

Transport Research Colloquium

26 November 2020

Placemaking and urban development theme



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Overview of this session

Part One – Context

- The PUD team
- Recent government frameworks (strategies/policies/partnerships)

Part Two – Discussion

- Areas of interest
- Research underway



MoT's Placemaking and Urban Development (PUD) team

- **Our purpose** is to create more liveable towns and cities that support and improve people's wellbeing (hauora).
- We forge connections between transport, land use, housing, and urban design.



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What we do (in a nutshell)

- **Shape the government's overall policy agenda** for towns and cities from a transport perspective
- **Partner** to steer the development of long-term spatial plans around New Zealand
- **Support business cases and policy frameworks** for rapid transit projects that unlock growth potential
- Address **policies** that help create more inclusive, accessible, and vibrant urban areas



This work is vital because we're currently facing major challenges for urban development, particularly:



Housing unaffordability



Maintaining and improving access in high-growth cities



The need to rapidly reduce GHG emissions

The transport system needs to help turn this around



Enabling more housing
in appropriate areas



Focusing on access, not
just moving vehicles



Changing how
people/products travel,
and decarbonising vehicles

Placemaking has also become more important

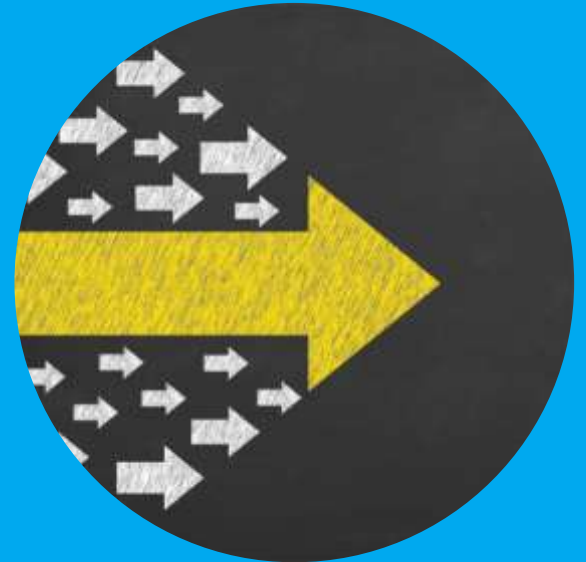
As our cities have grown, there's growing recognition of the value of great places for:

- creating attractive places to live in, work in, play in, and visit
- supporting transport mode shifts
- improving public health
- increasing foot traffic to promote business activity
- making efficient use of valuable urban space
- strengthening communities around a sense of place



Some recent and emerging government frameworks

Strategies, Partnerships, and Policies



Urban Growth Agenda

The main objective for the UGA is to improve housing affordability, underpinned by affordable urban land. This objective is supported by wider objectives to:

- Improve choices about the location and type of housing
- Improve access to employment, education and services
- Assist emission reductions and build climate resilience
- Enable quality-built environments, while avoiding unnecessary sprawl.

Infrastructure Funding and Financing

- Alternative financing system
- Expanding local authority borrowing capacity
- Leveraging existing tools

Urban Planning

- National Policy Statement on Urban Development

Urban Growth Partnerships

- Partnerships between central government, local government
- Joint spatial plans
- Specific transformative initiatives

Transport Pricing

- Investigate new congestion pricing mechanisms
- Investigate new transport revenue system

Legislative reform

- Urban Growth Agenda is delivered as an integrated framework
- Measure and attribute wider costs and benefits of growth

National Policy Statement on Urban Development

Will drive much more intensification

- *More weight needs to be given to public transport and active modes to maintain/improve access in higher density areas*

Helps to leverage transport investments

- *E.g. developments of at least 6 stories must be enabled around existing/planned rapid transit stops*

