

Introducing Movement and Place



Acknowledgement of Country

The Department of Transport and Main Roads respectfully acknowledges the Traditional Owners and Custodians of the land and waterways. We pay respect to their Elders past, present and emerging. TMR recognises those whose ongoing effort to protect and promote Aboriginal and Torres Strait Islander cultures will leave a lasting legacy for future First Nations people.

Artwork: 'Travelling' by Gilimbaa



Sally Stannard

Director-General,
Department of Transport and Main Roads

Queensland is experiencing rapid growth. As we adapt to new ways of accessing goods and services, we must ensure that design of our roads, streets, and transport precincts provide reliable, resilient and responsive transport networks and digital services that are safe and accessible for everyone.

Movement and Place is integral to deliver our strategic objectives by balancing the functional requirements of transportation with the social, economic, and environmental needs of the community. The Department of Transport and Main Roads' (TMR) Movement and Place Policy and Practitioner Guidance are the foundation of our long-term strategic framework. Through cross-jurisdictional and multi-disciplinary collaboration we will foster vibrant communities, enhance quality of life, and enable seamless movement of people and goods.



I look forward to the continued collaboration of my department with industry, government and community stakeholders as we strive to deliver Movement and Place outcomes. Together, we can shape a transport landscape that connects communities in a sustainable, thriving and inclusive Queensland.



Leah Lang

Queensland Government Architect,
Office of the Queensland Government Architect

TMR's Movement and Place Policy supports existing policies, including the State Planning Policy, which recognise and value the importance of high-quality

places in Queensland's cities and regions. Movement and place recognise that streets are not just about moving people and goods—they are also places for people to live, work, and spend time. By broadening our thinking about our roads and streets beyond their functional role in supporting movement, places can better deliver social, environmental, and economic improvements for the community.

The Office of the Queensland Government Architect's primary role is to support the design and delivery of quality urban environments, this is achieved by designing with cultural understanding and collaboratively working with a broad range of disciplines and stakeholders guided by a shared place-based vision.

This policy is an important step in helping deliver better design and planning outcomes for Queensland. I commend the department's support of Movement and Place and the legacy of high-quality spaces it will influence.

What is Movement and Place?

Movement and place refers to the integration of transport networks with the built and natural environments that surround and interact with them



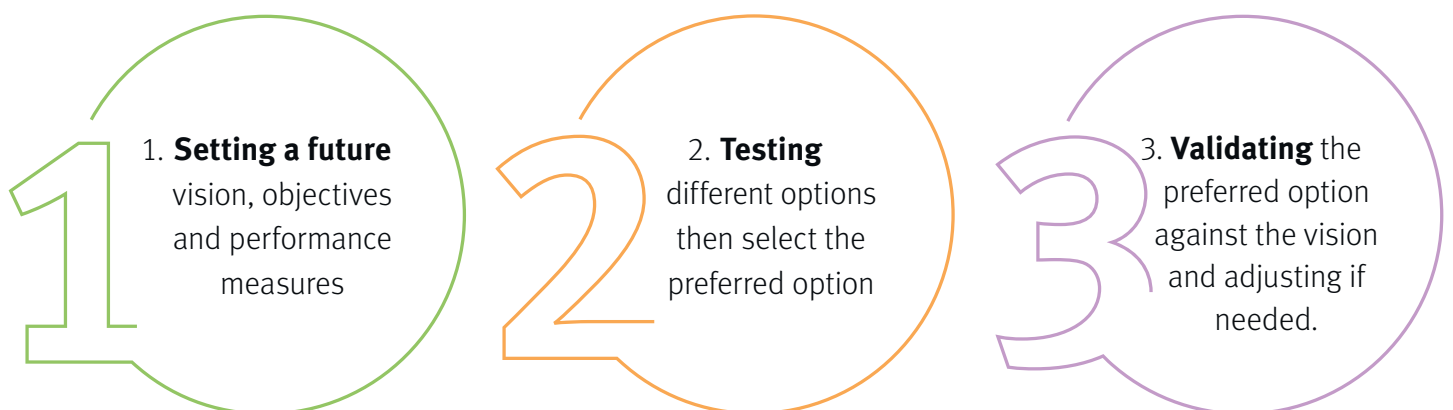
Successful neighbourhoods, cities and regions require both seamless movement of people and goods, and attractive and thriving places for social and economic activity. Because the functions of movement and place are closely linked, they should be considered together across transport planning, design, operation and investment decision-making.

