Auckland's revised approach to Movement and Place

Transportation Group Conference
11th March 2020
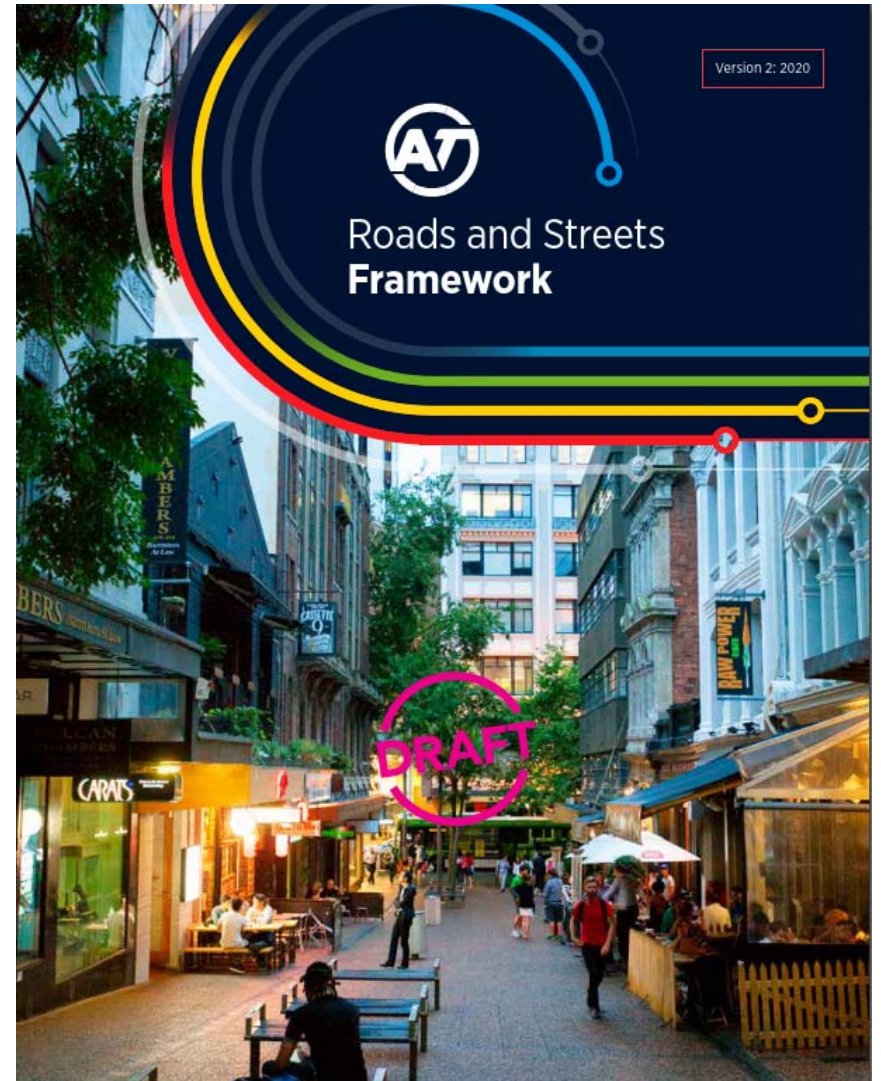
Andrew McGill: Head of Integrated Network Planning, Auckland Transport
Lucy Millier: Principal Transport Planner, Mott MacDonald

What we are going to talk about

- What is the Roads and Streets Framework?

- Why is it needed?

- How is it being used?

- Alignment with international best practice
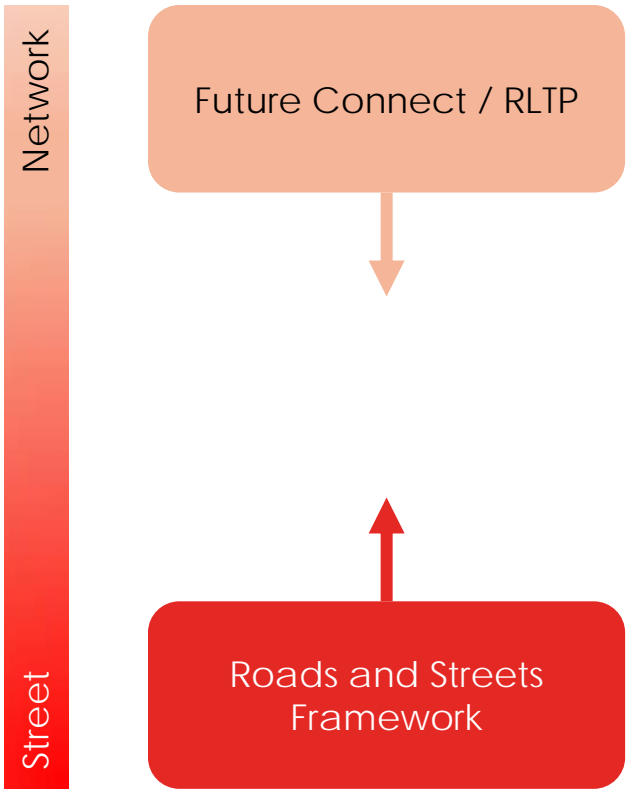
- What's next?
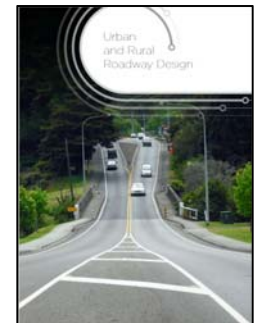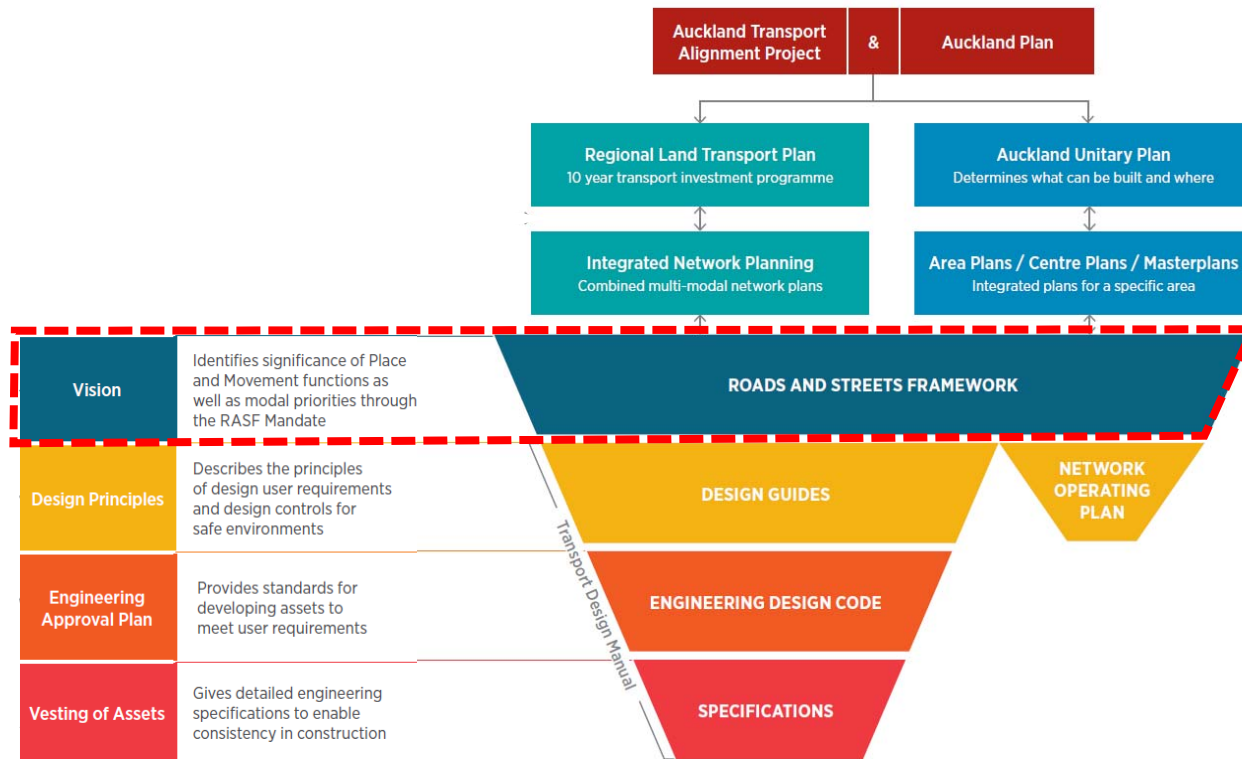
What is the Roads and Streets Framework?