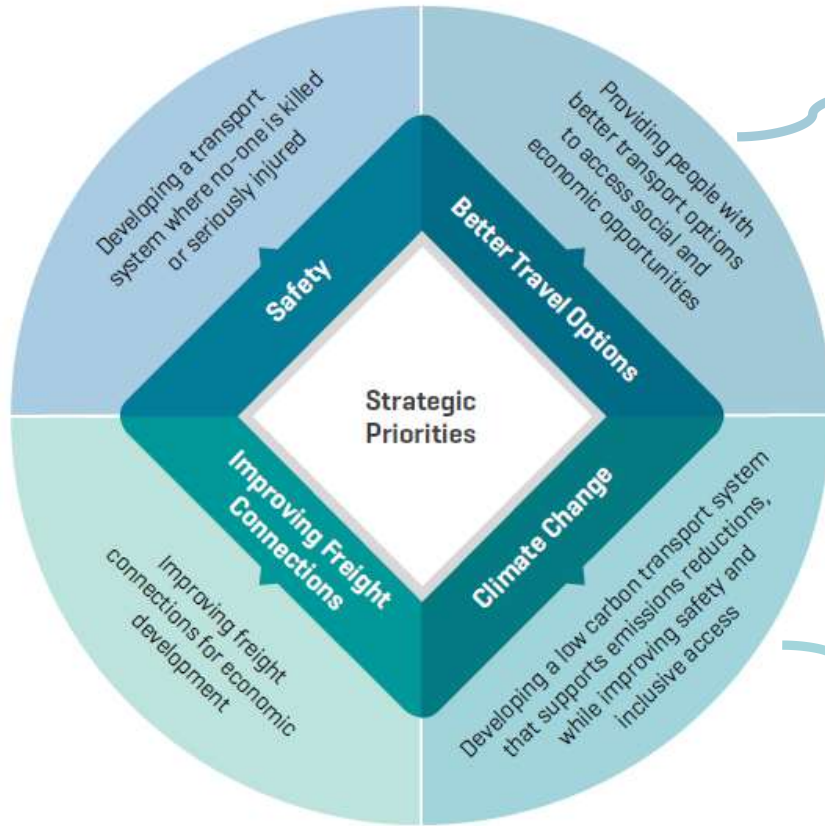
Also enables urban expansion that is ‘well-connected to transport corridors’ and contributes to ‘well-functioning’ urban areas (including good access by public/active transport)

Government moves to end minimum carpark requirements and remove low height-limits in bid to increase dense housing

Henry Cooke · 18:18, Jul 23 2020



Government Policy Statement on Land Transport 2021



“Support transport investments that enable, support and shape growth, make streets more inviting places for people, and enable increased housing supply in line with the Urban Growth Agenda.”

“Shape land use, urban form and street design in a way that reduces car dependency, and makes walking, wheeling, cycling and micro-mobility safe and attractive travel choices to reduce greenhouse gas emissions.”

Transport Emissions Action Plan (underway)

- Includes a focus on changing the way that people travel (avoiding/shifting emissions)
- Mode shifts (to PT, walking, and cycling) are inseparable from urban form



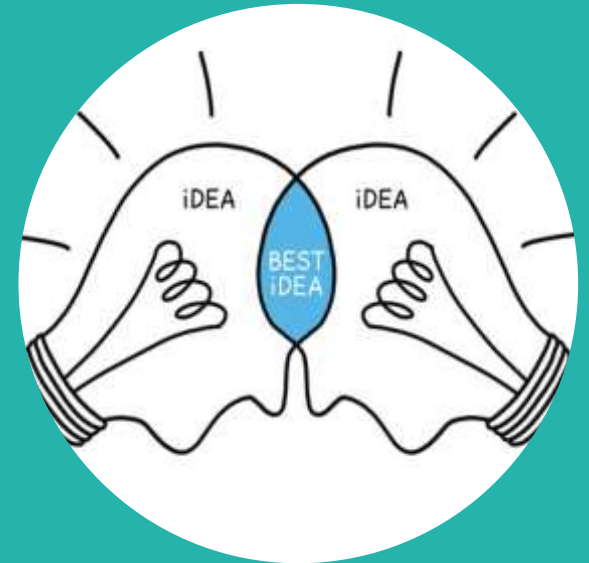
Resource management reforms (proposed/underway)

- The RMA affects all aspects of development, including all transport infrastructure development and improvements
- Proposal to replace the RMA with a Natural and Built Environment Act, and a Strategic Planning Act



Part Two

Discussion



Some areas we are interested in to develop the evidence-base

Community attitudes and perceptions

- How community views on urban living and transport are evolving in Aotearoa New Zealand (with diversity of voices)

Redesigning streets (for mode shifts, placemaking, and urban intensification)

- Attitudes before/after street changes (e.g. from Innovating Streets)
- Economic impacts and value of walking and cycling
- Health benefits, including mental health

Equity and inclusive access

- Delivering affordable housing *and* quality, mixed-use compact urban form
- Deeper understanding of transport disadvantages by age/genders/abilities/ethnicity, and ways to address these

Beyond the major cities

- Placemaking and urban development in smaller cities and towns

Conversations...



- *What research is underway to inform placemaking and urban development work?*
- *What research gaps and opportunities can you see?*

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