

## Part 5:

# Corridor Management Plans

### Corridor Management Plans: A Framework for Integrated Planning

- The process to deliver one-organisational co-ordination in the delivery of the Liveable Arterials Plan.

### Delivering Context Sensitivity

- Describing the principles behind how to deliver the detail design and planning of the Liveable Arterial segment functional types.
- Describing how to take into account the continually changing land use and functional context along arterials.

### Liveable Arterial Street Design Process

- Presenting the process through which Corridor Management Plans will broadly implement Liveable Arterials, including how the segment allocation can be challenged on the basis of new information.

### Mid-block Design Process

- The step by step process through which the generic 'aspirational' mid block cross sections presented in Section 2 are to be developed into context-sensitive variations along each arterial.

### Where To From Here?

- The future of Liveable Arterials.

## Corridor Management Plans: A Framework for Integrated Planning

The Corridor Management Plan (CMP) will be the principal method of implementing the Liveable Arterials Plan.

Integrated planning has been advocated as a critical part of delivering the sustainable environments supported by the Plan. To enable this, a framework of area-based planning has been developed as a model. This would allow a microcosm of the wider process that drove Liveable Arterials to occur.

This involves participation from all Council technical departments (including regulatory and administrative ones to keep track of 'deliverability').

The first stage of the process and in many ways the most difficult relates to defining the geographic area for study. In some instances the urgency of a particular project will define the broad study catchment; in others it may require inter-departmental collaboration to define an agreed catchment. At the broadest level, there seem to be four obvious divisions that could each be subjected to further refinement within the Isthmus:

- The CBD.
- The Inner Isthmus.
- The eastern bays / Tamaki edge.
- The western / southern fringe.

The process would then follow a largely information-sharing structure where each department shared the key issues they were looking to respond to with supporting data. It also helps to affirm the key over-riding objectives of sustainable development that are being pursued.

This will allow clear and easy definition of where shared interests lie, where opportunities for operational efficiencies exist, and also where that particular 'place' may be better served by a reconsideration of priorities.

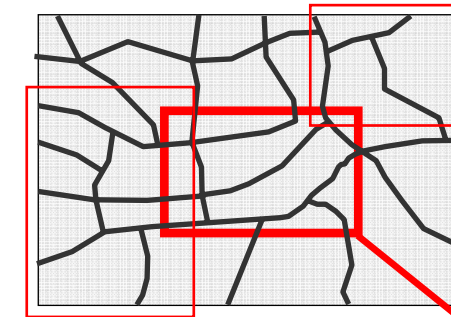
Following on from this would be joint-projects where compatible actions are explored as a part of one exercise. This would need careful process management and an acceptance that one holistic outcome that addressed all issues should be sought rather than a number of isolated individual departmental outcomes coincidentally developed in the same room.

An alternative approach could result in a new level of broad 'precinct master plans' for the City, prepared and staged collaboratively, with each department then able to more individually focus on smaller-scale projects in an agreed order of cross-departmental importance.

Ultimately there are a range of available methods to pursue internal reconciliation. What is vital is that before Corridor Management Plans are undertaken there is agreement from all participants on the key issues and intended outcomes for a clear study area as a whole. Each CMP will deliver a component of these, within a framework of agreed milestones, priorities, and timings.

### 1.) Identification of relevant geographic areas

Council Divisions / Departments identify the main spatial areas relevant to specific responsibilities they have.



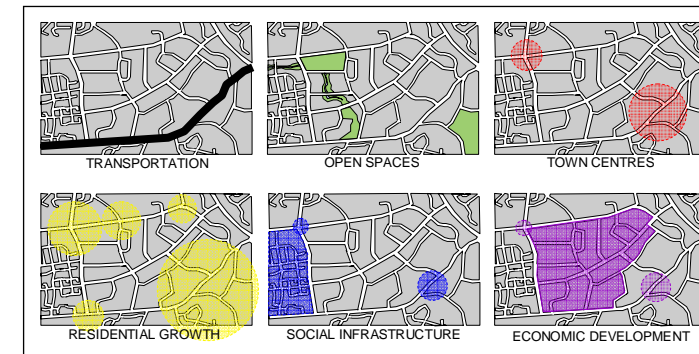
### 2.) Selection and area mapping for study

Individual areas are developed in terms of base data, patterns, issues, and trends.