- A systematic and consistent methodology for identifying the function of streets

- Brings together the two key functions of streets: movement and place

- Provides a vision for streets

Strategy

Network

Street

Future Connect / RLTP
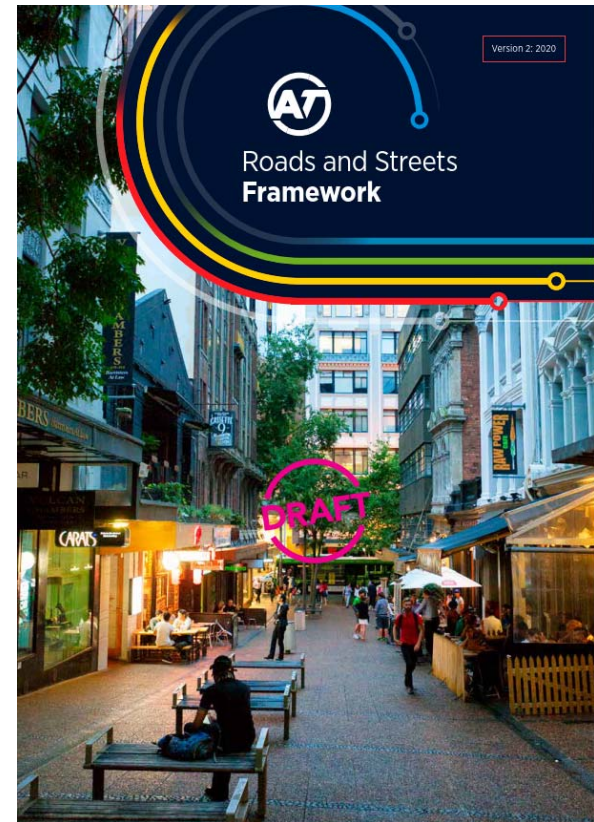
Roads and Streets Framework

The framework bridges the gap between area and network plans and design

What is the Roads and Streets Framework?

Sets the vision and guiding principles

Provides a systematic and consistent methodology

Collates information

Informs:
- Business cases
- Design

a "design tool"

