

Street Hierarchy & the Power of Design



IPENZ Cycle Study Trip

June-July 2016



Vancouver
Seattle
Copenhagen
London
Berlin
Utrecht
Groningen
Amsterdam

Intersections - Side Road Designs



Copenhagen



Utrecht

Intersections

Side Road Designs



Berlin



Amsterdam



Driveways Designs



Berlin



Copenhagen



Copenhagen

Key Design Concepts/ Principles

when integrating cycling infrastructure at un-signalised intersections



- Keep it simple
- Design to create the behaviour you want
- Create a street where expectations are clear

Car dominance shines through





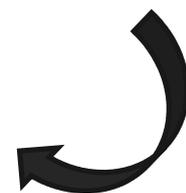
Local



Collector



Primary Arterial



My Journey to Work by Bike

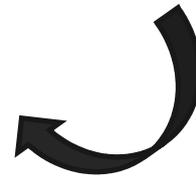
Panmure to Auckland CBD





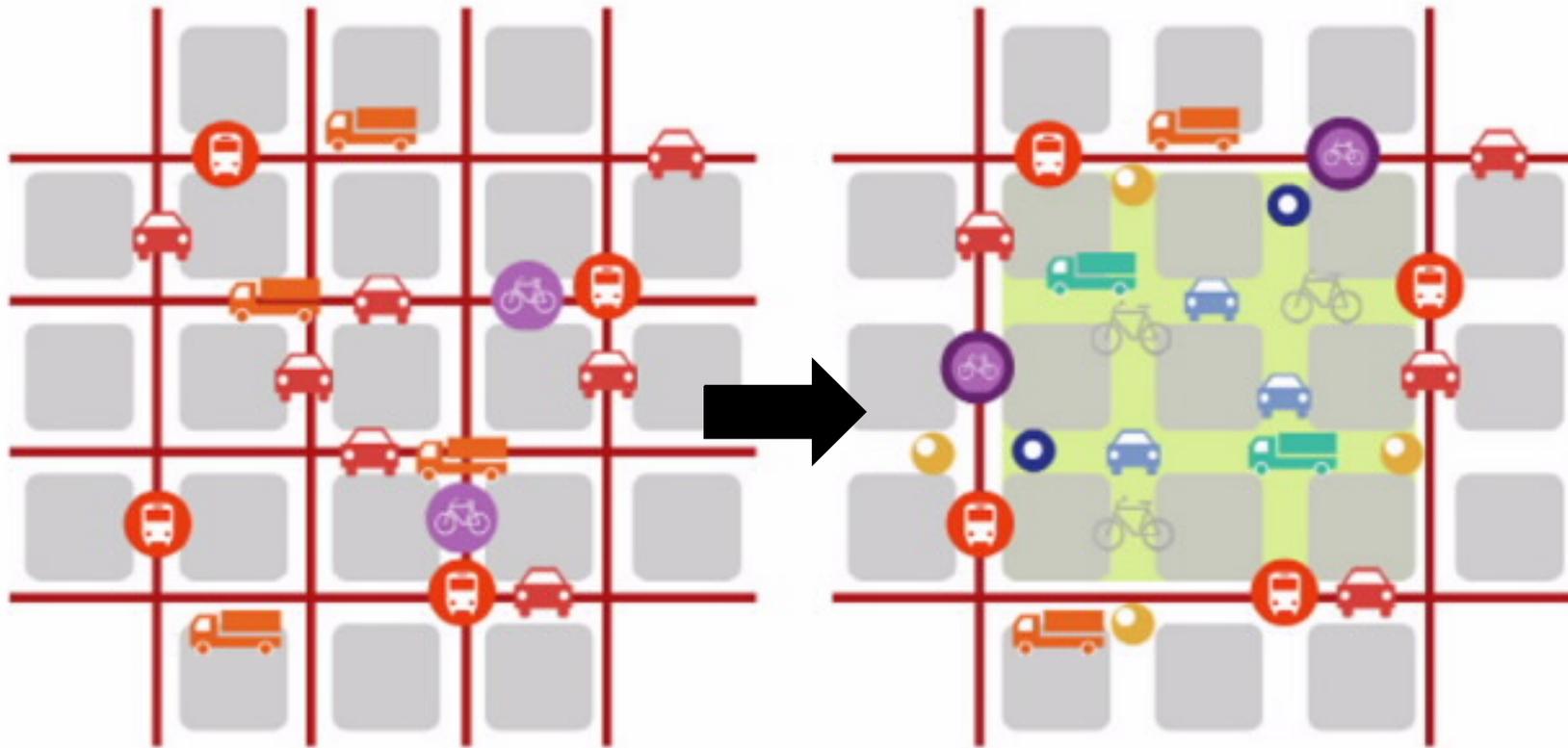
My Journey to Master Class by Bike

Norrebro to Copenhagenize Design Co.