Movement is the movement of people and goods via a variety of modes across the transport system. Movement is driven by a range of social and economic activities that are critical to the success of our local areas, cities and regions.

Place is a space or location which has meaning shaped by the activity of people within it, its social and economic value to the community, and its physical and natural setting.

Developing a vision which balances the contextual functions of movement and place is the starting point for multi-disciplinary teams to identify opportunities and trade-offs across a range of elements such as land use, urban form, modal priorities, amenity and the environment.

Vision and validate is a phrase used to describe the objective-setting methodology applied in the movement and place process which includes:



Why Movement and Place?

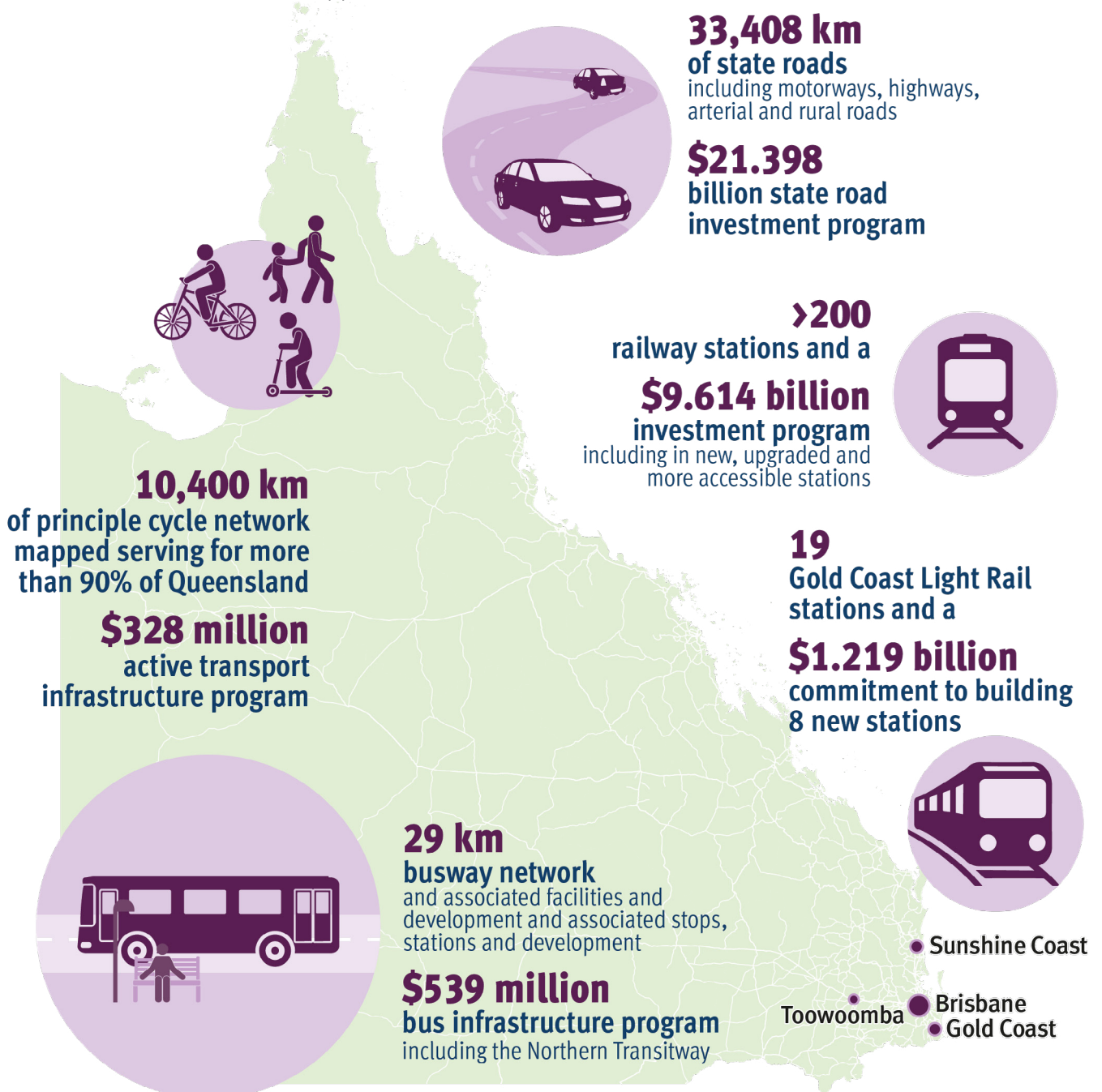
Rapid growth presents an opportunity for TMR to evolve how we think about the movement of people, balanced with providing attractive places to live, shop, work and socialise.