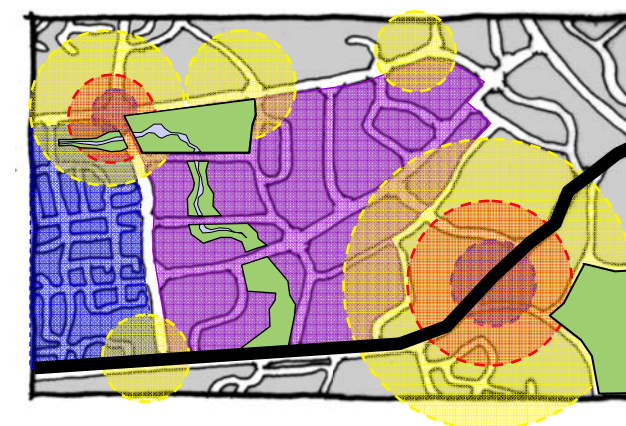
### 3.) Individual divisional priorities

Each Division identifies the location and scope of projects / actions planned including prioritisations.



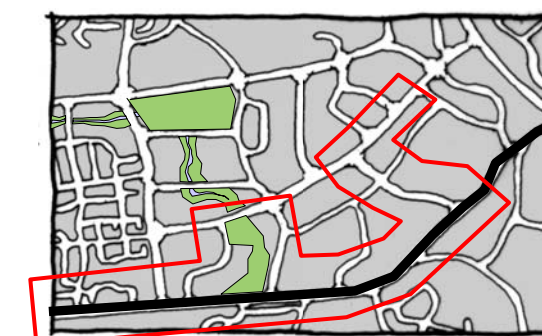
### 4.) Interrogation of composite

Council Divisions identify synergies, opportunities for operational / project efficiencies, and overall coordinated action.



### 5.) Co-operative divisional priorities and projects

Each Division then refines project prioritisation and planning. Projects undertaken on an agreed inter-divisional basis to deliver integrated outcomes.



## Delivering Context Sensitivity

The Liveable Arterials Plan sets out a strategic framework to ensure all expectations are fairly balanced in Council's arterial-related decision making.

