

How to read the PSP Guidelines

20 minute neighbourhood hallmarks:

The distinctive characteristics of a 20 min neighbourhood. Chapters in the PSP – replaces the previous 'Elements'

Features:

A non-exhaustive list of attributes that contribute to the 'Hallmark'. Used to articulated intended outcomes in the greenfield PSP areas



SAFE, ACCESSIBLE & WELL CONNECTED

Opportunity + Challenge

Walkable neighbourhoods – where access by pedestrians, cyclists and public transport is prioritised – are a focus of the 20-minute neighbourhood integrating framework. Walkable neighbourhoods better support diverse and more intensive land uses, foster a sense of community and social cohesion, reduce greenhouse gases and household transport costs, and support healthy and active lifestyles.

In order to prioritise active transport modes, pedestrian and cycle routes and public transport connections need to be safe, direct and pleasant to use, and accessible to people with mobility limitations and parents with prams. The importance of the movement network in creating a sense of place will also need to be considered by carefully balancing the multiple functions of streets.

As we move to higher-density neighbourhoods, there will be increasing competition for space in the street. Parking will need to be carefully considered, ensuring that on-street parking and driveway cross-overs do not compromise the amenity of the street through loss of tree-planting opportunities.



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Be safe, accessible and well connected for pedestrians and cyclists to optimise active transport.



Opportunity and challenge

Internal or external circumstances that either make it possible to do something different or shapes the need to change the way we do things

PSP Features

In greenfield areas, PSPs will facilitate the development of neighbourhoods that have the following features:

- F.5 Walkability and safe cycling networks**
A high amenity, safe, accessible, direct and comfortable walking and cycling environment.
- F.6 Movement and place**
A transport and movement network that effectively balances the role of movement and place.
- F.7 Local public transport**
A public transport network that is supported by high-intensity uses and connectivity between key destinations



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General principles:

General principles that, if followed, will likely deliver a neighbourhood that exhibits the Features and Hallmarks of a 20-minute neighbourhood

Performance targets:

An acceptable outcome that can be used to measure success

Application to a PSP

F.5 Walkability and safe cycling networks

A high amenity, safe, accessible, direct and comfortable walking and cycling environment.

GENERAL PRINCIPLES

F.5.1 Streets should be carefully and deliberately designed (in terms of their scale, design speeds, configuration and landscaping treatments) to respond to the site context (e.g. topography, natural features), proposed land use context (e.g. future urban form, intensity of activity) and to support early habits for walking and cycling.

This includes:

- Direct, comfortable and legible off-road walking and cycling paths that connect open spaces and key destinations.
- Pedestrian crossings on key pedestrian routes, all legs of signalised intersections in activity centres, and at appropriate bus stops.
- Minimal impediments to safe and comfortable pedestrian and cyclist movement (such as slip lanes, cross-overs and roundabouts) on high volume routes.
- Greater access to walking and cycling options in areas of higher-intensity activity.

Source: Clause 56-06-1, 56-06-2, 56-06-5

HOW TO APPLY IN A PSP

A Movement Network Plan should show routes, connections, crossings and categories of path types such as off-road, shared, etc.

A greater intensity of walking and cycling options should be shown in areas of higher activity.

Street cross-sections should show path dimensions and how the street environment will support walking and cycling.



PERFORMANCE TARGETS

T4 Bicycle Movement

Off road bicycle paths should be provided on all connector streets and arterial roads, connecting where possible with off-road trails within open spaces and the surrounding bicycle network.

Source: Clause 56.06-2

T5 Street Design

All streets should have footpaths on both sides of the reservation.

Source: Clause 56-06-5

T6 Pedestrian and cyclist crossings

provided every 400-800m along arterial roads, rail lines, waterways and any other accessibility barriers.

HOW TO 'TEST' ACHIEVEMENT IN A PSP

Cross-sections and the Movement Network Plan demonstrate the provision of paths on all connector and arterial streets, as well as connections to off-road trails.

OPPORTUNITY

Diversity in both streetscape and user experience should be considered when determining the configuration of bike paths in cross-sections and their routes through neighbourhoods.

The purpose of the place and the character of the urban form may offer opportunities for alternative approaches to providing a direct and connected bicycle network (for example, shared zones in highly urbanised spaces).

All street cross-sections show pedestrian paths.

OPPORTUNITY

The purpose of the place and the character of the urban form may be suitable for alternative path approaches (for example, low-density areas may be better suited to a more rural style cross-section, with different path provision).

Movement Network Plan shows the distances between crossings.

OPPORTUNITY

Variations where crossing is unfeasible or results in unacceptable environmental impacts, or where the connection offers limited practical community use.



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Innovation opportunity:

Opportunities to 'lift the bar' further on metrics or trigger the Innovation Pathway