

Memorandum

To: Auckland Council Planning Committee
From: Liz Halsted (AT, Head of Innovation, Digital & Sustainability) & Chris Beasley (AT, Principal Technical Specialist)
Date: 22 May 2017
Subject: Roads and Street Framework & Transport Design Manual – Planning Committee Workshop

1. Introduction

The aim of the Planning Committee workshop is to:

- Introduce the Roads and Street Framework and Transport Design Manual and how they will assist in achieving the outcomes of the Auckland Plan.
- Inform the Committee and obtain feedback about the issues and opportunities the Framework and the Manual are responding to, their aims and how they can be used.
- Set out how and when stakeholders can provide feedback on the draft Framework and Manual over May - June 2017.

2. Purpose and Context

To meet the objectives of the Auckland Plan, Auckland's roads and streets should provide for a wider range of benefits, including liveability, sustainability and economic growth, while providing for efficient and safe movement. Currently there is:

- Lack of alignment and agreement between 'Place' aspirations and the strategic and local needs and impacts of movement networks
- Lack of strategic direction and transport design guidance in how to address the pressures of growth in existing urban areas and new growth areas
- Conflicts between different modes of transport not being resolved early in planning phases of projects
- Silos within and between transport and other infrastructure providers utilising road and street space.

The *Roads and Streets Framework* has been developed to help balance different user requirements, and address conflicts between through-movement and amenity. The Framework provides a decision-making process that helps describe, balance and integrate the intended strategic and local place and movement functions of roads and streets, and the levels of service for all modes.

The Framework seeks to provide guidance that is both strategically sound and locally relevant, and identify the appropriate actions required to better inform any planned design interventions at an early phase.

The Framework brings together the place and movement considerations to support the aspirations of the Auckland Plan, and can be applied to individual streets as well

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as area wide, including undeveloped parcels of land within and outside the City's metropolitan area.

The *Transport Design Manual* provides the design and technical specifications for improvement projects and operation of all modes, guided by the Roads and Streets Framework. The Global Street Design Guide has directly informed part of the Manual, which is the Auckland Urban Street and Road Design Guide. This document is, in effect, an Auckland-specific version of the Global Guide, taking local context into account for urban streets and is part of the overarching Manual. The rural road section will be developed later.

The important integrating roles for the Framework and the Transport Design Manual in the Auckland context are indicated in figure 1.

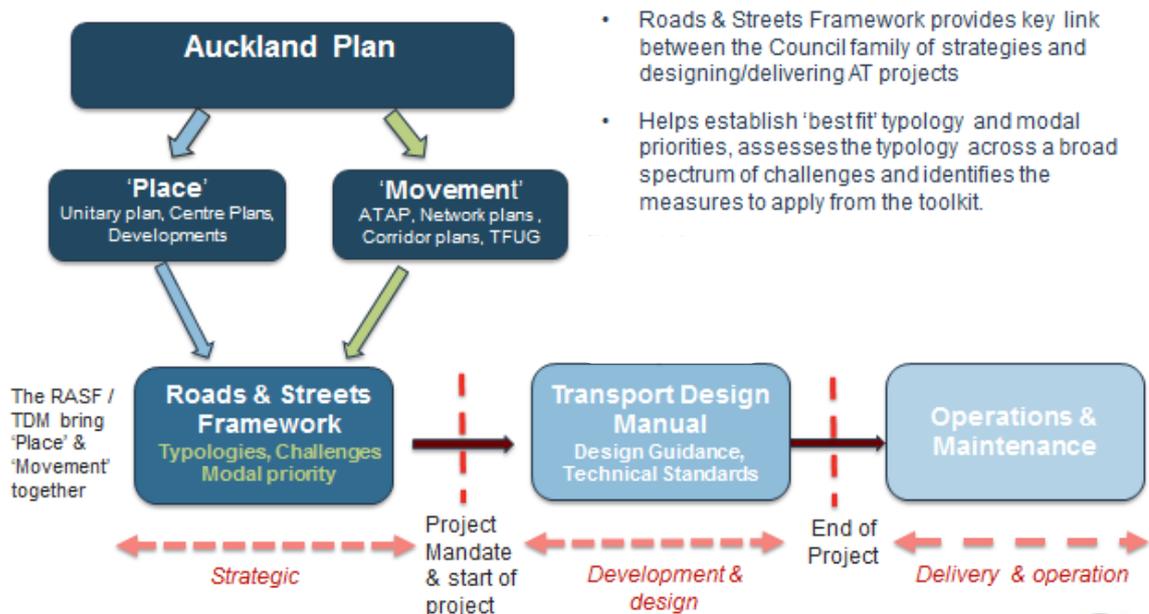


Figure 1: Auckland context for Roads & Streets Framework / Transport Design Manual

3. Applying the Roads and Street Framework process

The Roads and Street Framework process is intended to become an integral first step in project identification and development. It allows place as well as the local and strategic network needs to be considered together, and enables modal conflicts (and potential tools to resolve them) to be identified early in the process.

