Corridor Management Plans

An important tool in the implementation of the objectives and policies of this Strategy in relation to the integration of land use and transport, transport efficiency, travel demand management and urban design is corridor management plans (CMPs).

This Strategy proposes that CMPs be prepared for all regional arterial routes, on a progressive basis. These guidelines provide direction on the issues to be addressed in CMPs and the process to be followed. The CMP tool is also appropriate to use on district arterial routes.

CMPs are aimed at assisting decision making on the allocation of scarce regional arterial road space among different and competing demands so as to enable both the link and place roles of arterial road corridors. The place role relates to the urban spaces and activities that are attracted to and created by road corridors, and includes the liveability and economic vitality of the centres and neighbourhoods through which they pass. The link role refers to the safety, efficiency and effectiveness of the transport corridor in connecting a number of centres and suburbs together. Corridors therefore always have both a “place” and a “link” role. Auckland’s topography of long ridgelines and extensive harbor edges tends to accentuate the importance of corridors as both links and places, and these corridors help to define the image and identity of the city.

Defining Corridors

A corridor can encompass single or multiple transportation routes or facilities – such as a motorway, arterial road(s), public transport (bus or rail), cycleway and pedestrian facilities, and the connecting network of streets (and rail lines). The road transport network in the vicinity of the arterial plays an important role in its functioning and the corridor should extend sufficiently far to enable the supporting network to be incorporated in the corridor access and management plans. Corridors also must incorporate the centres of activity along it, as well as the more linear patterns of businesses, recreational spaces and housing that are related to the movement function of the corridor.

Management plans should therefore incorporate the full extent of these related corridor activities. The physical width of a corridor can vary depending on the adjacent land uses, road network layout and topography. As a general guide, a 400-metre-wide corridor enables most nearby land uses to be included, while an 800-metre-wide corridor allows all locations within a ten minute walking distance of the corridor to be included. In some instances it may be appropriate to develop a management plan for an area that includes two or three corridors that are strongly inter-related.

Principles for Corridor Management Plans

Corridor management plans seek to establish the existing and future operation of an entire corridor, through an integrated assessment of transport and land use issues and pressures within the corridor. The emphasis should at all times be on how the design and management of a corridor can be optimized to maximise the achievement of this Strategy’s objectives related to transport, land use and environmental and urban design outcomes.

In addition to this Strategy, a corridor management plan also needs to take into account a wide range of documents in order to fully understand intended transport and land use roles. In particular, corridor management plans need a regional perspective on the intended future land use and transport roles of each route, as described in the Regional Growth Strategy (and its successor) and the Regional Arterial Road Plan, as well as other local documents accounting for economic, social and community, recreation and open space, and environmental sustainability aspirations

In general a range of practical and affordable options need to be considered to improve the public realm along corridors, support place making and urban development while also improving or at least maintaining the transport reliability and capacity of the corridor (where capacity is measured in terms of people and goods rather than vehicles). The actions required should be integrated as part of a corridor management plan (or an access management plan), and need to address:

The place role of arterials, including:

- Integration with land uses, including future mix and density. This includes retaining or creating an amenity condition which is consistent with the market conditions necessary to make those land uses viable
- Creation of a street environment that supports a beneficial interaction between the street and adjacent buildings. The amenity of the land use edge should enhance the street environment and vice versa.
- creation of a public realm that encourages walking and cycling which in turn supports public transport, travel demand management and active and vibrant activities.

The link role of arterials, including

- integration with the strategic objectives of the region and the city or district concerned,
- consideration of the appropriate capacity and speed environment for the locality.
- intersections
- integration with adjacent rail (as it relates to freight and the RTN),
- public transport role
- cycling and walking network role
- the supporting local road network.

Actions in the CMP may include:

- streetscape enhancements, including footpaths, street trees, common service ducts / utility trenches
- parking provision
- parking enforcement of clearways and bus/transit lanes
- Travel Demand Management (TDM) measures, including walking and cycling infrastructure
- forming part of school and workplace travel plans and neighbourhood accessibility plans,
- safety engineering assessment and intervention
- traffic signal operations and optimisation
- carriageway use, markings and signage. Optimising the road space use includes appropriate median treatment (width, flush/raised/landscaped), and peak-time lane

management including dynamic management, access control, intersection treatments etc.
- route signage
- recommendations for land use growth and development planning, community and open space infrastructure, and economic development.
- recommendations for statutory plan changes and/or RMA designations.
- Identification of priorities and projects for further investigation.

Priorities for corridor management plans

Corridor management plans should be prepared for the entire regional arterial network. However, this will take some time to achieve. Accordingly, it is necessary to prioritise resources to those corridors with the greatest need.

Need should be considered from the point of view of both land use and transport issues. Some corridors will experience pressure for land use change, even if transport conditions are manageable into the near future (such as Great North Road in Grey Lynn / Newton). In this case a corridor management plan can help to shape future conditions so that there is better integration between land uses and transport rather than just react to deteriorating traffic conditions. In considering priorities, the following should be taken into account:

- Rate of land use change / redevelopment (current and future)
- Current state of the environment
- Transport pressures.