# Setting up for Success: Designing for People

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| In New Zealand, planning and design principles are moving towards providing equitable and inclusive transport networks for communities. Over the past decade, the industry has seen significant changes in best practice guidance, particularly for active modes and road safety. At a national level, this has arrived in the form of guidance for walking, cycling and speed limit reviews. The introduction of movement and place into the One Network Framework shows a commitment to integrating the needs of people and place function when planning and design our built environment. Despite the presence of this national guidance, many new developments and infrastructure projects have been built that have resulted in poor design outcomes. Typical examples include residential collector streets with a speed limit of 50km/h, but that looks more likely an airport runway than a street for people to live in, or local roads with a footpath on one side of the road (or not provided at all!). Taha whānau (social well-being) and Taha tinana (physical health) are more likely in urban environments that create safe and attractive environments for people to walk, cycle and spend time together. How is guidance at the national level translated into requirements at the local level? What are the key challenges that lead to compromised design outcomes? In this paper, we explore some of the ways that we can enhance and change our processes and traditional thinking. What can we do as individuals and practitioners to provide good design outcomes for people? This paper will provide a toolkit/framework for how we can enhance existing guidance, planning and design processes and work together to bridge the gap.  |