Street Hierarchy

The categorisation of streets / roads according to their function and capacity



Intuitive Design

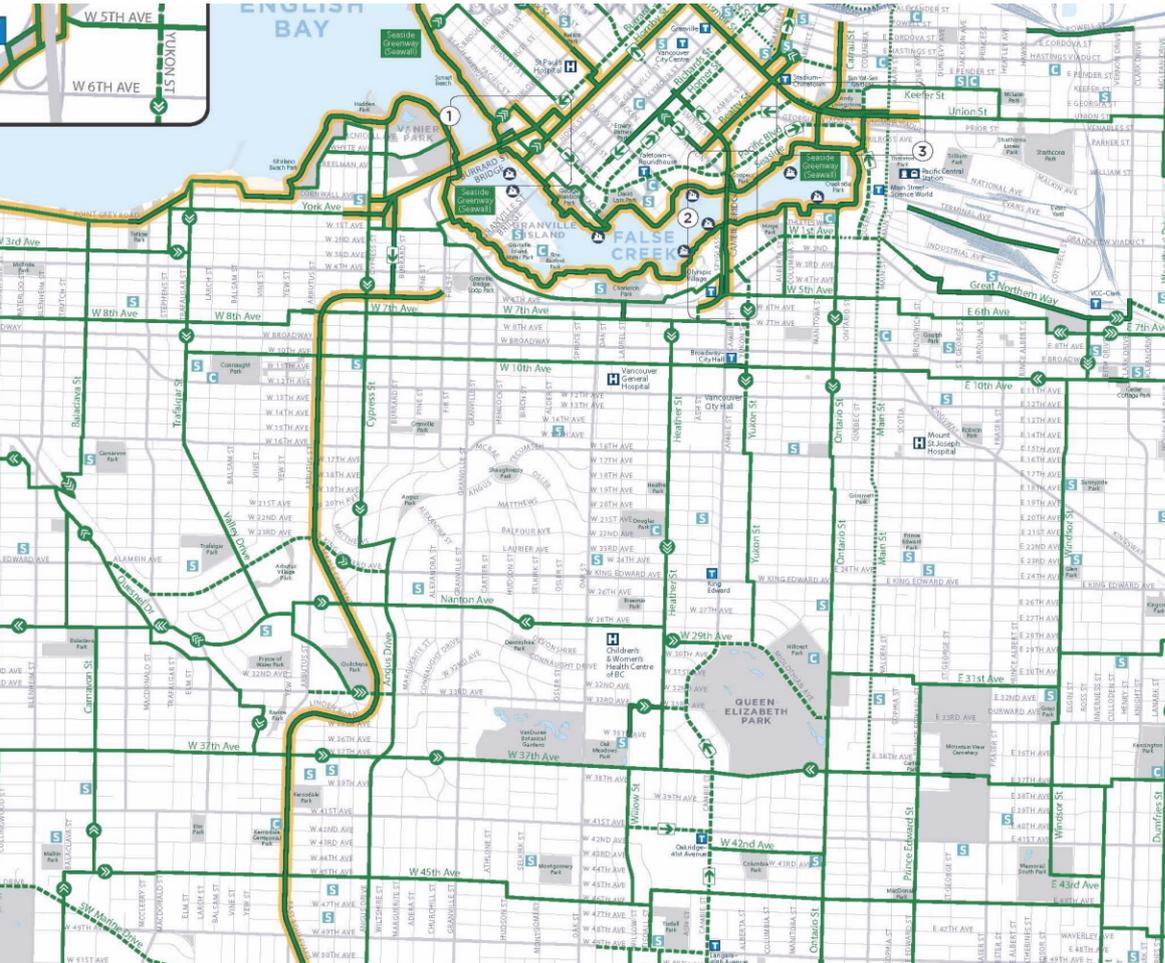


Spaghetti Measuring Tool 'I could eat a horse'



