

MOVEMENT AND PLACE FRAMEWORKS

Key lessons learn	Movement and place frameworks provide tools to establish a collective vision for places, while considering the movement of people and freight through increasingly denser urban areas. NSW Government has a number of policy documents that need to be considered for relevant projects through the business case process.
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Introduction

The Australian and NSW Governments have adopted the alignment of transport projects and investment with the NSW Government’s overarching Transport and Land Use Strategies and the Australian Transport Assessment and Planning (ATAP) Guidelines which is considered best practice within the transport planning industry.

There are six state-wide transport outcomes to guide investment, policy, reform and service provision. They provide the framework for planning and investment to harness rapid change supporting a modern transport network. The transport outcomes are:

- ▶ customer focus
- ▶ successful places
- ▶ a strong economy
- ▶ safety and performance
- ▶ accessible services
- ▶ sustainability.

There is substantial alignment between transport outcomes of ‘Successful places’ and the application of Movement and place frameworks.

Key considerations

Movement and Place can be applied to road networks (strategic level) or projects (local level) to improve:

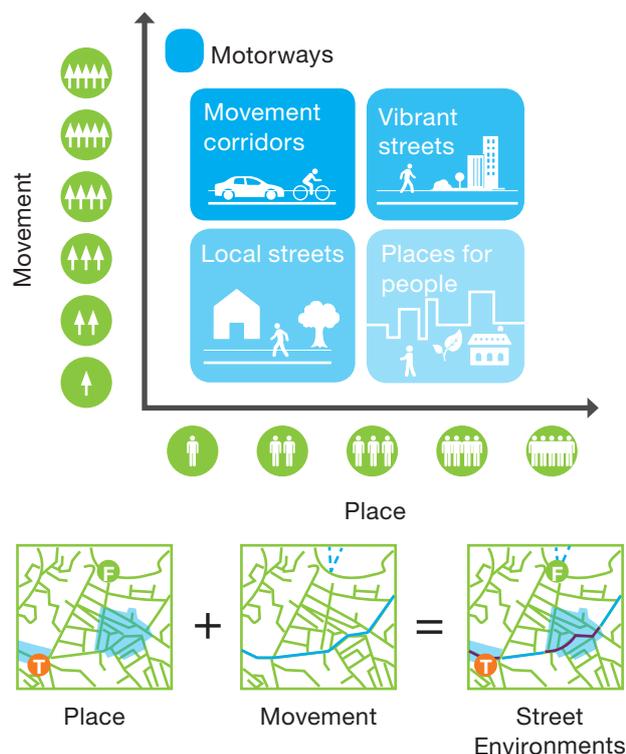
- ▶ Movement of people and freight efficiently with
- ▶ amenity and quality of Place.

Early engagement

To achieve the improvement of Movement and Place desired by the NSW Government, early multi-disciplinary engagement with appropriate professionals and authorities is required.

The right people in the room

The most successful outcomes have historically been achieved through workshop(s) and an agreed understanding of the strategic significance of Movement and Place functions. Best practice establishes the early vision for the project’s surrounding streets and places.



Generally, the road authority is responsible for **Movement** and land use authority for **Place**. Traffic and transport professionals, urban designers, strategic land use planners and project team members will be involved in both.

A collective vision for corridors, streets and places

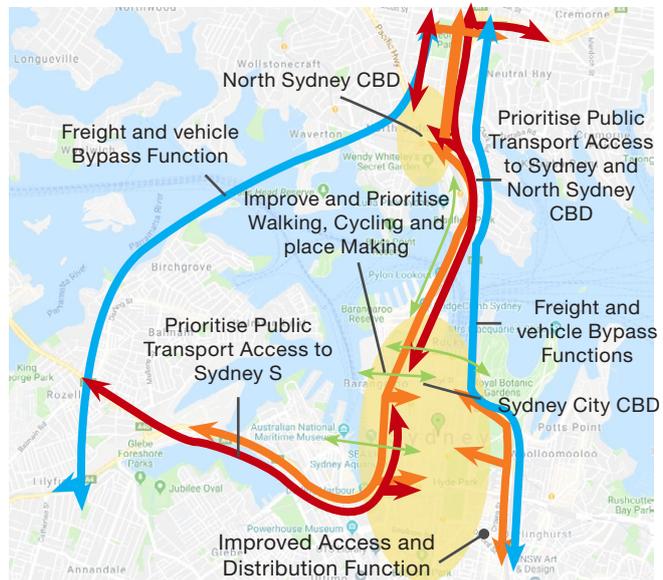
Incorporation of the collective Movement and Place frameworks creates a common understanding between the project team, stakeholders and government. It provides a clear line of sight between transport and place vision, the Government's land use and transport strategies and the purpose of investment.

It is important that assumptions and outcomes be updated with key stakeholders, throughout business case development.

Considerations of network hierarchy and integration

The overall success of urban areas depends upon the applying movement and place frameworks with consideration to all transport modes.

Below is an example of strategic network integration in the context of Movement (creating new road capacity) and Place (transport supporting successful places – state wide transport outcome no.2). The map identifies potential benefits and prioritisation of bus access, walking, cycling with prioritisation of freight and vehicles by-passing the Sydney Harbour CBD.



► About the author:

Bryan Willey is a Director of Road Transport Strategy with Transport for NSW and has significant experience in integrated strategic transport planning and policy, shaping future cities through transport infrastructure, delivering better street environments and transport networks. His experience encompasses transport strategy, project delivery, network performance and advising on strategic infrastructure investments to shape better cities for current and future generations.