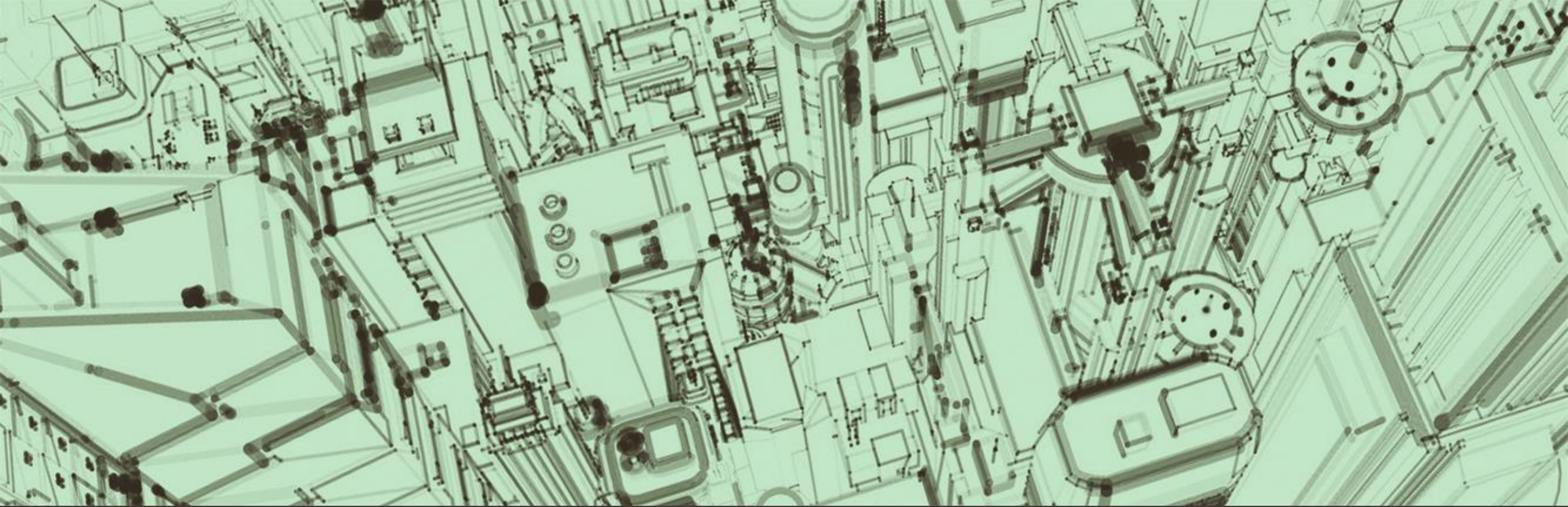


Spatial Planning and the Metropolitan Centre's

Going back to basics with our Town and Metropolitan Centre's





*Transport Begets Land Use, Land Use Begets Transport,
Both Beget the User Environment (in a City)*

- Ben Ross. South Auckland. 2020



About Ben Ross

The Covid-19 and (soon) Post Covid-19 era has/will presented the South Pacific with a unique opportunity to "reset" how we engage Spatial Planning to encourage more positive, friendly experience and interactions with our cities and environments (human and physical).

As a Human Experience Engineer, Urban Geographer and Spatial Planner Ben has been at the forefront of advocacy of improving such human experience in transit, urban design and spatial planning for Southern Auckland.

From large projects like Our Manukau and Airport to Botany Rapid Transit to smaller place making projects such as street calming, parklets and bus lanes. Ben through building relationships with decision/policy makers, fellow urbanists, and those who dream of wanting their urban area to be one of a human experience not a human drama - which is even more critical than era in the Post Covid era.

Ben along with Rob Mayo and Nicholas Lee recently formed Colab and Associates Limited. The Colab Mission: bringing the Human Experience Engineers in all things Transit CX/UX, Urban Design, and Spatial Planning.

With the continued rise of Human Scale and the 15 Minute City Ben and Colab will be there as Human Experience Engineers advocating for cities being a human experience not human drama!

