Albany Centre
Moving beyond traditional transport planning techniques

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AECOM

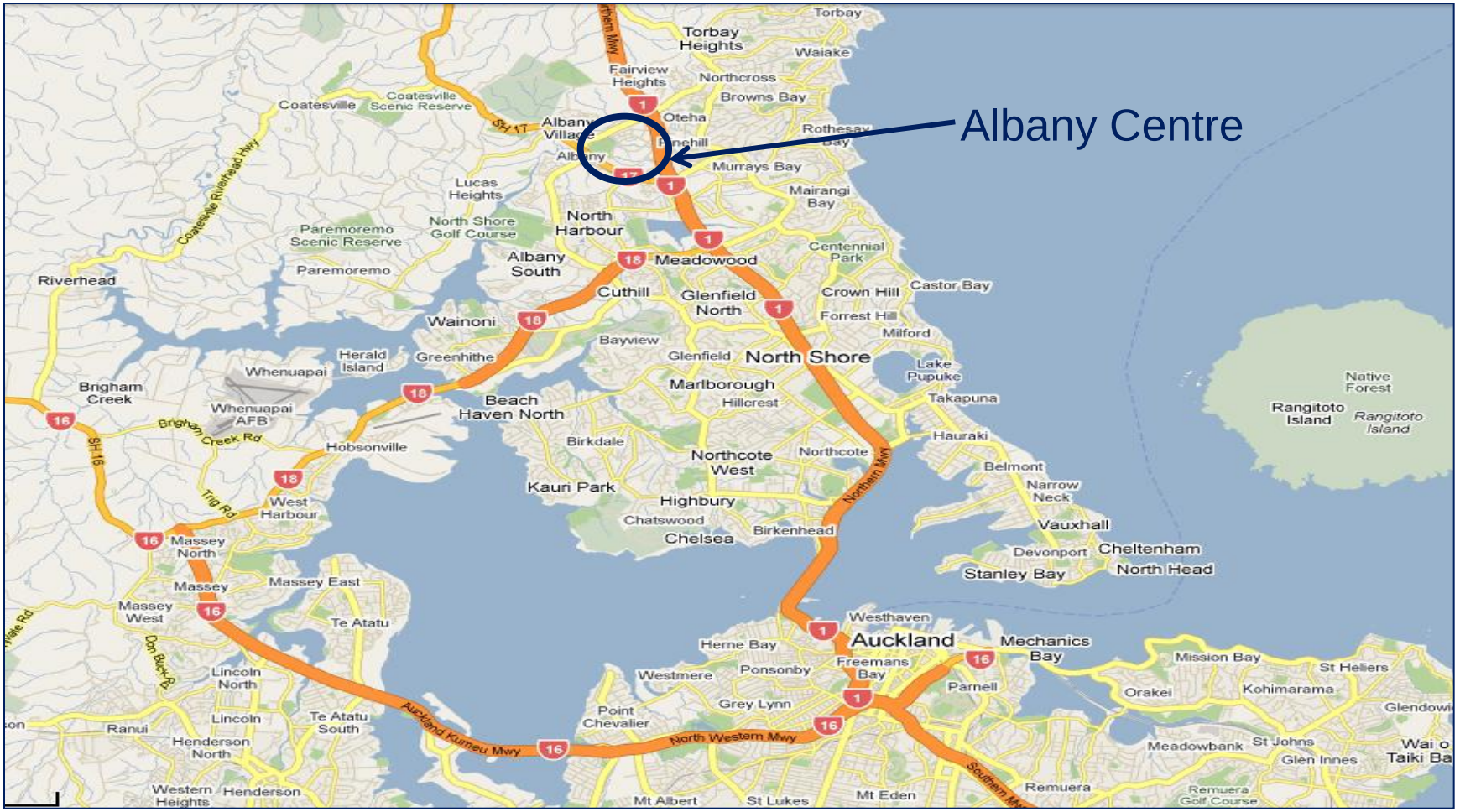
Acknowledgements

- NSCC Project Steering Group, including Andy Irwin, Graeme Read and Tracy Wheeler who were instrumental in developing this approach

Purpose of presentation

- Making Connectionz – linking people and places
- To illustrate a new approach developed for Albany Centre which has a broader consideration for the way land use and transport functions can be jointly planned