Queensland continues to experience unprecedented growth, and its population is projected to reach 7.35 million by 2046, and be over 9.26 million by 2071¹. In South East Queensland, 60–70 per cent of new dwellings required to support growth to 2046 are planned to be provided within existing urban areas².

To support the demand this growth will place on the network, we need to balance our approach between

expanding the transport system and reshaping how we think about movement by optimising existing infrastructure to unlock the potential of current and future places.

With finite public space available, movement and place supports analysis of the conflicts and trade-offs that need to occur to improve outcomes. The ‘vision and validate’ approach allows greater flexibility and means of achieving outcomes which prioritise movement of people, rather than movement of vehicles.



All funding statistics based on Queensland Transport and Roads Investment Program 2023-24 to 2026-27.

¹ Queensland Government Statistician’s Office, 2023 edition (medium series). ² ShapingSEQ 2023, DSDILGP

Creating vibrant places

The state road network passes through and interacts with a range of urban and rural centres and places, and projects that reduce through traffic such as town centre bypasses and ring roads present opportunities to enhance the safety and amenity of local places.

Precincts surrounding bus, light rail and train stations, and active transport infrastructure also present opportunities to work with stakeholders and the community to enable vibrant, liveable, equitable and inclusive communities while preserving and celebrating Queensland's unique natural assets.



Establishing a common language

The Movement and Place Policy and Practitioner Guidance will help establish a common language between multi-disciplinary and cross-jurisdictional practitioners and the community. A unified approach ensures consistency throughout the project lifecycle, from setting the vision and objectives to evaluating and selecting solutions.



Better movement

Supporting sustainable movement is a critical strategic direction across government, particularly considering the oncoming challenges of population growth, increased focus on infill development and constrained transport corridors.

'As the region continues to evolve and grow, it is essential to develop a comprehensive and integrated transport system that moves people and goods seamlessly, efficiently and sustainably³.'

The four-year QTRIP investment pipeline allocates less than 1 per cent each for bus and cycle infrastructure. Movement and place will help raise the profile of practices to maximise existing and committed road infrastructure (e.g., road space allocation) while enabling opportunities for sustainable movement through integration of transport and urban design thinking.



Alignment with strategic direction

Future transport challenges transcend government jurisdictional boundaries. Because movement and place emphasises collaboration and visioning, it will lead to enhanced integration of land use and infrastructure planning, strengthened partnerships, and delivery of cohesive, cross-government outcomes.

In addition to TMR organisational strategies and policies outlined in the Policy, movement and place will also support the delivery of whole-of-Government objectives and align with plans and policies such as Queensland's regional plans, ShapingSEQ 2023, the State Infrastructure Strategy 2022–2042, and the directions set by QDesign to deliver great Queensland places.



³ShapingSEQ 2023, DSDILGP

Implementation across TMR

TMR's Movement and Place Policy and Practitioner Guidance represent the first step in implementing this approach across TMR and in partnership with our key stakeholders.

Policy: provides the vision, purpose and policy intent with core principles and objectives.