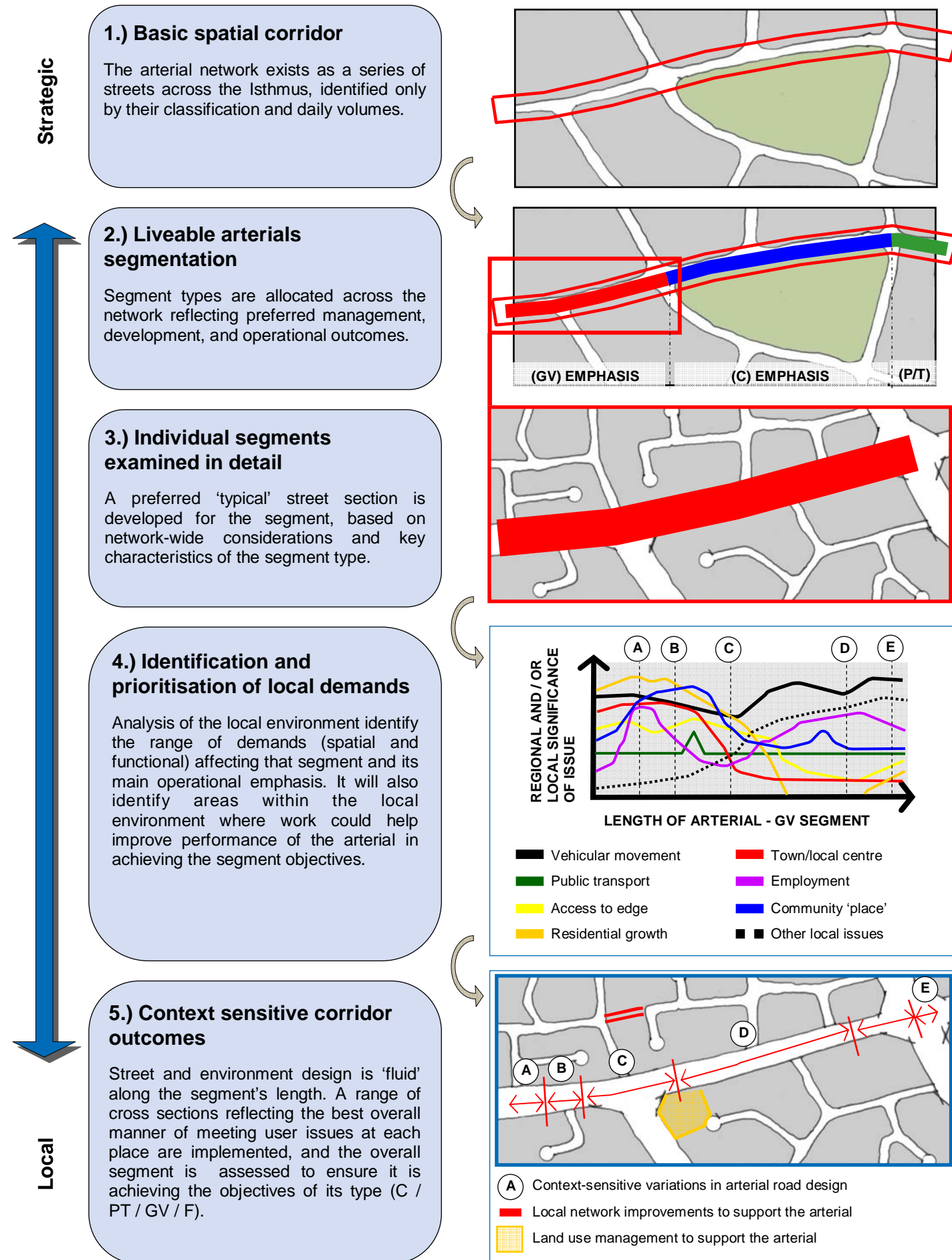
The arterial network comprises over 200km of linear road length, and over 400km of linear land use frontage. The variation in conditions over this length are enormous and it is impossible for the Plan to provide both a succinct long-term plan and comprehensive detailed 'site specific' outcomes. A more focussed, local level of design is required to ensure each corridor best reflects the issues affecting it (Corridor Management Plans).

The Liveable Arterials segment allocations represent areas of common management priority. Therefore while an arterial or part of an arterial will have a clear strategic 'emphasis' - either **C, GV, PT, F**, or in some instances a combination of these, its delivery will not be one simple mid-block section repeated for the length of that segment, interrupted by specific intersection designs. It is envisaged that within a strategic emphasis or 'umbrella' prescribed by the segment type, a range of different street treatments will be applied across the segment's length. This is inherently required to reflect the different issues relevant in each 'place'. It is also anticipated that there will be some places where the designed street section is identical to another elsewhere, despite them sitting within areas of a different overall segment type.

To enable this the Liveable Arterials Plan has an implementation focus around the Corridor Management Plan process.

Corridor Management Plans are large-scale area-based exercises that focus on groups of corridors (and in some instances an individual corridor). Working with local communities, detailed solutions are developed and delivered.

The implementation approach provided focuses heavily on the corridor management plan process. However the principles and in particular the area-based method is equally relevant at all stages of the design process.