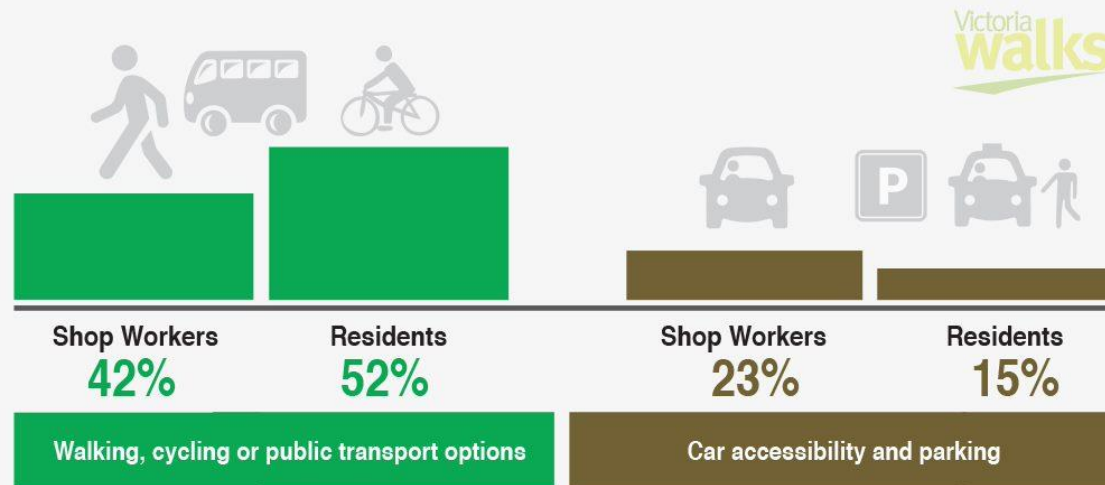
Context

- I was alerted to some renders showing concept drawings of the upcoming Town Centre development in Drury South
- Note the cars on the Main Street
- It was asked: Why are we still planning for Auto-Centric Town Centres from the 1960's?
- International Best Practice points towards active and transit modes



An artist's impression of the new town centre Kiwi Property is planning to build in Drury, south of Auckland. Photo: Supplied

Importance of walking, cycling, public transport and car access for Port Phillip residents and shop workers



Source: Eady, J and Burt, D (2019). Walking and transport in Melbourne suburbs

International Best Practice for Town/Metro Centres

Latest material from Victoria shows that businesses still overestimate those arriving by car mode share while underestimating active and transit mode shares

Active and Transit Modes = 40% increase in \$ spent

- From the Transport for London:
 - Transport for London (TfL) research shows that improvements that make it easier and safer to walk and cycle in London's high streets lead to more retail space being filled by businesses and a 93 per cent increase in people walking in the streets
 - The study, conducted by Matthew Carmona from University College London's Bartlett School of Planning, also found that people walking, cycling and using public transport spend the most in their local shops, spending 40 per cent more each month than car drivers
 - The research has been published as part of [a new online hub demonstrating the economic benefits of TfL's Healthy Streets Approach\(link is external\)](#). Health Streets aims to create high streets designed for people that are easy to access by foot or bike
 - Source: *More shoppers, more shops: TfL stats show benefits of designing streets around cyclists and pedestrians*

Active & Transit Modes improve retail areas

Continuing from Transport for London:

- The study found that compared to unimproved areas:
 - Footfall increased – the number of people standing, waiting and sitting nearly doubled and people walking in the streets increased by 93%
 - People spent more time in the street, with a 216% increase in activity such as going into a shop, stopping at a café or sitting on a bench
 - Retail rental values increased by 7.5%, suggesting that local businesses are thriving in the area
 - More retail space was filled by businesses, as there was a 17% decline in retail vacancy
 - Office rental values increased by 4%, showing that improving streets is good for many types of business

Spatial Planning Question

- If international literature is showing that Town and Metropolitan Centres will achieve a 40% increase in retail spend thanks to Active Modes then why are Planners, Engineers and Developers still engaging in Auto-Centric planning for those said Town and Metropolitan Centres?