Overview of Albany

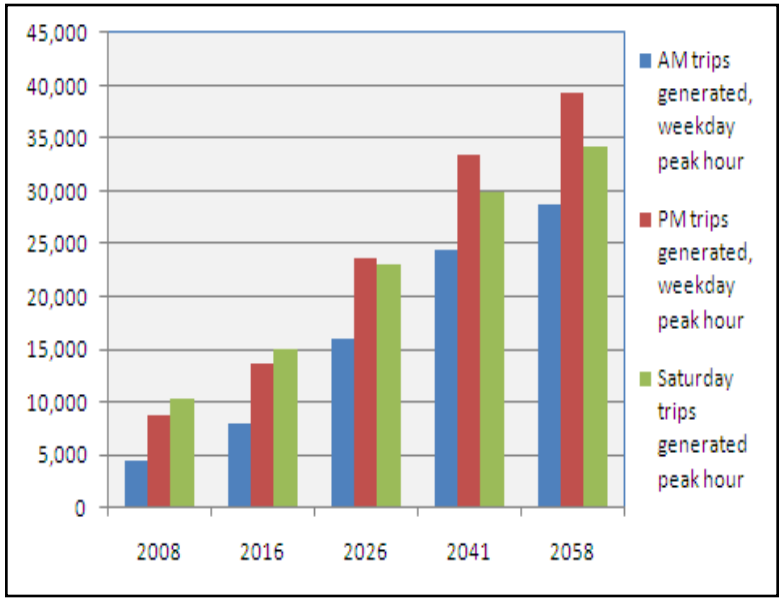


Overview of Albany - Current

Overview of Albany - Future

Key Facts

- By 2058 forecast:
  - 14 000 residents
  - 37 000 workers (6 100 current)
- Equates to approximately 40 000 vph PM weekday



Trips generated in peak hour by year

The challenge is how to transition from the existing car based network, to an activity centre network based around the principles of place making and access and mobility.

Traditional Approach

- Driven by road network / capacity issues, not place
- Roads are only categorised in terms of their vehicular traffic function i.e . not “place” function – shopping, commerce, residential