## Liveable Arterial Street Design Process

The CMP process (explained to the right) will use the allocated segment types along an identified corridor as a starting point (once appropriate base data has been collated and understood).

The first examination will be a corridor wide scoping exercise that identifies the key issues, challenges, and projects that affect the corridor. This is important as in some special circumstances there may be local improvements that are fully understood and can be undertaken in the meantime while a CMP is otherwise progressing over a 1-2 year period.

From here a concept design is prepared for the corridor (including improvements in the local network and responses to land use issues) that would support the arterial's performance.

This will allow consideration of whether the detailed segment qualities outlined within Part 4 of this guideline are being met. If so, the detailed design can be continued to consultation and adoption.

If the concept design reveals difficulty in accommodating the desired segment outcomes, the segment objectives (Part 4) and specific Corridor rationale (Appendix 1) the allocation can be interrogated.

If these are still agreed with by the Council, the CMP team will be redirected to revise the concept design until satisfactory accommodation of outcomes is possible.

If it is determined that the outcomes sought for the corridor used as a basis for the segment allocation are not correct the Council may wish to re-interrogate the allocation.

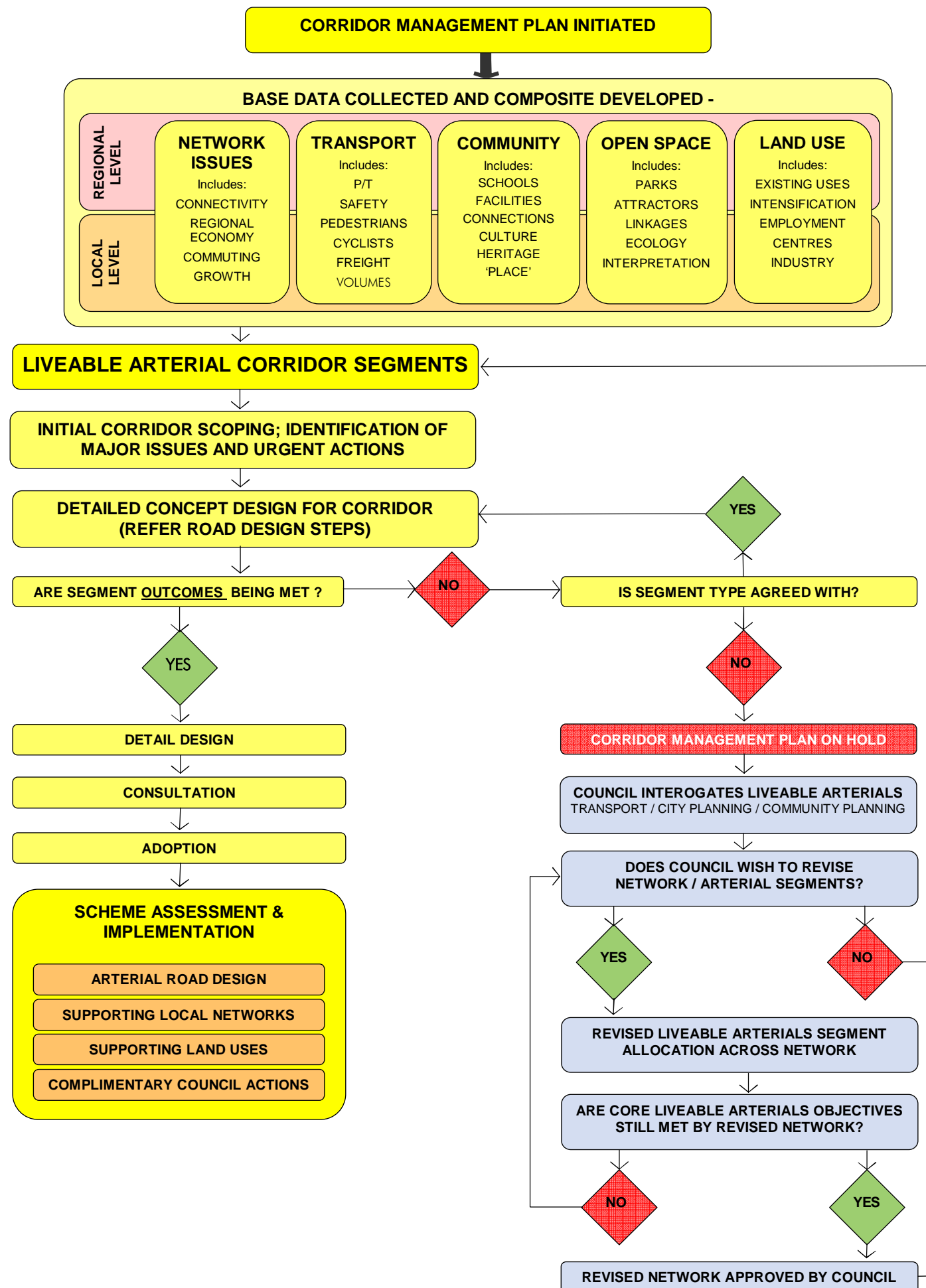
**Note:** While the CMP team will likely have some involvement in any Council review of the Liveable Arterials segment allocation across the network, it is not intended that CMP teams will be authorised to undertake their own reviews of the network; this will be a high-level Council-wide exercise.

