**Implementing traffic circulation plans in car saturated New Zealand cities**

The best walking and cycling plan is a traffic plan. Traffic circulation plans and limited traffic zones are common features in numerous European cities. They are key tools in the recent transformations of Belgian cities of Ghent and Brussels and have been in place for many years in Dutch cities like Amsterdam.

Traffic circulation planning is a radically different approach to making cities more accessible for people walking and cycling:

Instead of squeezing in other modes, such as cycleways and bus lanes, car access is restricted on some streets and concentrations of general traffic are removed to unlock space across wide areas. Traffic circulation planning understands that space on urban streets is limited, and that removing cars makes large urban areas more equitable and accessible.

While traffic circulation planning is common in some parts of the world, it’s unusual in English-speaking cities. However, MRCagney’s recent work has produced traffic circulation plans for both Auckland and Wellington’s city centres. Access for Everyone (Auckland’s plan) and Te Aro Tatou (Wellington’s) which are in the early stages of being implemented. These plans are a progressive approach to solving emissions, access and safety issues associated with transport. In Auckland’s city centre, Access for Everyone is partially implemented, and recent years have seen a revived Queen Street, with big increases in pedestrian numbers.

Traffic circulation plans require a systematic lens, and other aspects of the transport network, such as public transport, city logistics, and parking, all need to be integrated. When traffic circulation plans are implemented successfully, people can easily access the city centre via a range of modes, essential services face fewer barriers to carrying out their work, and public transport can run efficiently. Traffic circulation plans lead to high quality urban environments where space is genuinely prioritised for people.