

Movement & Place

This fact sheet will focus on the place context of a street and the movement function acknowledging that roads are used by a mix of people, traffic and goods. It introduces the concept of integrating place and movement in urban planning and design. Examples from around Taupō are provided.

Roads serve two primary roles, to facilitate the **movement** of people and goods and to act as **places** for people. However, there is limited space available within the road corridor and network. Thus, there is a need to provide for all users of the road network in an equitable and balanced manner. A movement and place framework is an approach used to consider the function of each road type within the road network and how it performs to meet the needs of a community. The framework can be used to prioritise infrastructure provision on a corridor. The NZ Transport Agency's One Network Road Classification (ONRC) is an example of a framework that considers movement and place when determining the road classification.

The Austroads movement and place matrix (shown below) is a useful tool for assessing the role of the corridor.

The position of a road/street on the **movement axis** is determined by its strategic importance within the road network. This reflects the overall volume of people (all modes) and goods that travel on the corridor and the proportion of longer distance journeys it serves.

The position on the **place axis** is determined by the strategic significance and community value of a place. Places can revolve around shopping, transport hubs, community centres and educational institutions.



A

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A corridor with **very high movement function and no place function** moves people and goods rapidly over a long distance.

Example: The East Taupō Arterial (Taupō Bypass)

B

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A corridor with **significant movement function and some place function** should provide safe, reliable and efficient movement between and within regional centres and urban areas. The corridor should also feature elements such as landscaping to contribute to the place function.

Example: Spa Road, Taupō

C

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A corridor with **significant movement function and significant place function** must balance the needs of motorists and pedestrians/cyclists. Road space is typically not sufficient to accommodate significant function and place, so detailed thought is required for successful allocation of space.

Example: Lake Terrace, Taupō

D

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A corridor with **some movement function and some place function** facilitates access. Examples typically include suburban residential streets.

Example: Sunset Street, Taupō

E

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A corridor with **some movement function and significant place function** should be an area that people enjoy walking in, attracts visitors and are valued by communities. These corridors have high levels of pedestrian activity. Shared space streets are a good example of this type of corridor.

Example: Fort Street shared space, Auckland

Additional Resources:

[Auckland Roads and Streets Framework](#): A high-level strategic frame of reference for all existing and future roads and streets planning in Auckland

[Taupō Urban Commercial and Industrial Structure Plan \(CISP\)](#): A detailed vision for future planning of the Taupō town centre which considers and balances movement and place