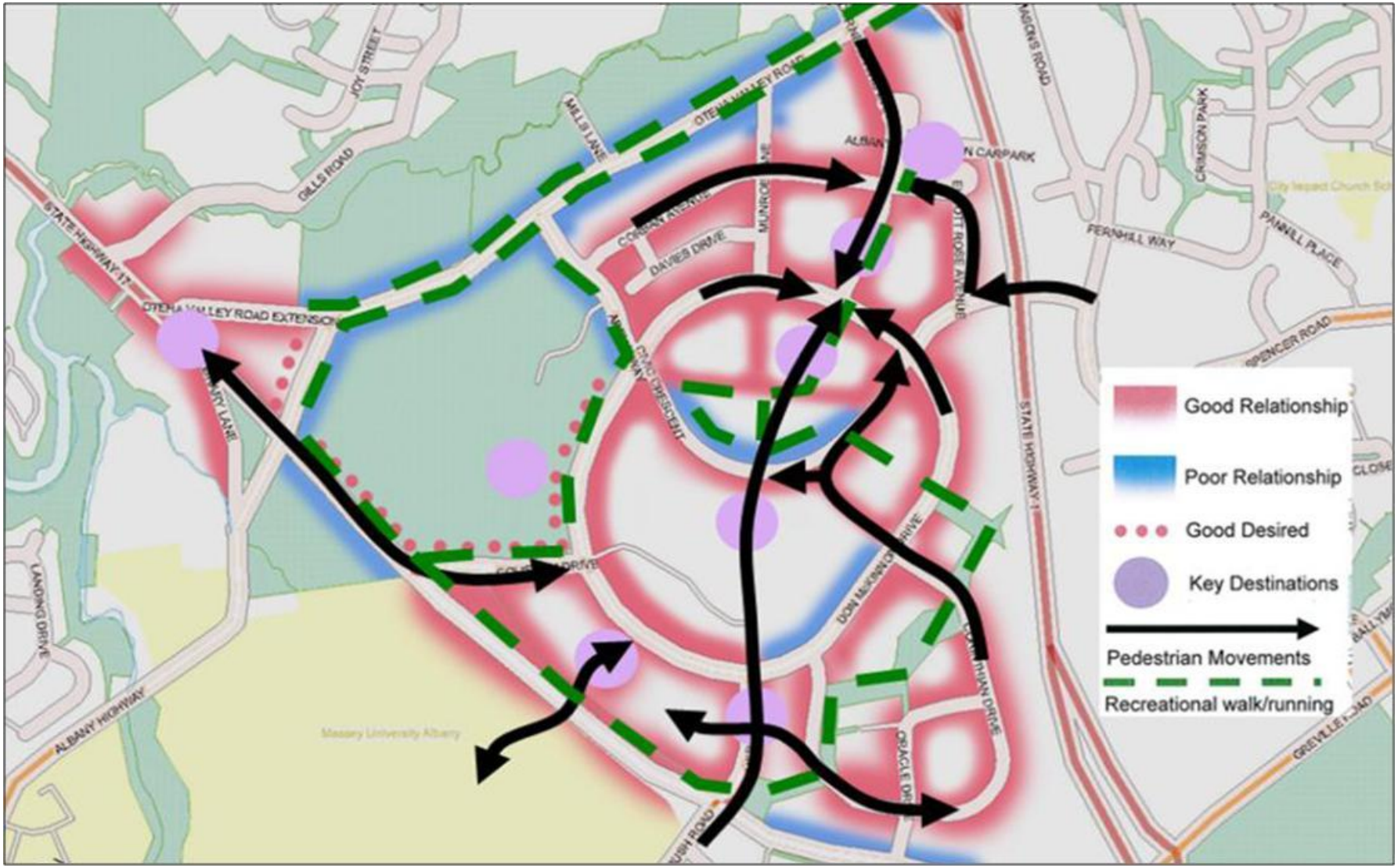
Approach adopted for Albany

- Aimed at linking people and places and developing an activity network
- Initially, not driven by traffic congestion problems
- Considers the way land use and transport functions can be jointly planned

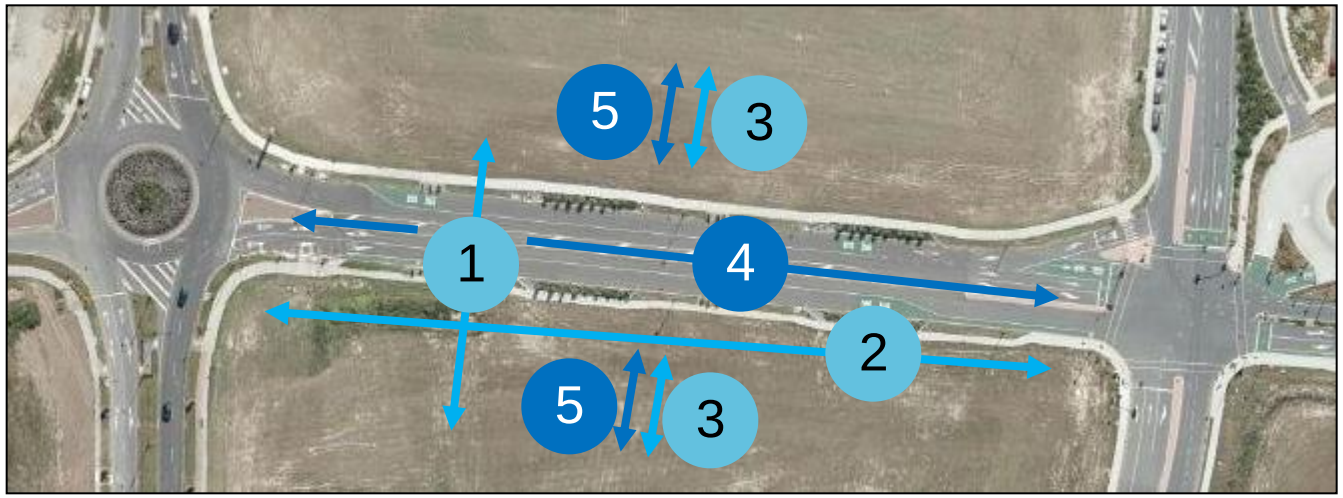
Process

- Consider the desired relationship between the building and the street
- Developed a categorisation framework to provide a method of presenting a range of objectives for the various functions of a road
- Process was developed through a collaborative manner

Relationship between the building and street



Categorisation Framework



Transit Across	1. Degree of pedestrian movement across the road desired	N/A
Transit Along	2. Degree of pedestrian movement along the road desired	4. Degree of vehicular movement desired
Access	3. Degree of pedestrian access to adjacent land use desired (e.g. Active frontage)	5. Degree of vehicular access to adjacent land use desired
	Pedestrian	**Vehicle**