This review is not possible at the single corridor level due to the network implications that may arise from the switching on / switching off of individual segments across the network, or even parts of the whole network.

As the entire network will need to be reviewed, the Council will make a decision independent of the CMP team as to whether it feels there is adequate merit in this exercise, or whether it feels there are still available ways of accommodating the original segment qualities within the CMP concept design.

Should it wish to review the allocation, the Council will - based on the detailed information identified by the CMP team - reconsider the role of the subject corridor and how any change (aside from whether such a change is warranted or acceptable) could impact on the segment allocation given to other arterials within the network. As an example, if a 'GV' segment focussing on large-scale vehicular movement was to be changed to a 'C' segment, this may have an impact on the ability of adjacent 'C' segments to achieve their intended outcomes: redirected vehicular volumes originally accommodated on the GV segment may interfere with the local amenity emphasis sought.

Should the Council revise its network and change its segment allocation, this would then be fed back to the CMP team, to then undertake a concept design based on the new segment type(s).



## Mid Block Design Process

All street designs for the arterial network will begin with the generic mid-block designs presented in Part 2 of the guideline. These 'aspirational' sections embody the key functional emphases sought in the four different segment types.

From here considerations of city-wide network issues such as whether a given corridor is needed as an over-dimension route will help bring together:

- What the Council wants the corridor to do;
- What the wider context wants the corridor to do.

These combined will inform a preferred mid-block component, or ideal mix of elements within the street space. Subject to available street width, this will then result in a final mid-block design for the corridor segment.