[This Photo](#) by Unknown Author is licensed under [CC BY-SA](#)

Spatial Planning 101

Overview

- Spatial planning systems refer to the methods and approaches used by the public and private sector to influence the distribution of people and activities in spaces of various scales. Spatial planning can be defined as the coordination of practices and policies affecting spatial organization. Spatial planning is synonymous with the practices of urban planning in the United States but at larger scales and the term is often used in reference to planning efforts in European countries. Discrete professional disciplines which involve spatial planning include land use, urban, regional, transport and environmental planning. Other related areas are also important, including economic and community planning. Spatial planning takes place on local, regional, national and inter-national levels and often results in the creation of a spatial plan.
- ...
- the term 'spatial' was used primarily to refer to the way that planning should deal with more than simply zoning, land use planning, or the design of the physical form of cities or regions, but also should address the more complex issues of the spatial relationship of activities such as employment, homes and leisure uses.[6] (Spatial Planning, n.d.)

From Auto Centric to People Centric – with Manukau City Centre



MANUKAU WAS DESIGNED IN THE 1960'S AS AN AUTO-CENTRIC SECOND CITY CENTRE TO SERVE SOUTH AUCKLAND



SINCE 2015 UNDER THE #OURMANUKAU URBAN RENEWAL REGIME URBAN REGENERATION IS UNDER WAY



IRONICALLY, MANUKAU'S GRID STREET PATTERN ALLOWS FOR RETROFITTING FROM CAR SPACES TO PEOPLE SPACES

Manukau City Centre and Wiri – 1959



Manukau City Centre as of 2019



Conceptions/Perception Verses Reality

Manukau Station Road reality



Manukau Station Road Plans

Rethinking Manukau Station Road could take many forms. Here are just a few options to illustrate the potential of reallocating space to create high amenity, while continuing to meet movement demands.