Categorisation Framework Outcomes

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Transit Along	2. Degree of pedestrian movement along the road desired	4. Degree of vehicular movement desired
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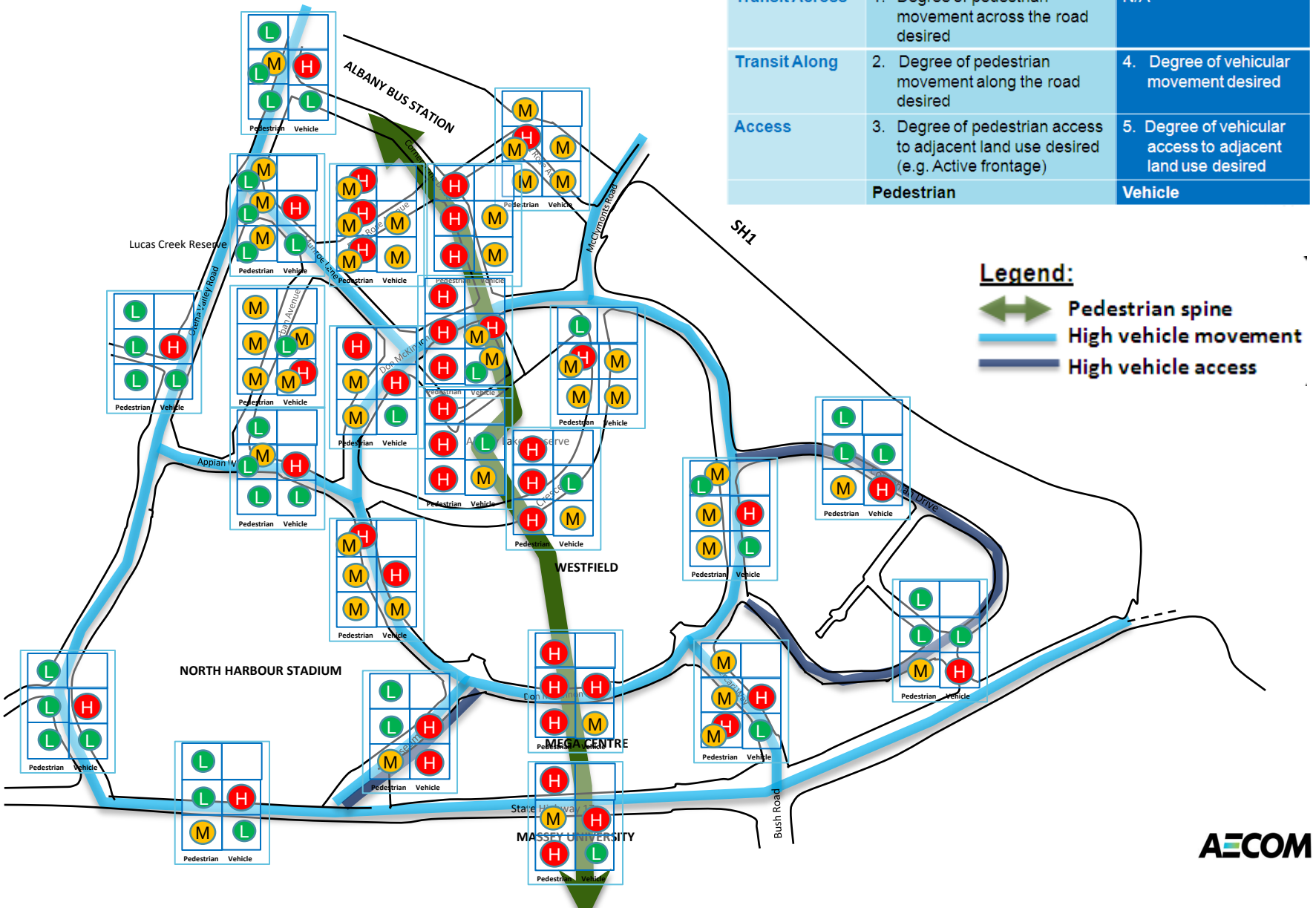
	Pedestrian	**Vehicle**



Merits

The method:

- Avoids trying to place all roads somewhere on a single scale
- Defines a network to start developing options (all modes)
- Provides a clear vision to justify why we were proposing solutions
- Provides a platform from which interventions can be tested with the transport model
- Is flexible

Conclusions

- A small amount of time at front considering the place function can assist in providing good integrated planning
- Consider the network as a blank canvas
- Think about how you want to manage people around a network
- Look at ways we can add value to traditional approaches

Comments / questions -

Thank You

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