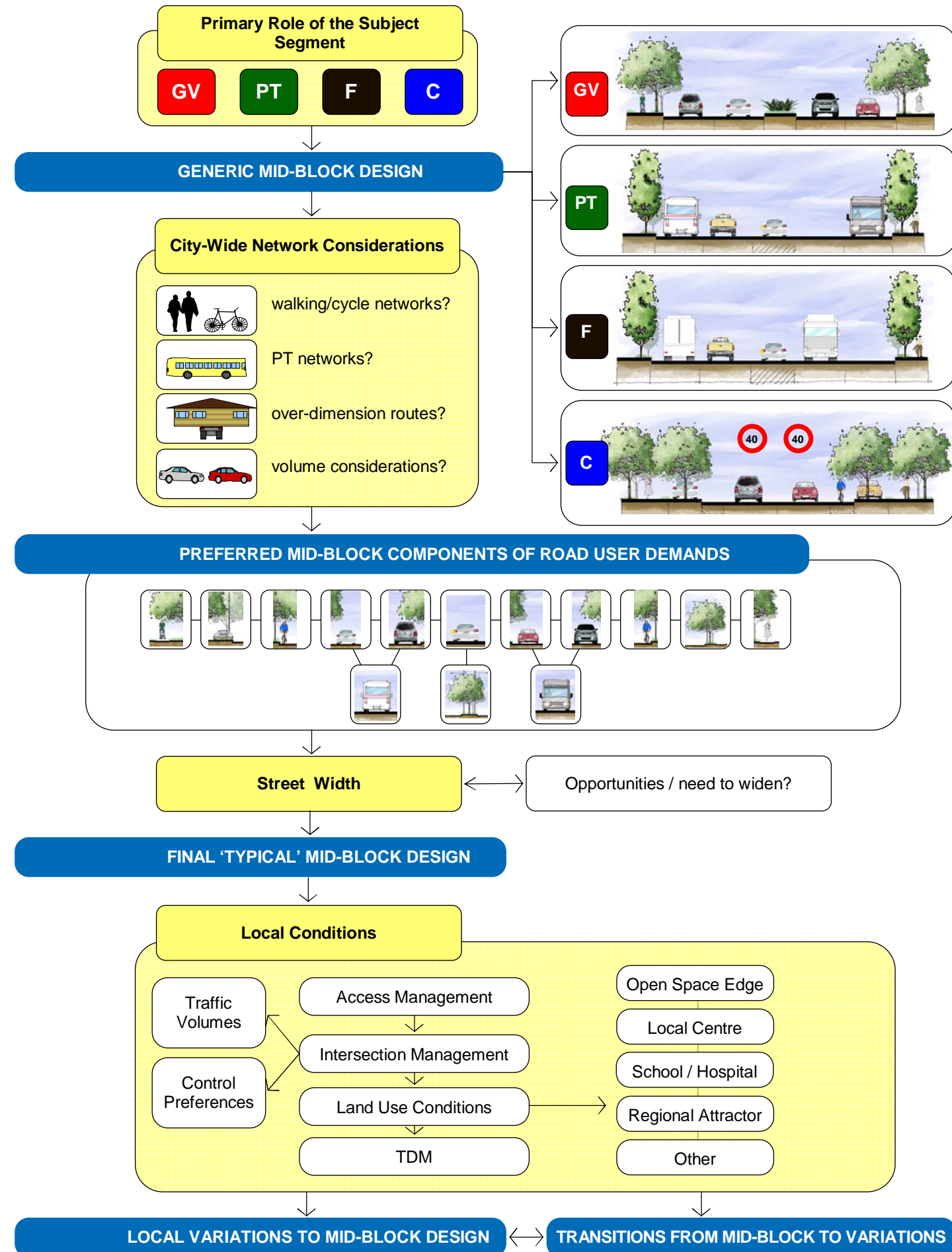
This is however still an 'aspirational' and typical section. Since it exists solely as a street section ignorant of surrounding context, it may not be widely used within the corridor design.

It will however act as the ideal starting point to then design place-inspired variations based on responding to the many issues affecting the adjacent local context.

The relevance of access management, intersection management, and travel demand management will have impacts on how the street is designed in detail. The difference between mid-block conditions and intersections, and the transitions between them will also become very important.

Land use conditions (see Part 4 and Appendix 1 of the guideline) are also important. This applies from the broad question of land use type right to the detail of whether overhead power lines can be undergrounded and the needs of preferred street-tree species type.

This process will ensure that within a given segment of arterial a very broad range of actual road treatments will be provided.