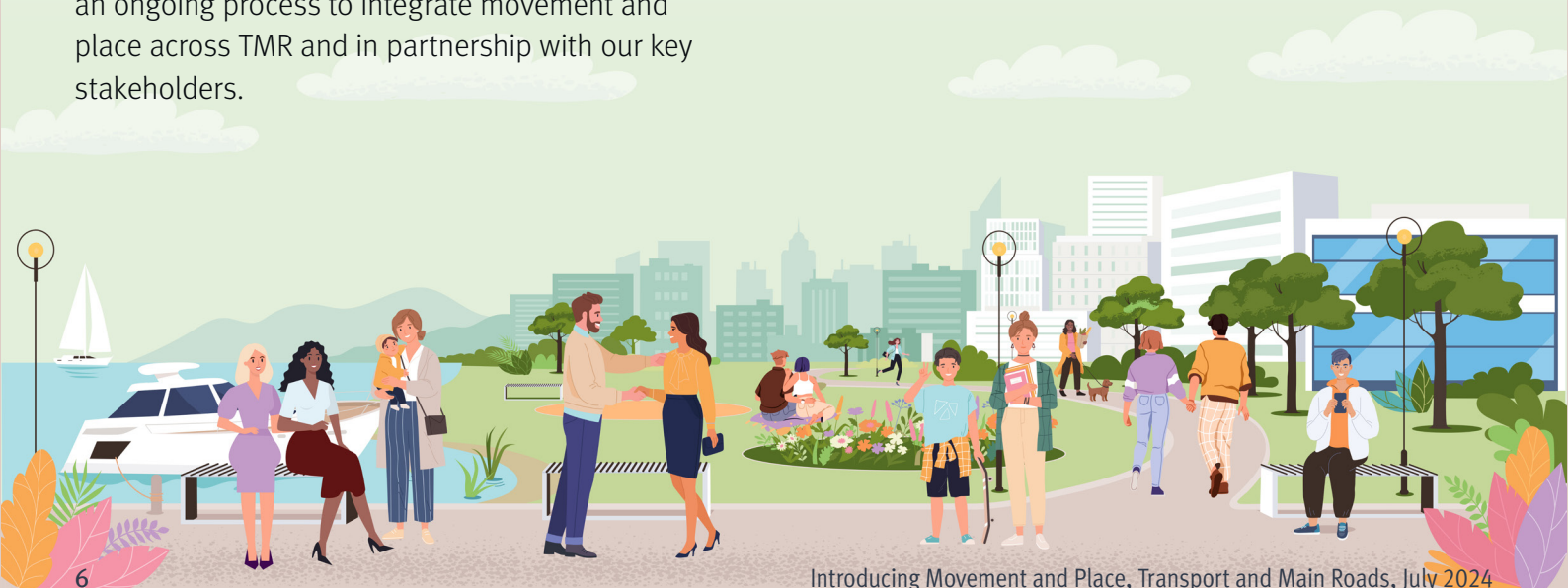
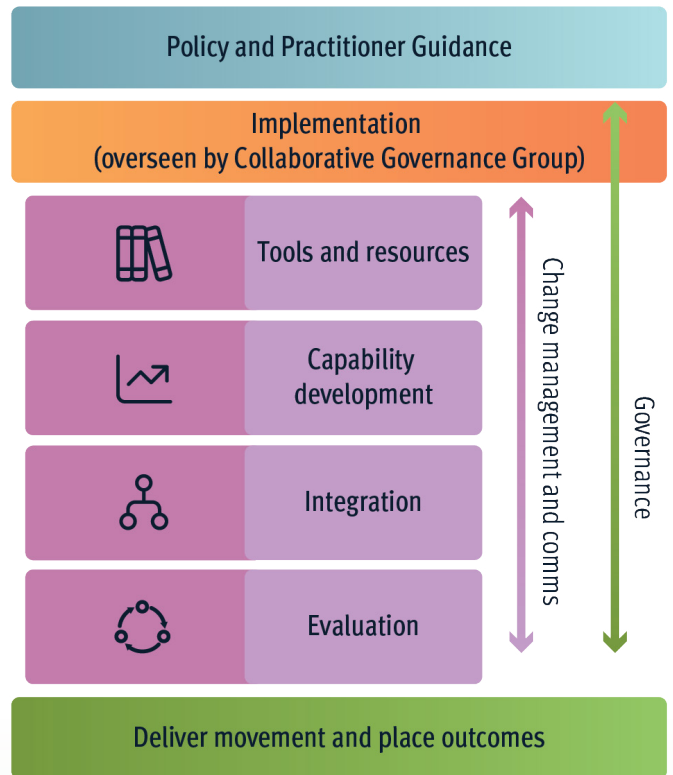
Practitioner Guidance: provides strategic steps for a collaborative and vision-led movement and place process to define, review and design outcomes.

A supporting implementation framework has been developed to enact movement and place across TMR with a multi-disciplinary Collaborative Governance Group overseeing development of tools and resources, expanding capability, integration into existing practices and procedures, and policy evaluation.

What does this mean for current practice?

