivate pedestrians to walk on the carriageway. Moreover, unevenness could pose a fall risk.
Safety of footpath if shared with speed (cycling, walking, e-scootering)	X					The footpath is too narrow to share with speed, and would be very dangerous to do so.
Safety of carriageway if shared with speed (driving, cycling, e-scootering)		X				The relatively low speed of vehicle traffic means that it is not the most dangerous, however traveling in the opposite direction and the narrow width of the carriageway pose lots of risk.
Safety of waiting at bus stop during daytime					X	The bus stops are very safe to wait at during the daytime due to passive surveillance provided by high pedestrian traffic.
Safety of waiting at bus stop when dark			X			Most people would likely perceive being unsafe waiting in the dark, however the area is relatively lively at night, and there are lights.
Is there street lighting near bus stops?				X		There are near Queen Street but missing in some spots on Wellesley Street.

Footpath is clear to pass, no obscure or overgrown greenery or garbage bins.		X				There are garbage bins, planters, signage and more which litter the footpath. However, landscaping is not overgrown and is a deliberate decision and attempt at improving greenery in the area but constrict the footpath.
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According to 2.1-2.4, reflect on the following:

If you are not driving, do you find your way around easily? Do you think other people might feel confused in this area?

As a pedestrian new to the area, navigating the area would be confusing. The non-standard grid layout of Auckland makes legibility quite hard. There are some signage like "Through to Queen Street" on the pavers however they are very easily missed.

Do you feel safely separated from the road traffic?

We feel safely separated from road traffic at most times, however when the road is busy with pedestrian traffic we do not feel safely separated from road-traffic as you may have to step onto the carriageway.

What is done well (transport)?

Almost nothing is done well in terms of transport on High Street. The current design is uncomfortable for both drivers and vulnerable road users. Pedestrians have to deal with narrow, uneven footpaths, and drivers have to deal with oncoming cyclists and pedestrians jaywalking.

What needs to be improved (transport)?

The road needs to be made into a shared space or closed off to vehicular traffic. Moreover, extra traffic calming is required. Loading zones can be relocated, and parking enforcement is also required.

Active transport opportunities / barriers for uptake in this area?

We would be scared to cycle here, due to having to use the carriageway. E-scooters would be easy to use when the road is not busy but would be dangerous to use when the road is busy. More space is required to address this barrier in uptake. There are little barriers to walking as a mode of transport, though a lot can be done to improve the experience.

Section 3: Community Accessibility and Safety

3.1 Places and uses

	YES/NO (please circle)	Give Details
Are there public places for people to meet up and socialise?	YES / NO	People could utilise Freyberg Square and local cafes and bars to meet up and socialise.
Is there signage on the route such as maps identifying community centre areas, parks and distances to shops?	YES / NO	There is one sign in front of Freyberg Square, however it is very outdated (dated back to before the amalgamation of Auckland Council)
Are these spaces being used?	YES / NO	Yes, Freyberg Square and seating of the bars and restaurants in nearby laneways is being used by many people.
Who is using the space? What are they doing in the space?	YES / NO	There's a wide variety of people utilising the space, ranging from young adults to working professionals, some are eating, others are resting or socialising. The space is also often used for events, though not currently.
Would you want to use these spaces?	YES / NO	Yes, Freyberg Square is a highly pleasant environment, and we would want to use the space.
Are facilities in these places well maintained? (drinking fountain, public toilet, rubbish bins)	YES / NO	The bins are not big enough and there is trash outside of them, the public toilets in Victoria Street Carpark are also not well maintained and there is no water fountain in the area.
Are there other communities services within the walking/cycling distance? (clinics, community library, grocery stores, fresh vegetables etc)	YES / NO	There is a grocery store, blood test lab, Auckland city library, GP clinics, universities and more in walking distance.

Make recommendations for improving the accessibilities of public spaces in your audit area:

Evening out the road surface and widening by making the road into a shared space would help. Freyberg Square is already pretty good, however there are lots of small pavers which would be annoying with prams/wheelchairs. The stairs to Freyberg square are oddly shaped and should be redone. The maintenance of the escalator could also be improved as it often doesn't work.

3.2 Safety

Do you feel safe walking around the area? Do you feel safe visiting the public spaces and/or community services you identified in 3.1? Why or why not? Consider how you feel during the day and at night, in groups and on your own.

We would feel safe walking in the area and using the public spaces and community services during the day. At night, we may feel slightly unsafe. However, we would feel safer on High Street than Queen Street due to the 24h hookah bar which would provide natural surveillance,

Reflect on how safe an older person, a person with a disability and a parent with two small children in this neighbourhood would feel walking around this neighbourhood?

We would feel relatively unsafe in the area because of inaccessibility as a person with a disability. A parent with small children would also likely feel unsafe because High Street is a very busy area with a lot going on. An elderly person may also trip easily because of unevenness surfaces which would make it unsafe.

Section 4: Summary Reflections

Please summarise your walking audit and its ability to support healthy activity (approx.150 words).

Overall, High Street fails to support healthy activity in its current state. The narrow footpaths and uneven surfaces and inconsistent crossings make it unsafe and uncomfortable for pedestrians to utilise the area. Narrow footpaths also make it difficult to share the pathway with e-scooters. Cyclists must share the carriageway with vehicular traffic due to narrow pathways, the narrow carriageway and one-way nature of High Street makes cycling very dangerous. High Street does not have enough greenery or public infrastructure (benches, water fountains, more/bigger bins). High Street is also quite difficult to navigate due to the lack of up-to-date navigational signage. Connections with Freyberg Square and laneways provide a comfortable and safe space to sit and socialise however High Street itself fails to achieve this.

Considering your audit observations, list your key recommendations (at least three) to improve the safety/ active transport/ health supportive nature of High Street.

- Make High Street into a shared street or close High Street off to motorised traffic.
- Provide wider pathways for pedestrians.
- Redo pavers and surfaces in the area to address unevenness.
- Provision of more greenery whilst addressing the conflict with reducing the usable space of the footpath/carriageway.
- Relocate loading zones.
- Address the crossing at the intersection with Shortland Street and provide a crossing which doesn't require pedestrians to zig zag.
- Add more signage to address legibility issues.
- Ensure consistent width and availability of awnings.
- Provide more street furniture (seating and water fountain specifically)

Are there any other issues that have not been previously raised?

N/A