# ABSTRACT SUBMISSION FORM

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Primary author – for all correspondence | | | | |
| **First name** | Mary | | **Surname** | Haverland |
| **Organisation** | WSP | | | |
| **Postal address** | Level 27, 680 George Street, Sydney, NSW, Australia, 2000 | | | |
| **Email address** | mary.haverland@wsp.com | | | |
| **Phone number** | +61 2 9272 5531 | **Mobile** | | +61 (0)450 276 360 |
| 2nd co-author | | | | |
| **First name** |  | | **Surname** |  |
| **Organisation** |  | | | |
| 3rd co-author | | | | |
| **First name** |  | | **Surname** |  |
| **Organisation** |  | | | |
| Paper details |  | | | |
| **Paper title**  **(limited to 6 words)** | Movement and Place: the ANZ experience | | | |
| **Overview of presentation** (300-word maximum)  Transport authorities in Australia and New Zealand have been developing, or are looking to develop, road planning frameworks based on ‘Movement and Place’ principles (also known as “Link and Place”). The recently developed draft Auckland Transport Roads and Streets Framework and accompanying Transport Design Manual clearly set out their respective roles in embedding a movement and place based planning approach at the strategic and development/design stages of Auckland Transport processes. Whilst both documents are locally focussed, the global influences of London Roads Taskforce and Global Street Design Guide are evident; and it is appreciated that AT’s adoption of best practice and a common planning framework enables Auckland to benchmark itself against other comparable world cities.  The purpose of this paper is to de-mystify: what “Movement and Place” is, where it came from’, who is using it, and the basic principles of application. I will explore the concept of ‘place’ within the street environment and the type of customer based evidence we can collect to reflect on what has worked well in the past, what we are doing right now, and interventions we may make to shape the environment so that it will support how we will live, work and travel in the future.  I will draw on my decade of practice of working with clients to develop and apply the framework and reference case studies from: London, Sydney, Melbourne, Adelaide and Auckland. I will look at how each city has adapted the principles to their own urban fabric, governance context and customer priorities - and with a global background of exploding information availability and big data - contributed to the development of the ‘movement and place’ framework. | | | | |