Undertaking the movement and place process will be the responsibility of individual project teams. While some divisions of TMR may already be implementing parts of the movement and place approach into their work, others may require further guidance and support. As the framework is implemented, opportunities to be engaged, to evaluate tools and identify case studies will be available and encouraged. In recognition that change will not occur overnight, there will be an ongoing process to integrate movement and place across TMR and in partnership with our key stakeholders.

Movement and Place Operational Framework



Movement and Place process

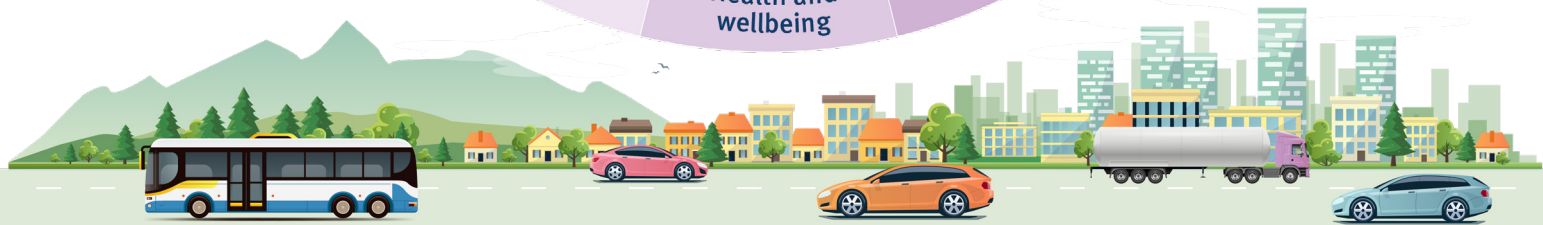
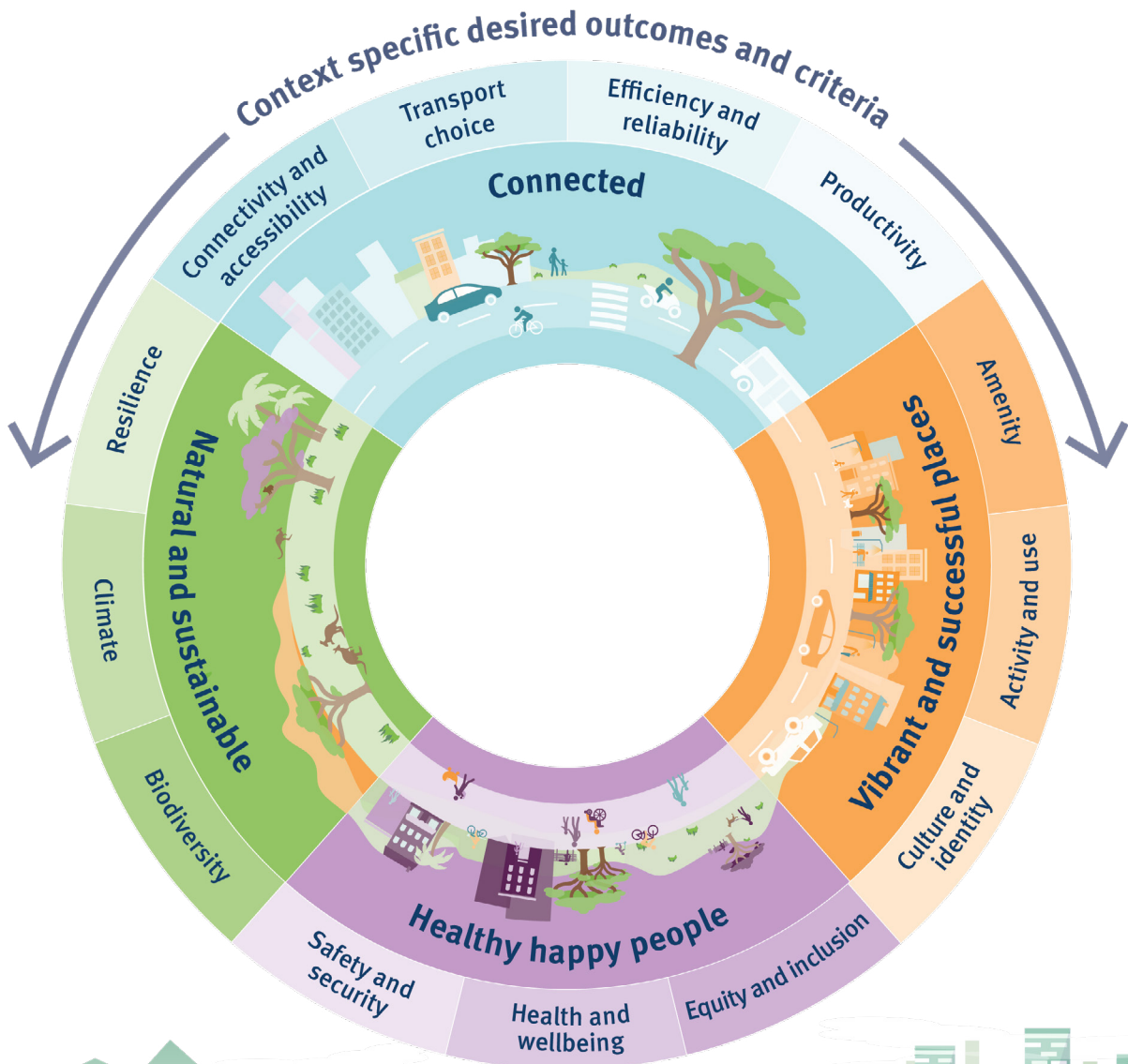
The movement and place process requires project teams to collaboratively create a shared vision for both movement and place; to explore, identify and develop strategies and initiatives to achieve the vision, and test and validate these strategies and initiatives to ensure they can deliver the vision.

