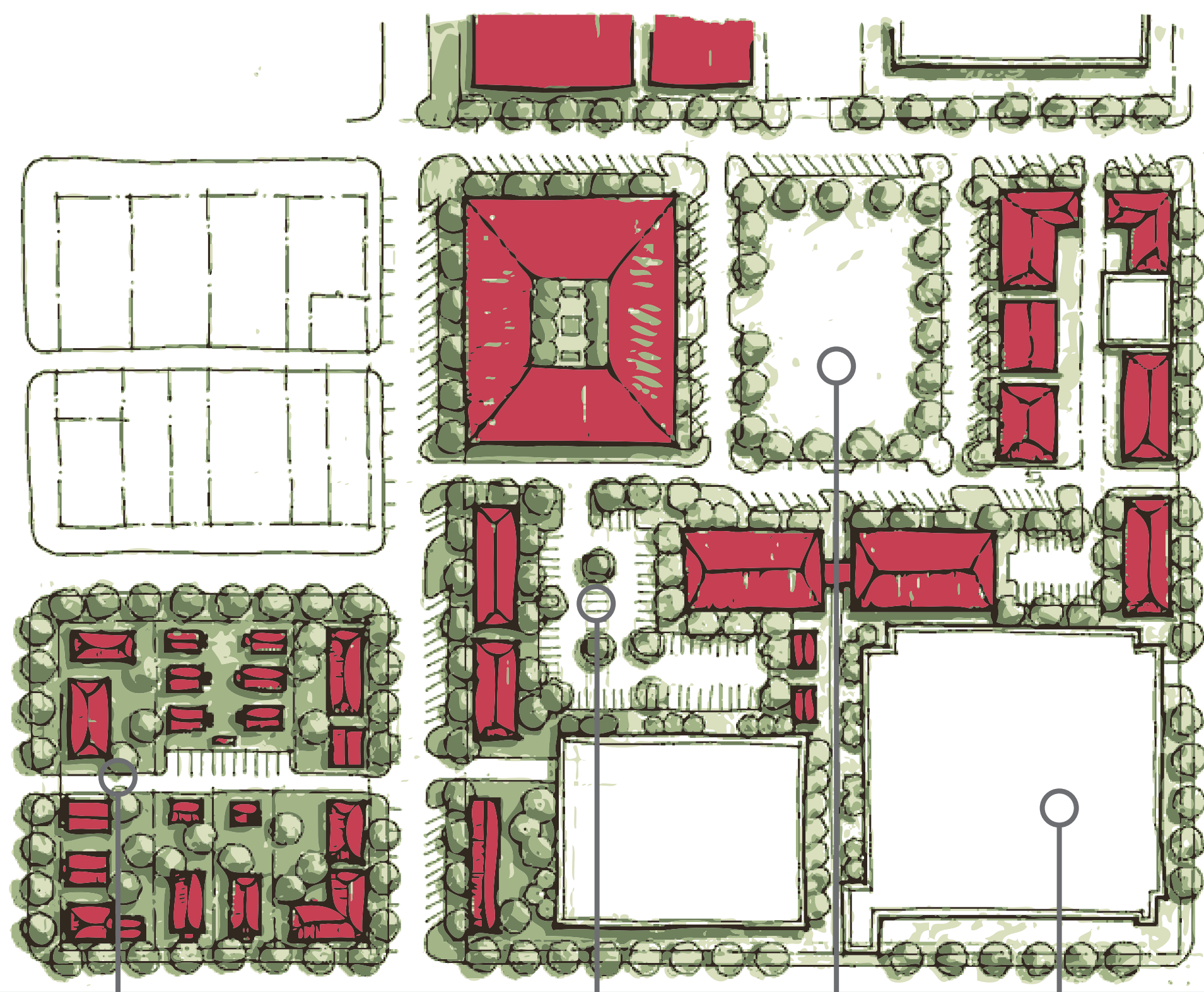


NEW URBANISM

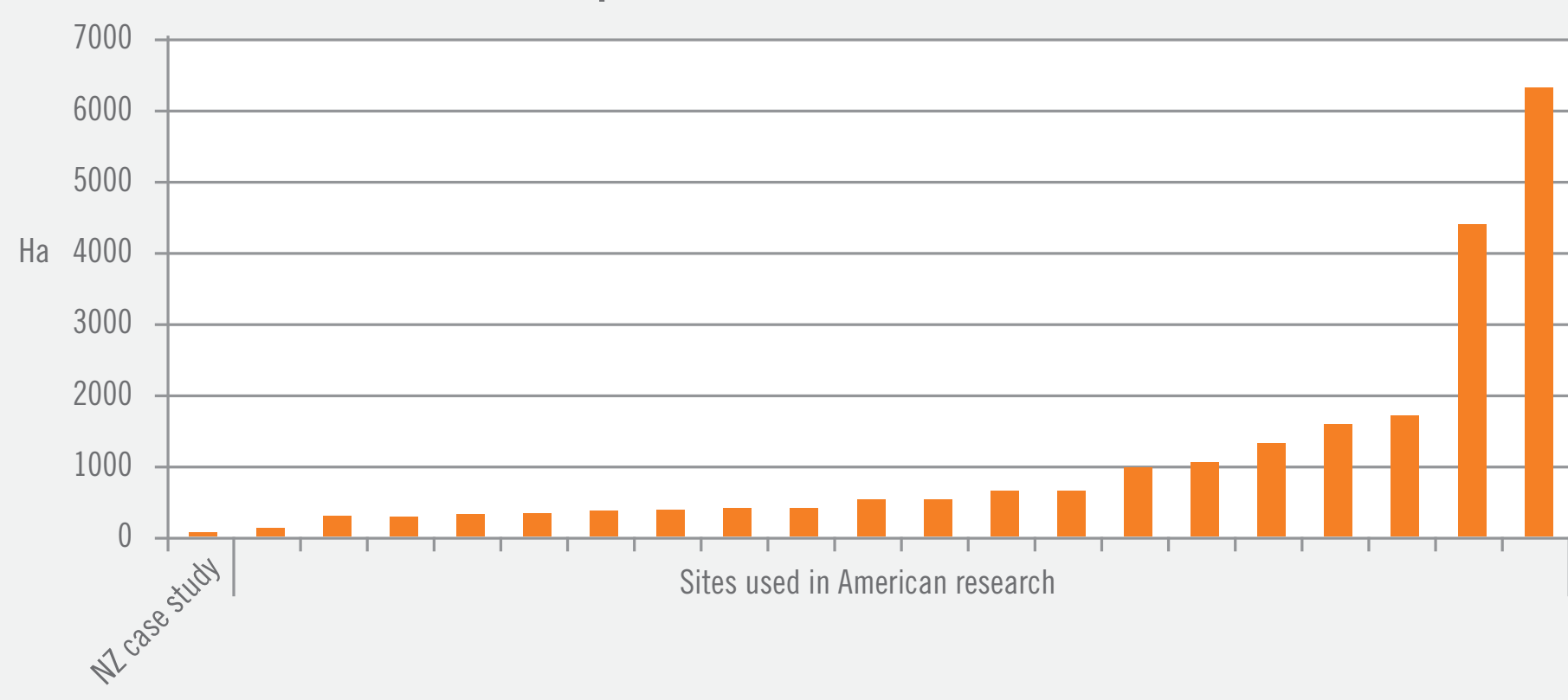
IS IT REALLY APPLICABLE TO NEW ZEALAND DEVELOPMENTS?



Residential Car Parking Recreation Office/Retail



American vs. New Zealand Developments



What is New Urbanism?

New Urbanism ;

- Provides for a diverse population
- Provides for pedestrian and public transport as well as the car
- Is accessible
- Is framed by architecture and landscape design
- Celebrates local history, climate, ecology and building practice

Traditional Neighbourhood Developments (TND) follow the concept of New Urbanism by locating residential neighbourhoods and non-residential land uses within close proximity of each other. These developments are intended to promote;

- Walking
- Cycling
- Shorter internal vehicle trips
- Reduced parking demands.

This is termed the 'Work-Live-Play' approach.

Application to Developments

Developers claim benefits through:

- Reduced parking provision. This is often justified through the use of the Duany Plater-Zyberk Smart Code which applies a parking sharing factor. The sharing factor accounts for the concept that at times when retail parking demand is typically high it is unlikely that residential visitor parking demand is also high.

- Increased internal capture rate. Trips among various land uses can be made within the development and therefore are not made on the external road network. The close proximity of other land uses is also intended to promote active transport. Some New Urbanists believe it is possible to internalise up to two thirds of existing trips in a large, solely residential development through the construction of TNDs.

