

MEMORANDUM

TO: Planning Committee members
FROM: Cr Chris Darby
DATE: 17 December 2018
SUBJECT: Urban design terminology

Tēnā Koutou colleagues,

At the Planning Committee meeting of 27 November 2018, we unanimously supported the proposed process for updating the Auckland City Centre Masterplan 2040, including the development of three new content areas and the use of trials and tactical urbanism.

Following this meeting, I have received a number of queries seeking definitions or explanations of various terminology related to this item.

To avoid any confusion and ensure consistency of language, I have asked George Weeks, Principal Urban Designer – Transport and Land Use Integration, to provide us with a brief glossary that we can apply to our conversations and work.

Please find this *Glossary of Terms* attached. I trust that you will find this useful, and welcome any further queries or questions that you may have.

I'd like to acknowledge George, Tim, Ludo and the rest of the Auckland Design Office for their dedication and work on our city centre.

My best,



Chris Darby
Chair | Planning Committee
Councillor | North Shore ward

GLOSSARY OF TERMS

Open Streets:

A special event when a street is closed to motor traffic and in turn opened up to other pedestrian-friendly activities. These can happen in the city centre, local centres or even individual streets.

Tactical Urbanism:

Temporary changes to streets and spaces. These may be used as part of a longer-term intervention, or a one-off Open Streets event. The use of PlaceKit along Federal Street between Victoria and Wyndham Streets is an example of tactical urbanism; it changes the street profile via temporary measures, prior to a permanent scheme being built.

Placemaking:

Broadly speaking, this is any intervention concerned with making a space into a more people-centred environment. This encompasses a very wide range of tools and techniques, ranging from inexpensive and simple interventions to the full remodelling of a street or space.

Pedestrianisation:

Removal of all motorised through-traffic from a road or street.

Note: Full pedestrianisation may not happen for Queen Street due to occasional and very-limited access requirements but it may be more likely on some adjoining streets.

Access for Everyone:

This is summarised in the ten points below:

- 1) Access for Everyone is a new concept for Auckland city centre.
- 2) Access for Everyone recognises that street space is limited, but the demands for street space are practically infinite.
- 3) The overall aim of Access for Everyone is to ensure that everyone who needs to get to the city centre is able to do so more easily.
- 4) It prioritises access for non-discretionary trips. These include, but are not limited to, emergency vehicles, servicing, deliveries, rubbish removal, existing access to buildings, people with specific mobility requirements and other critical business trips.
- 5) It enables many trips that are currently made by private vehicle to be made by other modes. Buses, light rail vehicles, pedestrians and people on bikes would be able to move freely through the city.
- 6) Access for Everyone would mean that car drivers would access the city centre from its edge, not via the core.
- 7) By reallocating street space from moving and storing cars, it means that streets can perform their other functions better. Think about how well O'Connell Street works for loading and deliveries in the morning and as an attractive public space in the afternoons/evenings.
- 8) Access for Everyone is being developed with stakeholders in Auckland Transport and other organisations like Heart of the City and the City Centre Residents Group.
- 9) It also provides the opportunity space to develop a plan for a traffic-free Queen Street.
- 10) It is not about making the city centre 'car-free' or 'difficult to drive' – it is about taking a strategic look about city centre access and movement for people, public transport and essential vehicles. It is not anti-car; it is pro-public transport and pro public spaces for people.

Additional point:

Open Streets are not the same as Access for Everyone. They may share common physical characteristics (e.g. use of PlaceKit, planters, artificial grass and other tactical urbanism components) but they have evolved very separately and the underlying methodologies are quite different.