for "balancing" Movement and Place

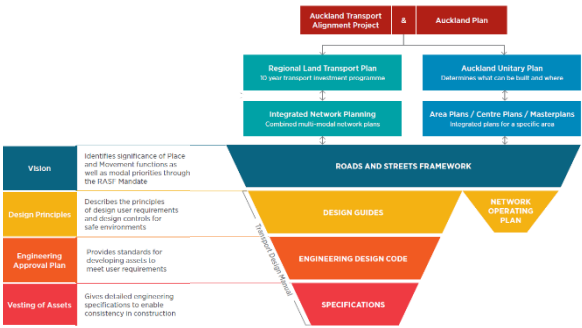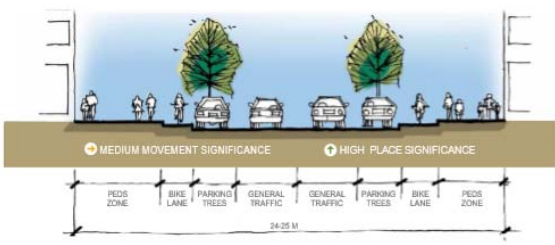"for allocating space"
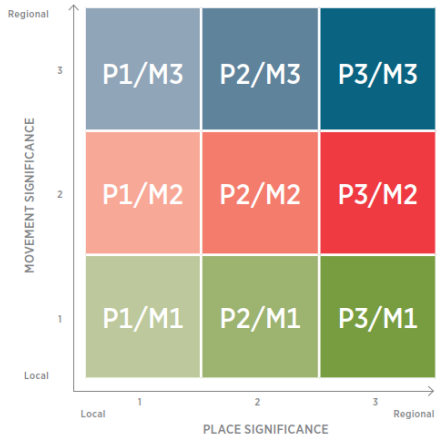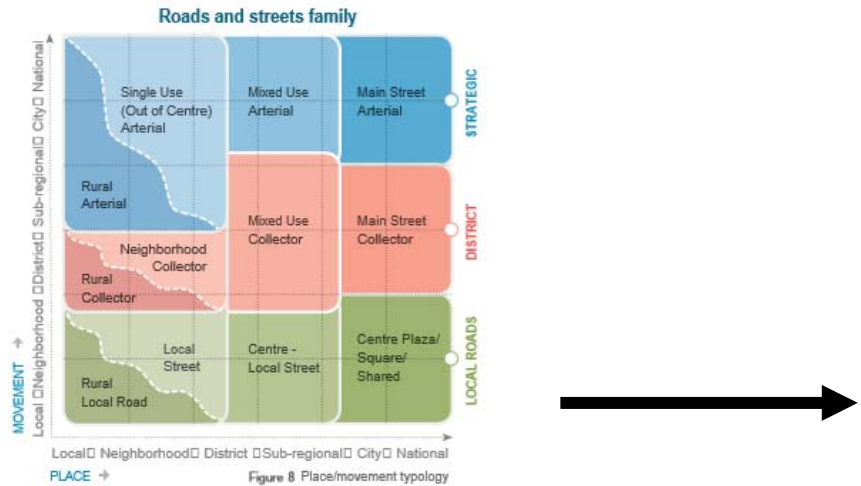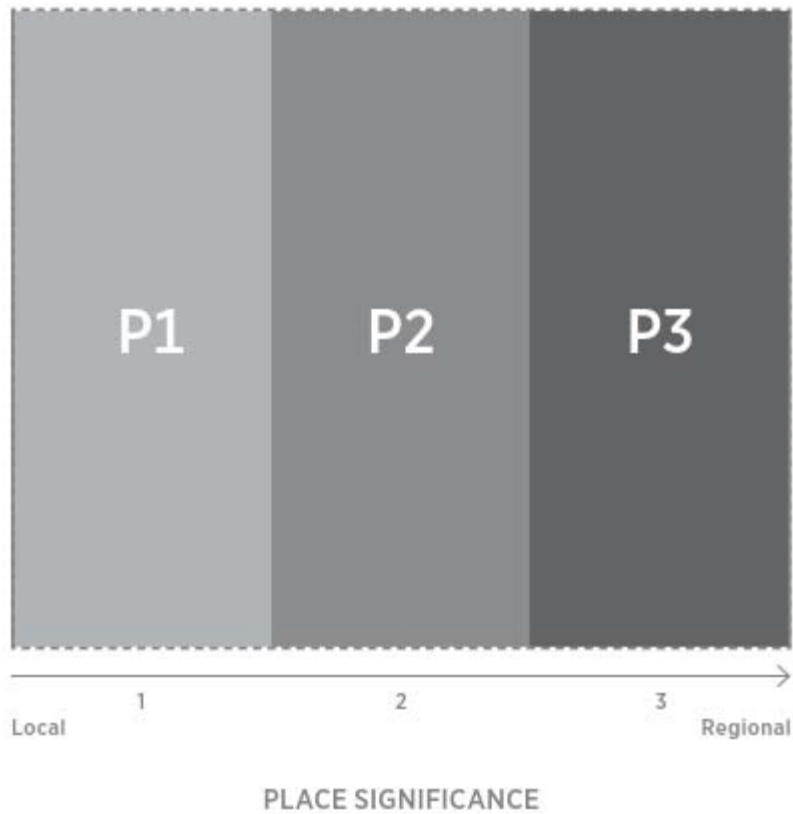
a "shortcut"

a "magic box"

Why do we need the Roads and Streets Framework?