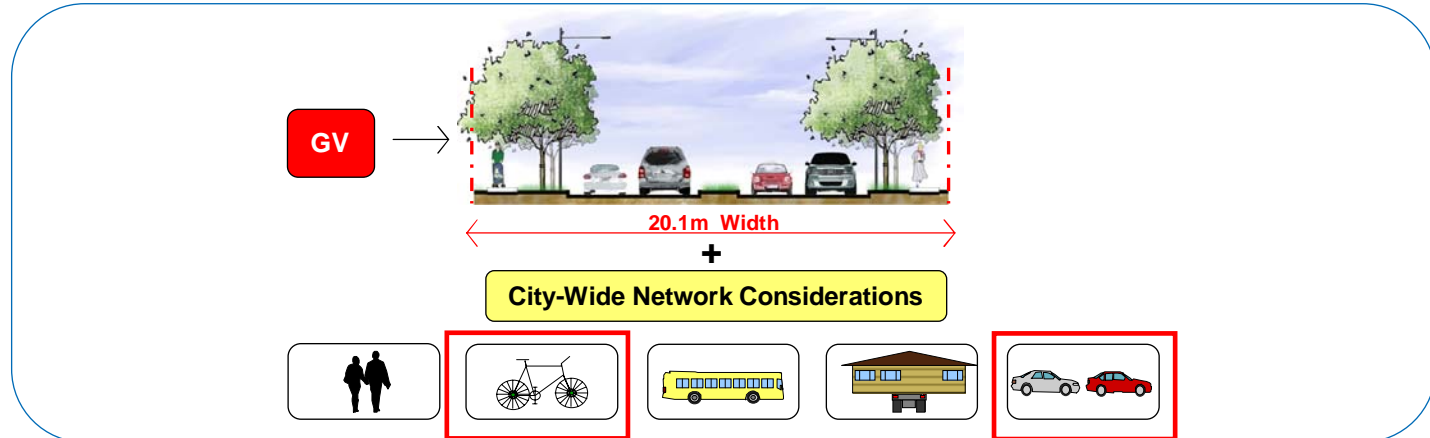


## Illustrative example

### 1 GENERIC MID-BLOCK DESIGN

In this example a segment with general vehicle emphasis begins with the generic mid-block condition. It is based on a 20.1m road reservation width, common along many arterials in Auckland City.

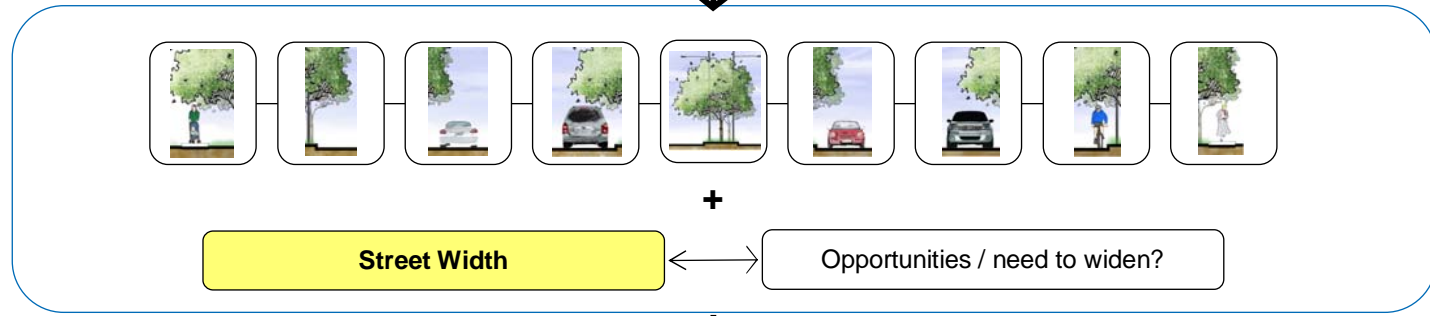
City-wide network considerations confirm the need for vehicular emphasis, as well as an important role in the City's cycle networks. No particular role for passenger transport or over-dimension vehicles exists.