Conclusions

It has been found that some New Zealand practitioners may be misinterpreting and potentially misapplying the TND research.

- New Zealand multi-use developments are considerably smaller than the American sites considered in FLITE and ITE research
 - o The FLITE research is based on 20 American developments ranging in size from 280 Ha to 6,300 Ha
 - o The ITE research considered three sites in Florida which ranged from 25 Ha to 102 Ha in size
 - o A New Zealand case study site which claimed to be a TND was only 4.3 Ha
- The US methodology for estimating internal capture rates for development may not be suitable for application in New Zealand unless the development is of a similar size
 - o "Internal capture rates increase with increasing size and diversity of land uses"²
- The Duany Plater-Zyberk Smart Code methodology for estimating parking sharing between different land uses may also not be suitable for application in New Zealand unless the development is of a similar size.

It is acknowledged that TNDs can provide transportation benefits, however there is a significant need in New Zealand for ongoing research in the area of 'Work-Live-Play' to enable these benefits to be correctly quantified.

¹ Congress for New Urbanism Charter

² the Florida section of the Institute of Transportation Engineering (FLITE)

³ Institute of Transportation Engineers (ITE)

IMAGE CREDITS www.realtown.com/mikaciampa/blog/newurbanism, www.jamestharlie.com/streetscapes/streetscapes, www.newurbanismblog.com, <http://newurbanismblog.com>