- Historical design focussed on vehicle movement

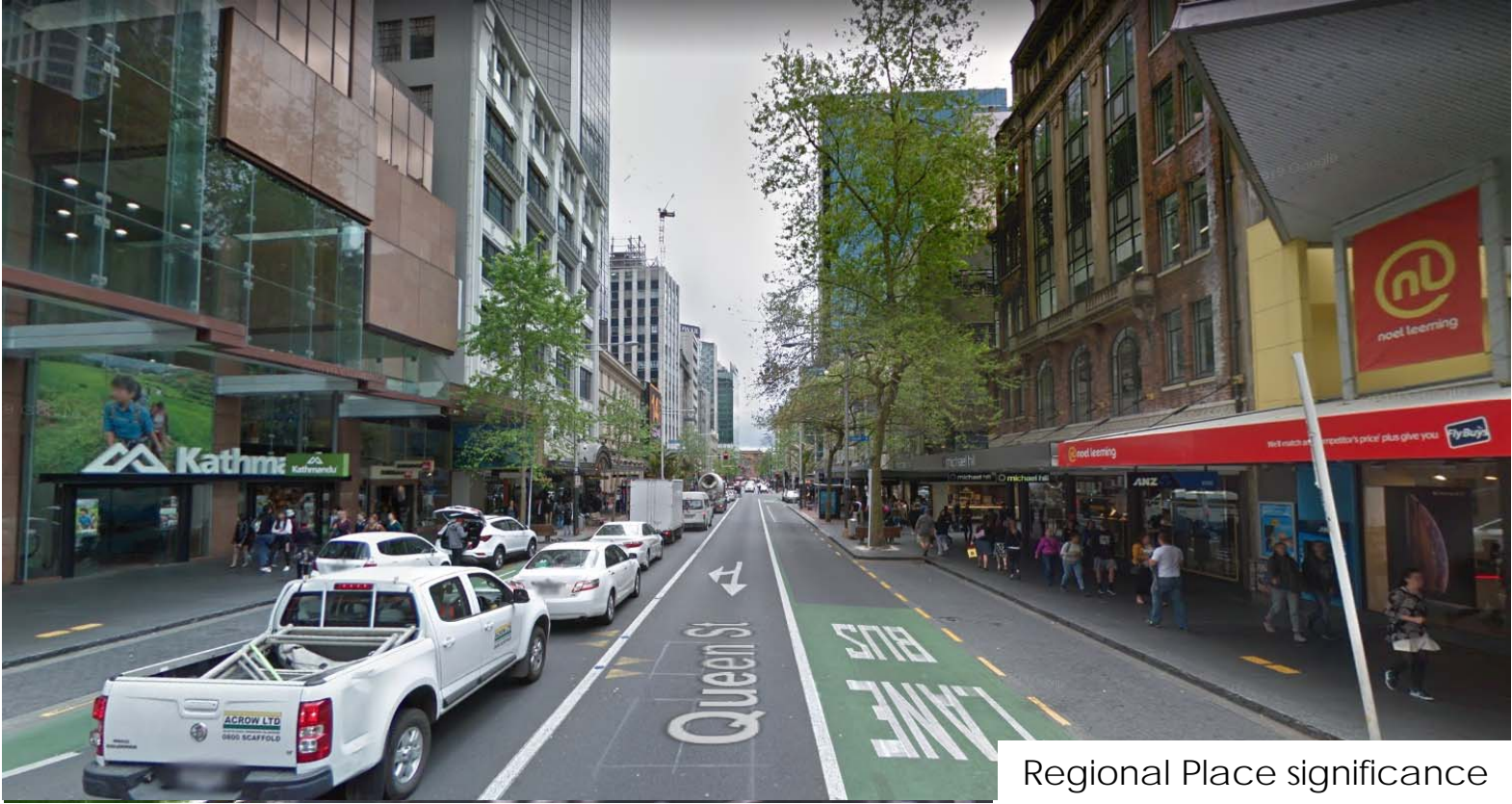- More need for place

- Principles and vision setting

There was a need to review the previous framework

P1   P2   P3

1   2   3
Local   Regional
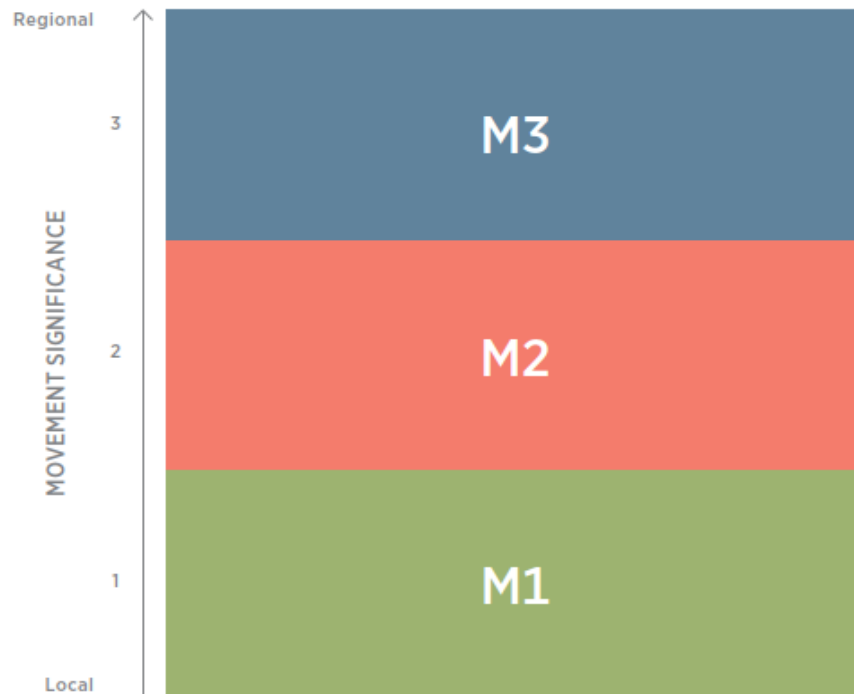
PLACE SIGNIFICANCE

Place Function is defined as the **catchment of a road or a street** and its adjacent land use as a destination in its own right