### 2 PREFERRED MID-BLOCK COMPONENTS OF STREET USER DEMANDS

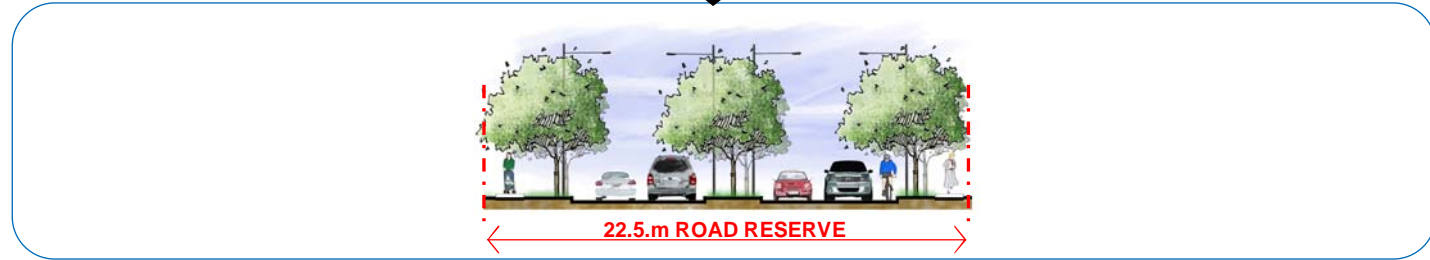
This then feeds into the creation of a preferred mid-block condition, featuring a symmetrical composition beginning at the berm with landscaping and pedestrian footpaths. Berm landscaping is located towards the street edge to help provide an effective buffer between pedestrians and vehicles. Dedicated cycle lanes are then followed by two travel lanes (per direction) and a landscaped median. The section implicitly includes the use of access management for right-turning vehicles (allowing the landscaped median).

Consideration of the available street width and opportunities for widening (either by way of designations / building lines or private redevelopment mechanisms) confirms that no on-street parking can be provided.



### 3 FINAL 'TYPICAL' MID-BLOCK DESIGN

The typical mid-block section for the segment is finalised, in this instance with a 2.4m widening.



### 4 LOCAL VARIATIONS TO MID-BLOCK DESIGN

Consideration of the context along the segment then requires development of variations to the typical mid-block condition. This ensures that the street will be able to respond to rather than dominate local conditions. In this example two options have been presented:

Option A: This option varies the typical section by removing the landscaped median and providing a row of on-street parking spaces adjacent to a neighbourhood park, while maintaining the 22.5m street width. Landscaping could be located within the on-street parking lane to help demarcate it.

Option B: This option takes an additional 2.5m of land for on-street parking directly from the park itself, maintaining the preferred mid-block section within its 22.5m reservation.

*It is not intended that the "final 'typical' mid block design" (3) will necessarily be the dominant type used within the segment. Depending on the local conditions, variations to it may form by far the majority of treatments along its length. It is however an important starting point to help balance local interests with city-wide and regional ones.*



## Where To From Here?

The Council will regularly review the Liveable Arterials Plan in response to issues as they emerge and change over time. In conjunction with the built-in opportunity for review embedded within the Corridor Management Plan process, this means that the Plan will be a very flexible enabler of sustainable transport outcomes over time.

Given its basis in non-transport related considerations, other factors such as the success of the Auckland Regional Growth Strategy (and Auckland City's own Growth Management Strategy), and economic development policies will also have an impact on how the transport system functions.

The final important factor will be non-council, 'market-led' issues such as the price and availability of petrol, the affordability of housing on the suburban fringe, migration, and so on. These can only indirectly - if at all - be influenced by the Council, but nonetheless they will have a role in defining how and where the transport system needs to continue changing.

What is certain is that Auckland is still a growing and maturing city. It will continue to change in ways that cannot always be predicted. Liveable Arterials is the first of several 'next generation' Council plans that seek to minimise the role of the 'unknown' through informed, integrated decision making.

### MORE INFORMATION:

If you would like more information on the Liveable Arterials Plan, please contact the Auckland City Council on (09) 379 2020.