iPhone

Adding another layer to Local in Vancouver



What has Vancouver Done with Design

Design Elements

Vancouver's Local Street Bikeways





Self explaining streets

Point England



Moving in the right direction

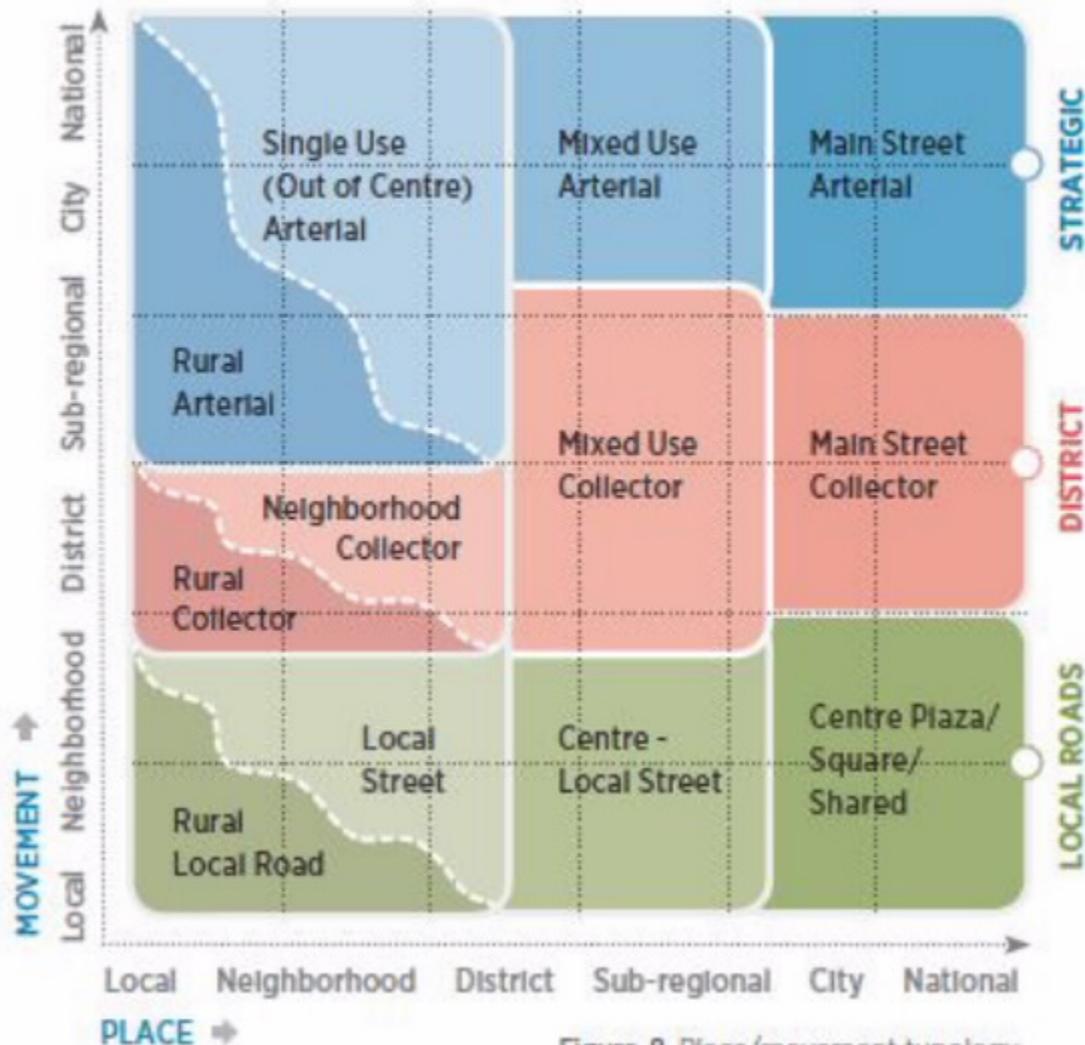
Auckland CBD/fringe suburbs



Roads and Street Framework

Developed by Auckland Transport 2017

Roads and Streets Family

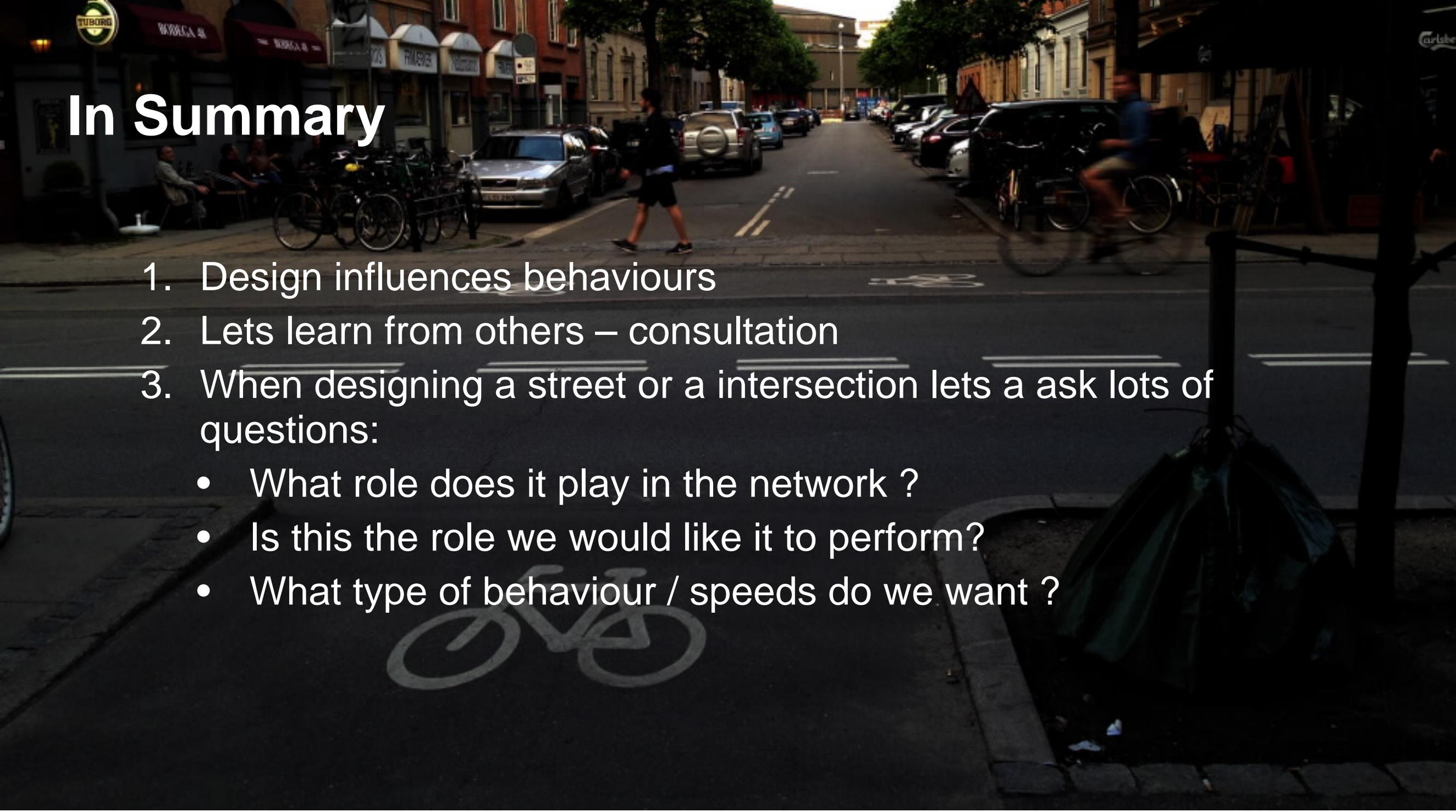


The framework lays out a method for integrating place and movement to achieve the multiple goals for street space with sensitivity to context.



Figure 8. Place/movement typology

In Summary



1. Design influences behaviours
2. Lets learn from others – consultation
3. When designing a street or a intersection lets a ask lots of questions:
 - What role does it play in the network ?
 - Is this the role we would like it to perform?
 - What type of behaviour / speeds do we want ?