It is important to remember that Place function is not a measure of amenity or aesthetics.
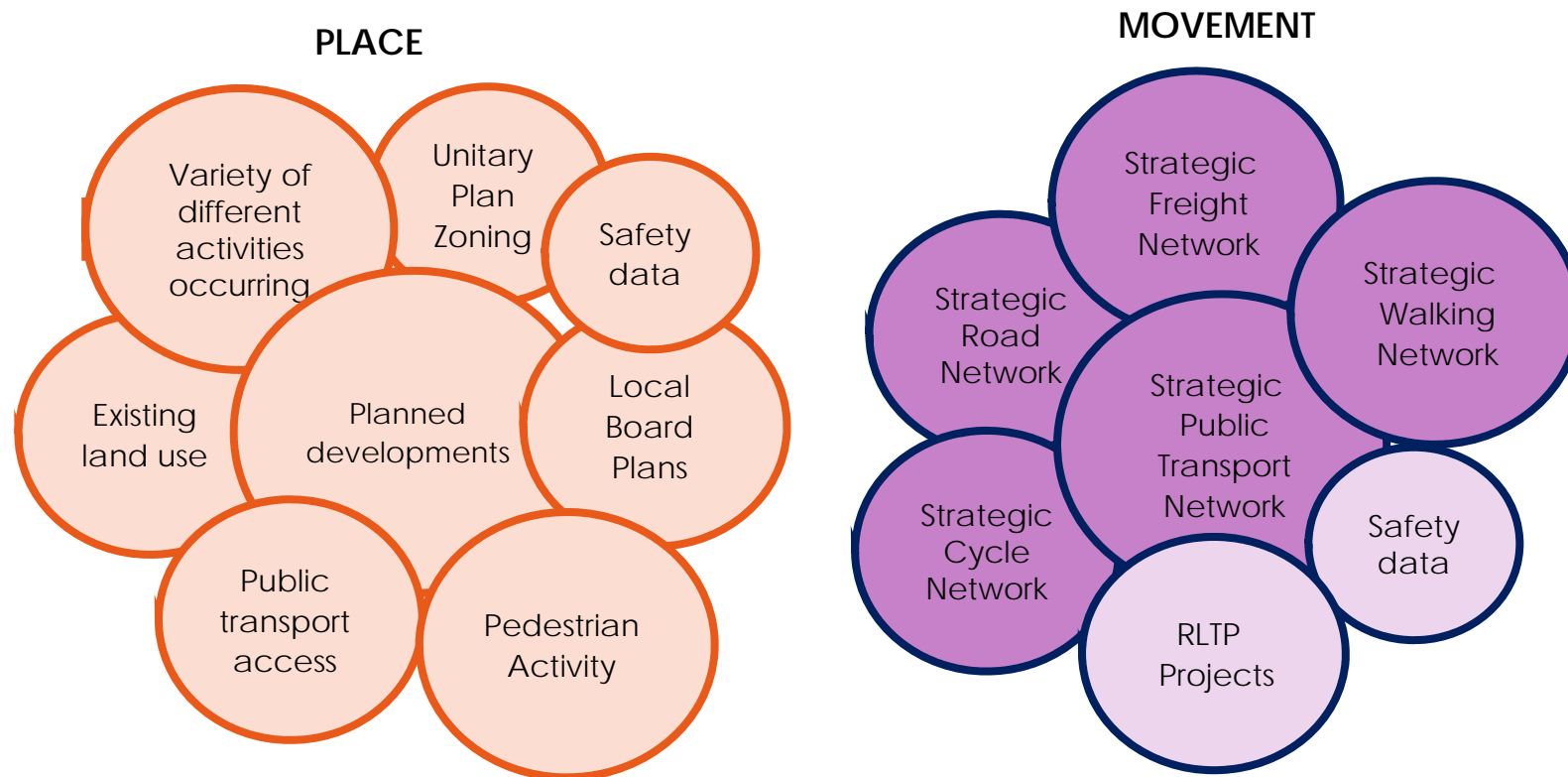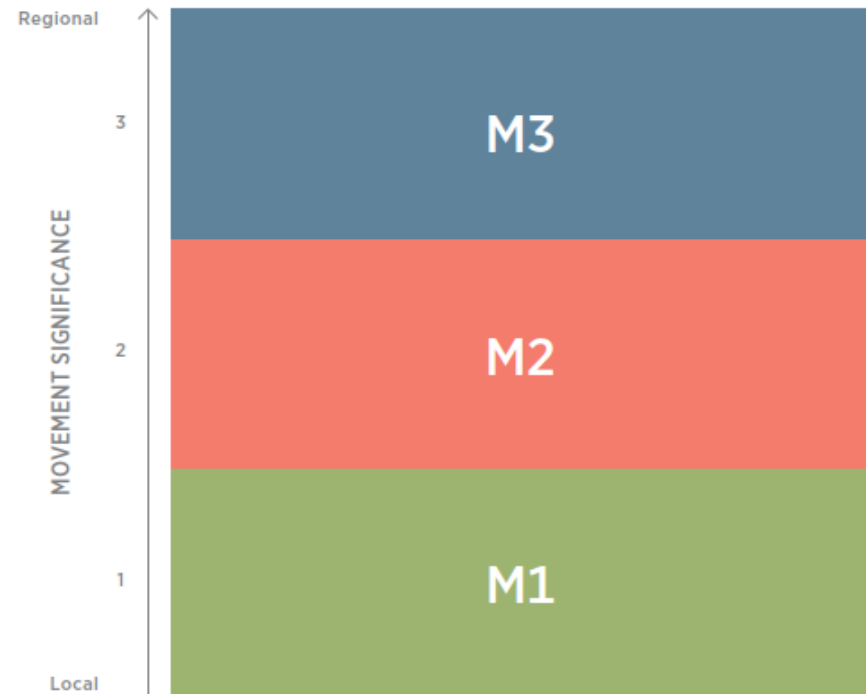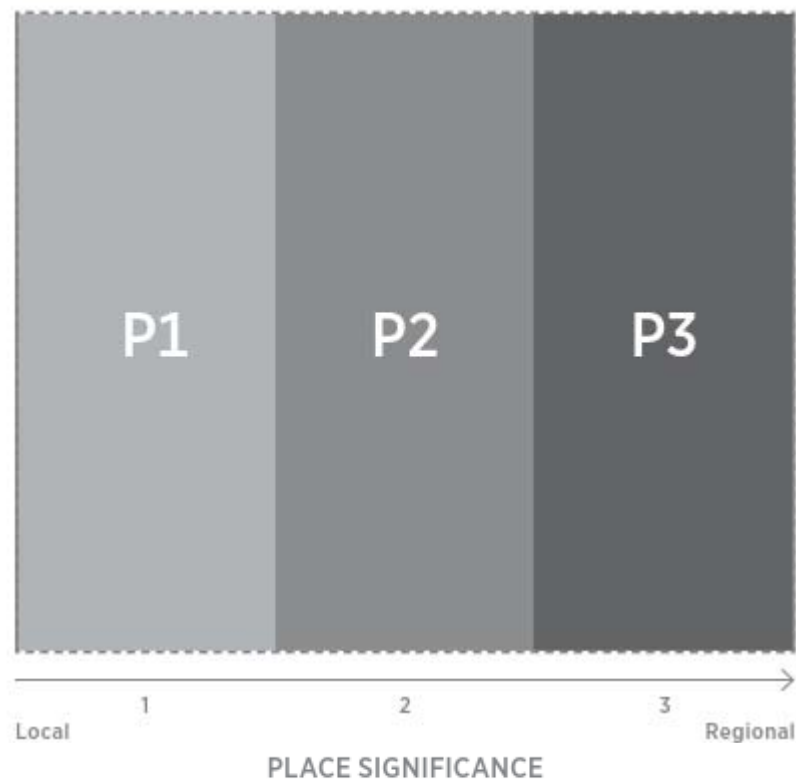

Regional Place significance

Movement Function is defined as the **level of strategic importance** within the transport network, measured in terms of **moving people, goods and services**
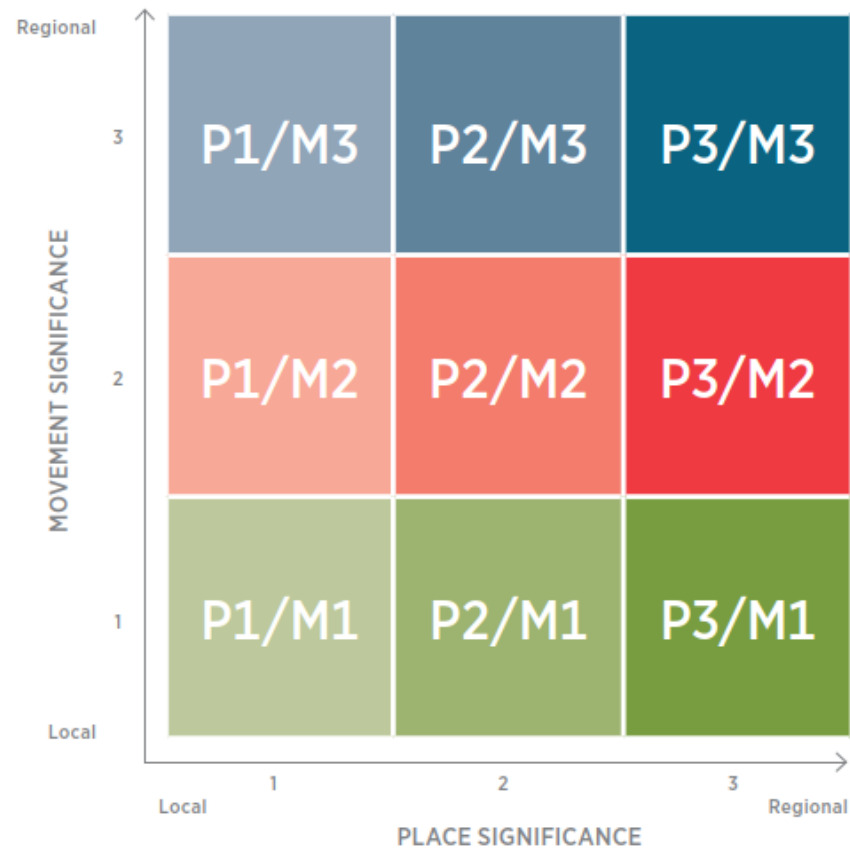
There are a number of different data sources which inform the Place and Movement function