The process enables robust deliberation by first setting the scene, understanding the strategic environment, the movement and place contexts—first separately and then together, setting a vision and objectives through cross collaboration, then developing a solution that best fits the vision

through an ongoing process of validation and use of Performance Indicators.

Different tools and methods to help practitioners and project teams undertake this approach, are set out in TMR’s Movement and Place Practitioner Guidance. These tools will be refined and developed as movement and place is implemented across the department.

Adopting a movement and place approach ensures our transport network is connected, creates vibrant places, enhances our natural assets, and elevates the health and well-being of Queenslanders.



When should this be applied?

Movement and place will enhance, not replace, TMR planning and project processes. It can be applied to the planning, design, maintenance, operation, and investment decision making for the transport network, from project to whole of system level.

Every journey on the network has interactions with places, and all places are shaped by their connection to the network, therefore a movement and place approach can be applied in almost any scenario or scale of project.

TMR's movement and place process allows for vision-setting and for movement and place characteristics to be defined in both urban and rural contexts and for a broad range of environments.

As part of implementation, we will develop a library of pilot projects, case studies, and other resources to help demonstrate how movement and place can be integrated into a wide range of projects and what benefits the approach can bring. In the meantime, practitioners are encouraged to consider how the movement and place process can be used to provide better outcomes for our customers.

Pilot projects and case studies

During implementation of the Policy, pilots and case studies will raise the profile of and benchmark movement and place practice for TMR in Queensland.

Pilot projects and case studies help provide practitioners with ideas on the 'how' to apply movement and place. They provide examples and visual cues of positive outcomes that can be replicated more broadly elsewhere, inform improvements, benefits realisation data and 'lessons learnt'.

The types of projects where there are opportunities for movement and place to bring an immediate benefit to outcomes may include:

- Road safety projects, for example:
 - Traffic management programs
 - Speed reductions
 - Ring road / town bypasses
- Regional Transport Plans
- Active travel schemes, for example:
 - Cycling corridor projects
 - Walking network improvements
- Public transport interchanges (rail, bus)
- Freight route improvements.



Other jurisdictions

Movement and place approaches have been adopted in Australia and internationally. Globally, the shift to more holistic, human-centric planning and design supports the integration of all elements of public space and the movement of people and goods, rather than of vehicles. Links to other movement and place policies and guidance are provided below.

New South Wales:

movementandplace.nsw.gov.au

Victoria:

vic.gov.au/movement-and-place-victoria

New Zealand:

nzta.govt.nz/planning-and-investment/planning/one-network-framework

London's Healthy Streets:

tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets

NACTO Guide (North America):

nacto.org/publications/#design-guides-design-guidance

Further information

For more information on Movement and Place and to view the Policy and Practitioner Guidance, please visit our webpage at www.tmr.qld.gov.au/movement-and-place or scan the QR code (to the right).