Existing



Potential option 1 - Keep the median



Potential option 2 - Green the sides



Potential option 3 - Asymmetrical

Conceptions/Perception Verses Reality

Putney Way concepts



Putney Way reality



Joining the Dots

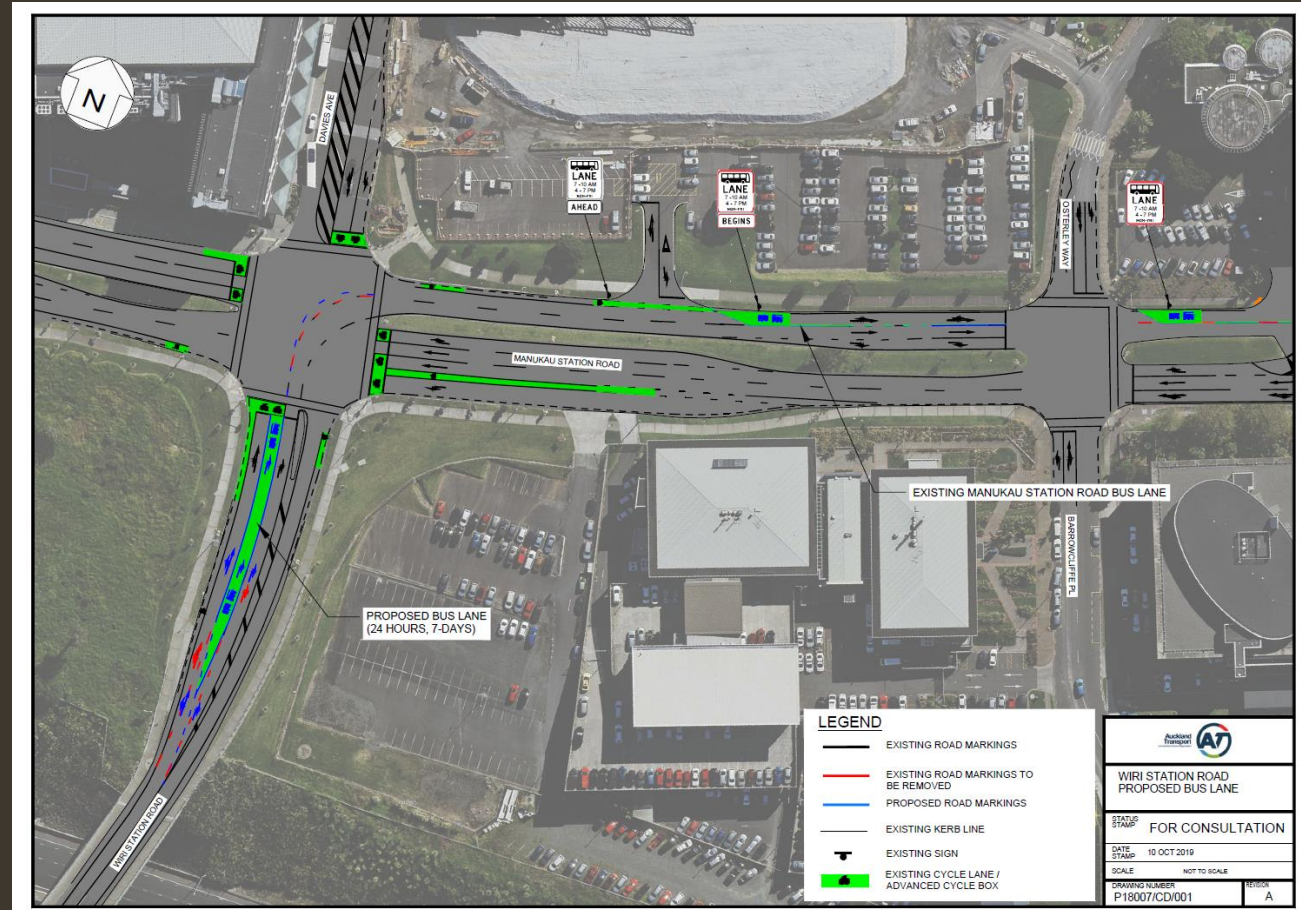
Barrowcliffe Place Plans



The Render



Citizen Democracy Works



Spatial Planning and Citizen Democracy



Spatial Planning in Action - #ourmanukau





Ben Ross

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Humanising Manukau City Centre



Ronwood Avenue maintain two lanes but only one side of the large boulevard is used. The other half is mostly converted to Active Mode infrastructure (it can if need be, become a busway for Airport Link, 33 and 361 buses. Ronwood Avenue becomes the Main Street



New bus mini hub on Ronwood Avenue between Farmers north entrance and Melba for the Airport Link, 33 and 361 buses



Several side entrances on Manukau Station Road closed to allow better continuity of bus lanes



Sections of Putney Way, Osterley Way and Amersham Way converted to Pedestrian Malls to “stitch up” urban fabric



Existing cycleways in Cavendish and Lambie Drives to be grade protected



Strong Town's Andrew Price and Complete Neighbourhoods

Urban Geography of a City

- Cities are divided into neighbourhoods, and if you've ever spent time living in a walkable city without a car, you know that your quality of life is largely dependent on the amenities within your neighbourhood — the walkshed of your home.
- A good neighbourhood will have enough variety of restaurants to keep you satisfied, along with schools, parks, grocery stores, walk-in clinics, entertainment, etc.
- If you were fortunate enough to work from or close to home, it's the sort of neighbourhood you could go months without leaving and not feel like you're missing out on anything. What I'm describing here is what I like to call a Complete Neighbourhood.

Macdougall St in Greenwich Village, New York. Chaotic and vibrant, with everything you need is close by. This is a Complete Neighbourhood.
Source: Strong Towns



Strong Town's Andrew Price and Complete Neighbourhoods ctd

- A good neighbourhood will also offer entertainment options (a bar with live music, a movie theatre, a dance club, a comedy club — whatever your scene is) where you don't have to worry about a curfew imposed by the transit system shutting down or Uber surge-charging you during the wee hours of the morning.
- This isn't to say you will never leave your neighbourhood; you may commute a long distance to work, you may want to explore other areas of the city, spend the day out shopping, have a night out on the town, visit friends who live in other neighbourhoods, etc.

Millennial Families with Children: The "complete package"



walkable & mixed-use



safe



schools



parks



childcare



community



...affordable housing options...

Complete package family area

Source: <https://www.strongtowns.org/journal/2016/6/29/the-next-baby-boom-affordable-urban-lifestyles-for-millennials-with-children>



The Result?

Enjoying that beer without the side of traffic fumes and noise

Extra information

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colab