PLACE

- Variety of different activities occurring
- Unitary Plan Zoning
- Safety data
- Existing land use
- Planned developments
- Local Board Plans
- Public transport access
- Pedestrian Activity

MOVEMENT

- Strategic Freight Network
- Strategic Road Network
- Strategic Walking Network
- Strategic Public Transport Network
- Strategic Cycle Network
- Safety data
- RLTP Projects

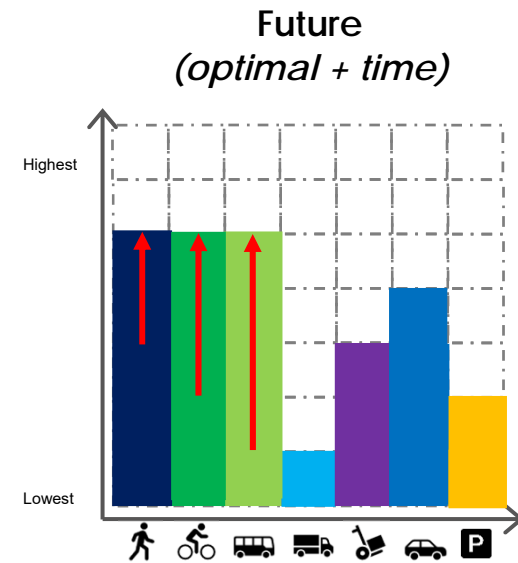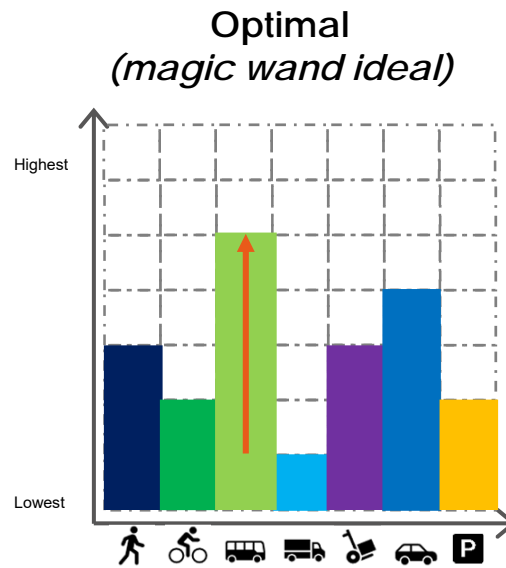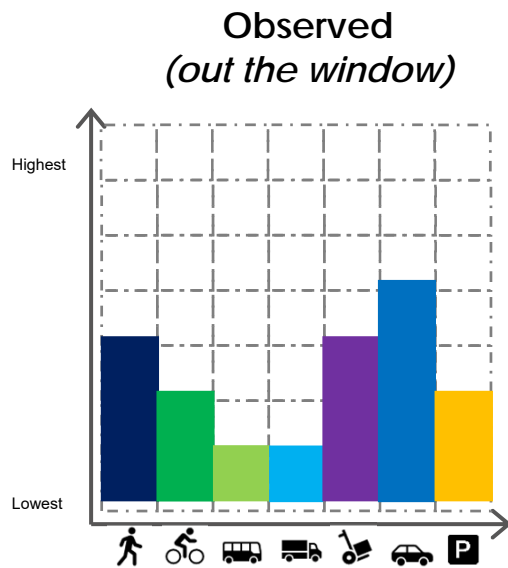TRANSPORTATION GROUP NEW ZEALAND

AT

MOTT MACDONALD

Place and Movement function are assessed independently and combined to create nine typologies

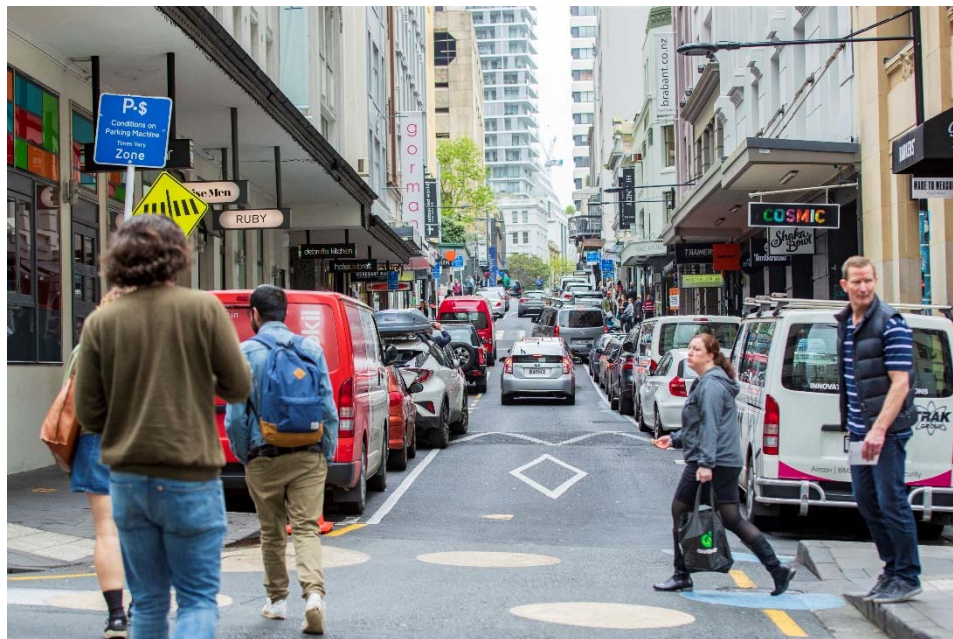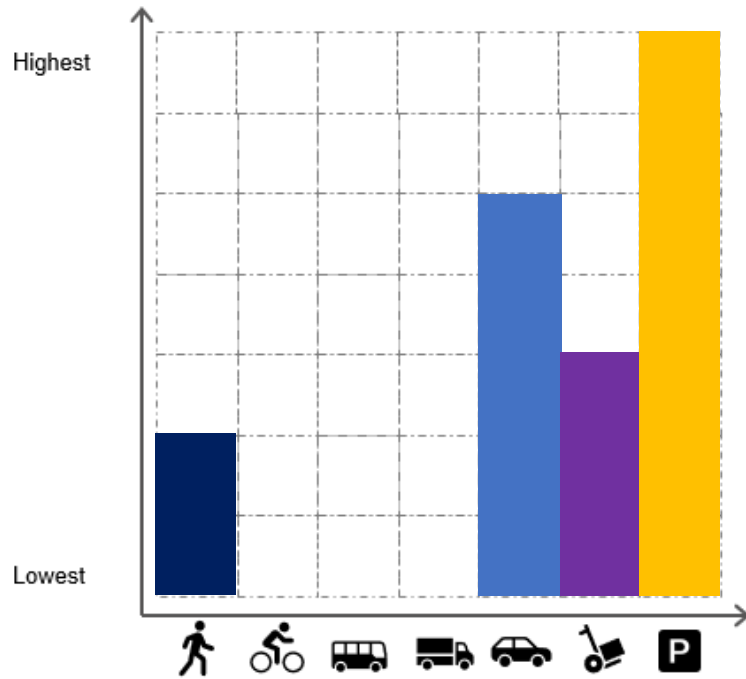# Place and Movement function are assessed independently and combined to create nine typologies