It involves a 7-step process to identify the street or road typology, identify the challenges, and work through the conflicts and possible measures to develop a road or street fit for purpose. This is presented in figure 2:

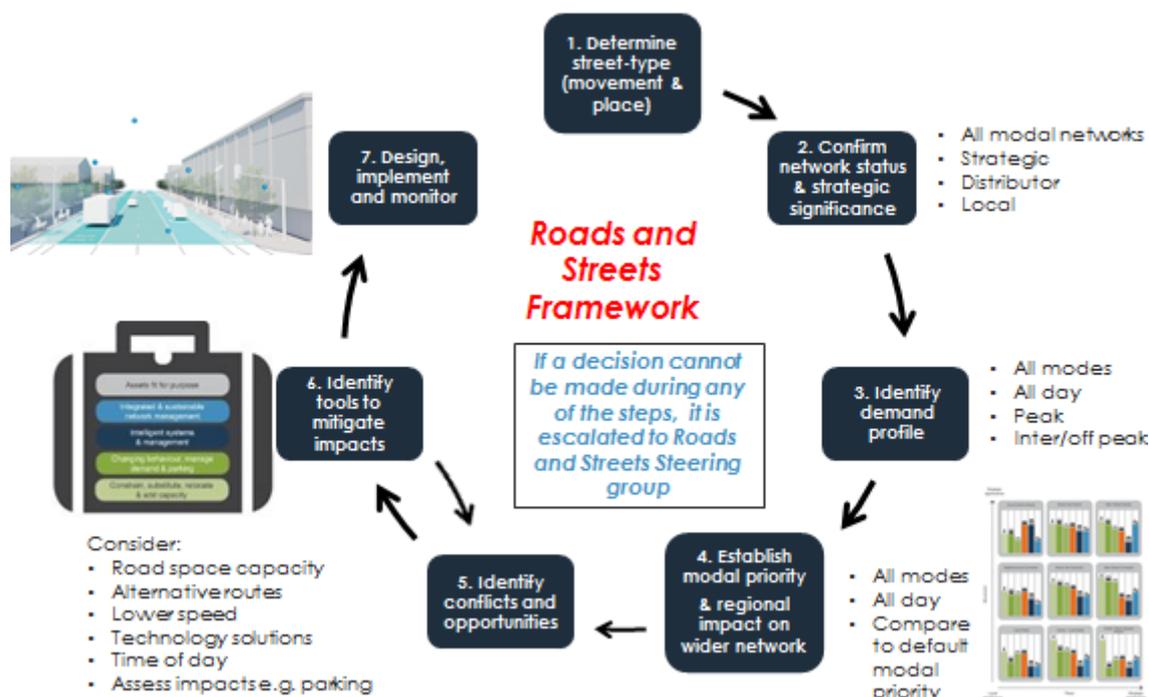


Figure 2: Applying the Framework

A range of local Auckland examples on the application of the 7-step process will be available at the workshop.

4. Engagement and Next Steps

A steering group was established in 2016 to develop the Roads and Streets Framework and provide governance. The Transport Design Manual is a revised and improved version of the former Auckland Transport Code of Practice released in 2013. The steering group set up for that process has been continued.

Auckland Council and New Zealand Transport Authority officers were part of the technical working groups supporting the Framework and Manual, and have taken part in developing Auckland case studies. The purpose, key concepts and approaches underlying the Framework and Manual were presented to and endorsed by the AT Board at their December 2016 meeting.

Engagement with Mana Whenua began from October 2016 onwards, while engagement with Local Boards began in March 2017. Engagement with external stakeholders such as Automobile Association, Generation Zero, Property Institute and Bike Auckland will commence in late May 2017. Public engagement on the Framework methodology will be sought via the Auckland Transport website.

To date, feedback has been very supportive, and we are working to improve both the Framework and Manual, by streamlining the process, filling any identified gaps and ensuring consistency between them. Following consideration of feedback, it is

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currently planned to finalise and present the Framework and Manual to the Auckland Transport Board in September 2017 for adoption.

An important next step will be to embed the Framework approach within Auckland Transport and across the wider Council family. A series of training sessions will be provided to practitioners and designers with the information and tools they need to apply the Framework approach and the Transport Design Manual. It is intended that the training will be extended to Auckland Council staff, consultants working on behalf of Auckland Transport and developers.