Seven modes are assessed to determine their relative priority within the corridor

Observed
(out the window)

Optimal
(magic wand ideal)

Future
(optimal + time)

Seven modes are assessed to determine their relative priority within the corridor

Observed

(Pre October 2019)

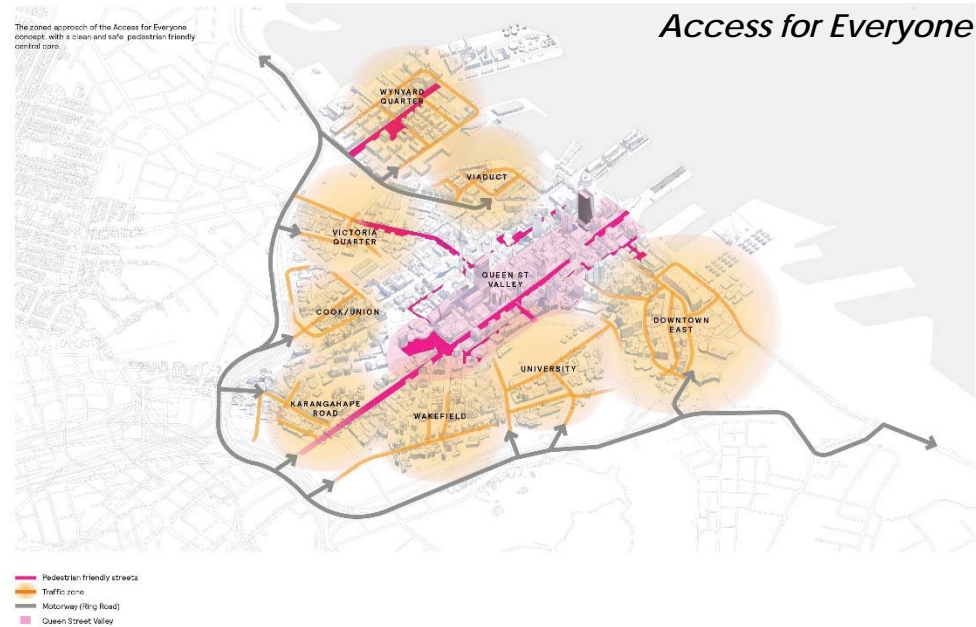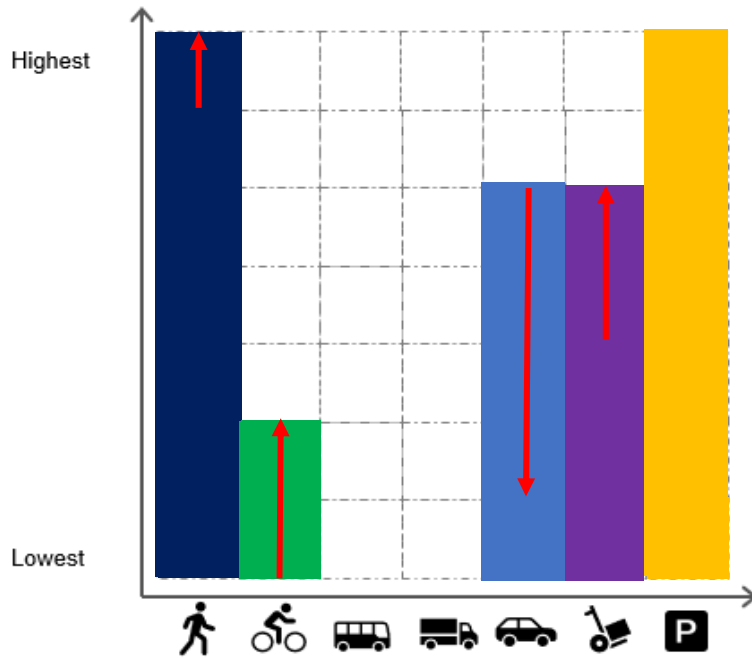# Seven modes are assessed to determine their relative priority within the corridor

Optimal

Image: Auckland Design Office, Auckland Council
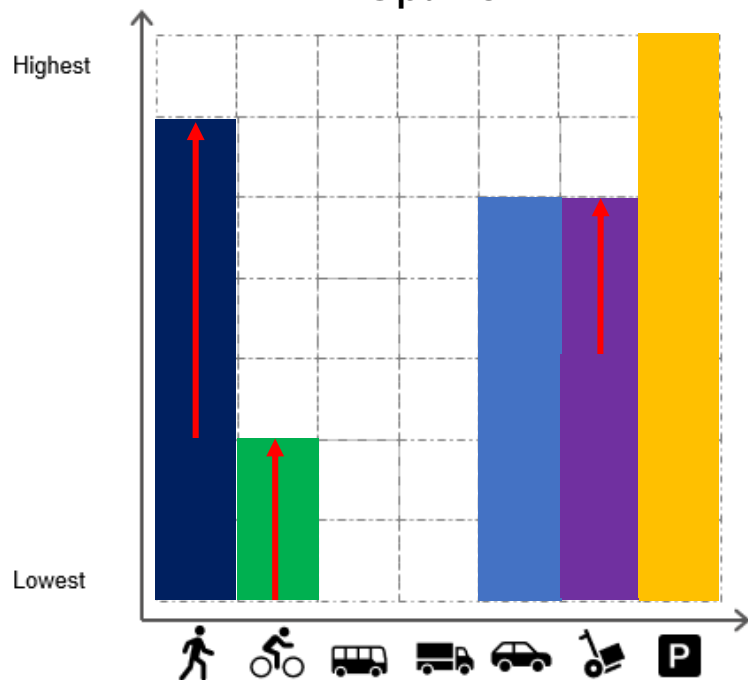
Seven modes are assessed to determine their relative priority within the corridor

Future

Access for Everyone

The zoned approach of the Access for Everyone concept, with a clean and safe pedestrian friendly central core.

- Pedestrian friendly streets
- Traffic zone
- Motorway (Ring Road)
- Queen Street Valley

In summary the RASF has five clear steps

1 Information gathering

2 Determine typology

3 Assess modal priorities

4 RASF mandate

5 Use the Transport Design Manual

The mandate is where you record rationale for decisions (i.e. your workings)

A GIS platform is being developed to store all assessments and mandates


RASF Mandate

In using this approach, Auckland is applying best practice in setting the direction for urban street design and policy

- London
- Birmingham
- Toronto
- San Francisco
- Sydney
- Melbourne
- Adelaide
- Christchurch
- Wellington
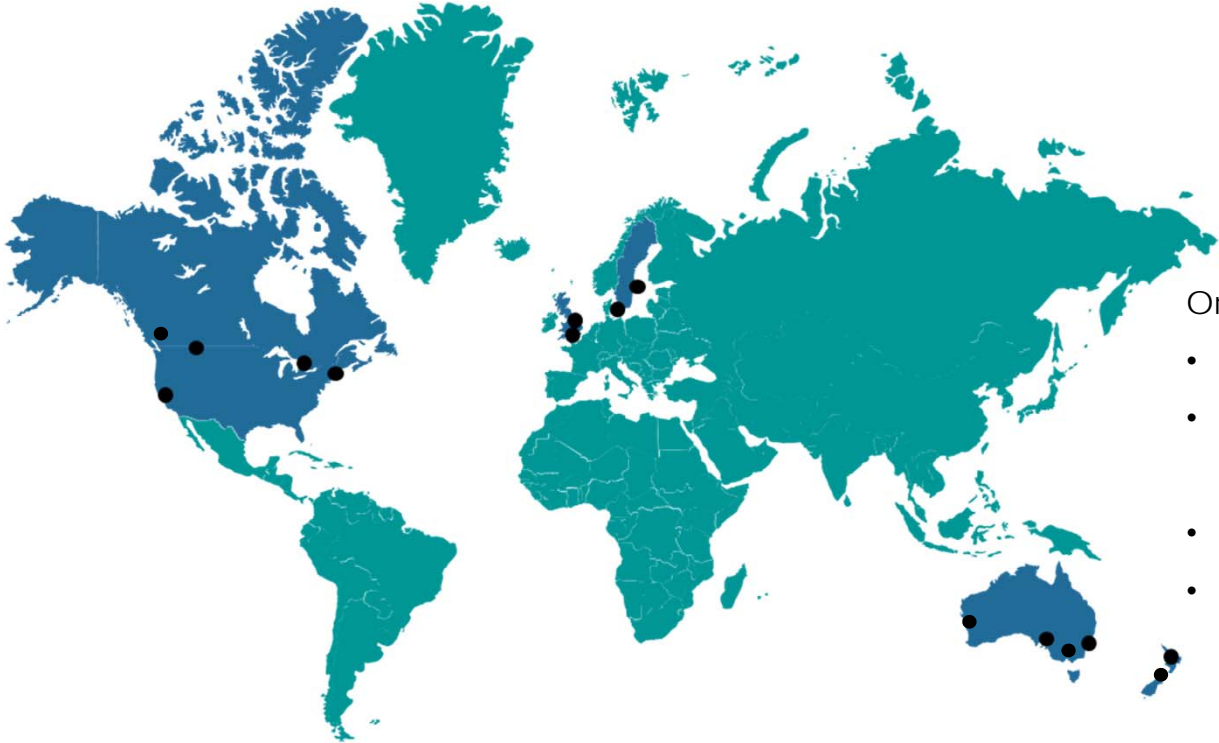
Ongoing:

- Tauranga
- National NZ approach
  - led by NZTA
- Western Australia
- AustRoads – valuing
  Place

What is next?

projects

Upskilling

Sharing knowledge
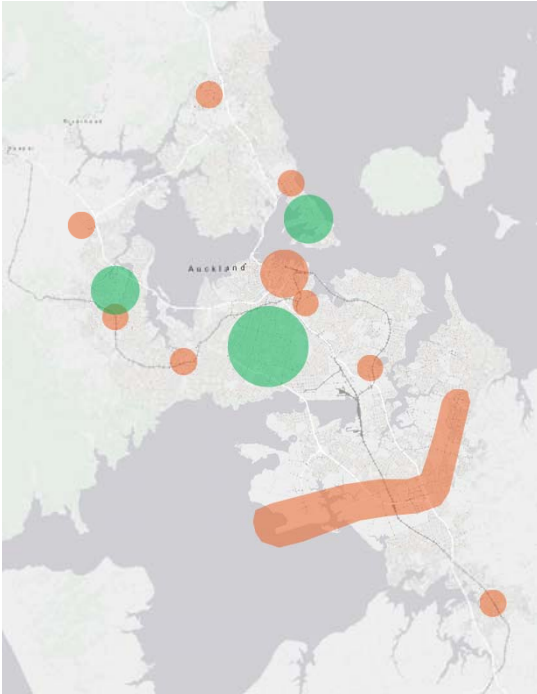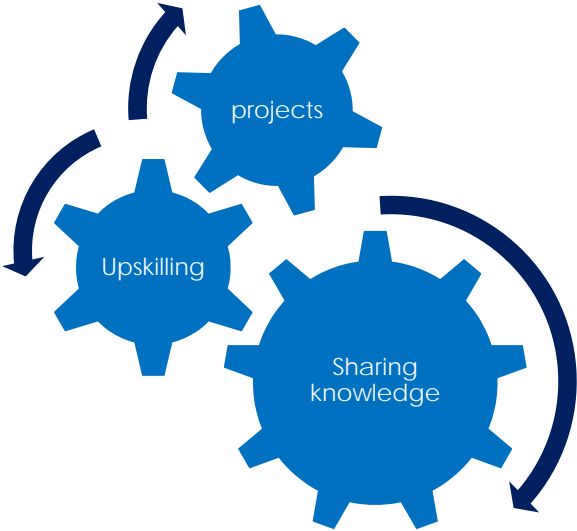
Thank you

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