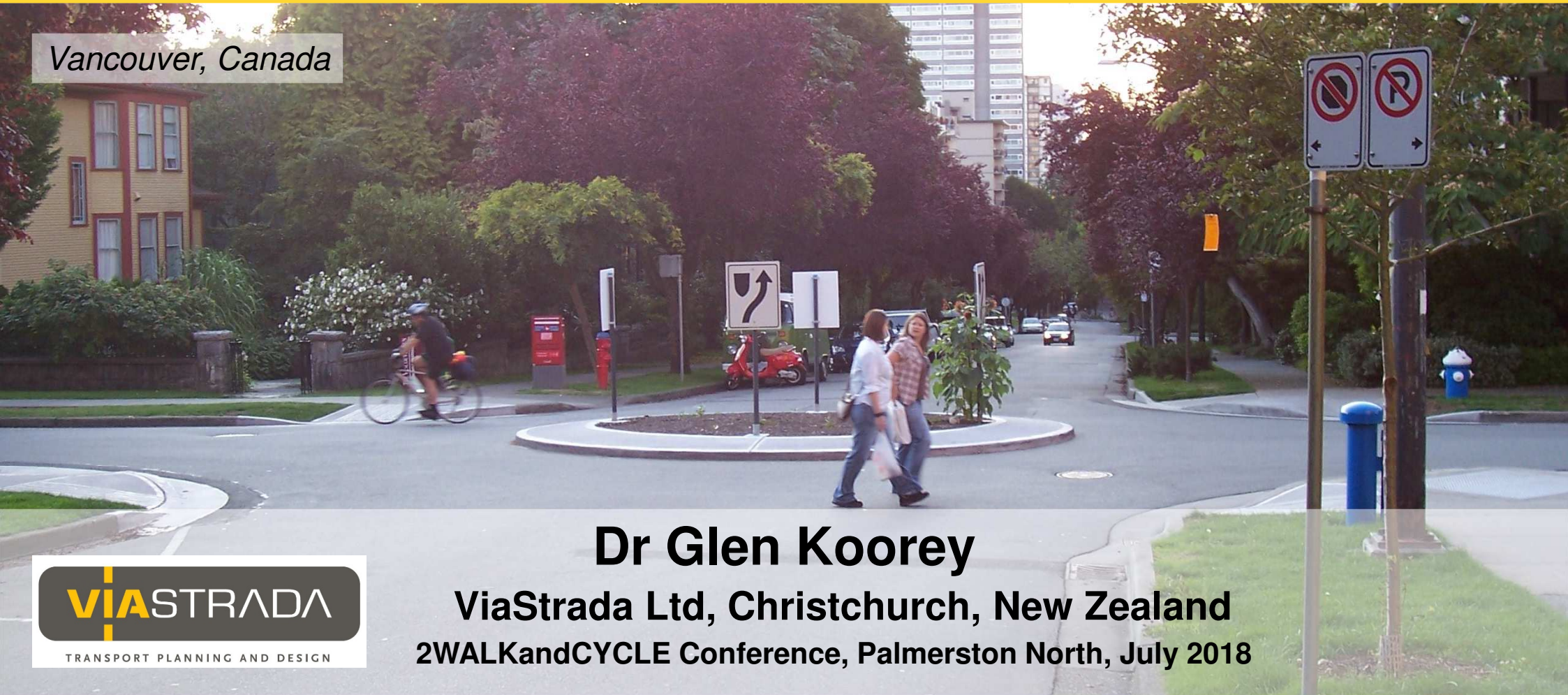


# Neighbourhood Greenways – the missing piece of the active network puzzle

*Vancouver, Canada*



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**ViaStrada Ltd, Christchurch, New Zealand**

**2WALKandCYCLE Conference, Palmerston North, July 2018**





# NZ: So we're currently doing a lot of this...



Dunedin



Auckland



Tauranga



Wellington



Christchurch



What we're not doing yet is a lot of this...



*Utrecht, Netherlands*



# What is a Neighbourhood Greenway?

- Lots of different names for them →
- All part of a 'family friendly' walking/cycling network

*The best cycle routes  
without having any cycleways...*



- Neighbourhood Greenways
- Bicycle Boulevards
- Local Street Bikeways
- Quietways
- Bicycle Streets
- *Fietsstraaten* (NL)
- *Fahrradstraßen* (GER)
- Neighbor Ways
- Local Paths
- Quiet Streets
- Parkways
- EasyStreets, etc, etc...

# Key Elements of Neighbourhood Greenways

- **Lower speed** limits along route (30-40km/h)
- Intersection controls that **slow/divert** traffic
- Facilities to assist **crossing** busy roads
- Comprehensive **signage & markings**



*Where necessary, short lengths of pathway or cycle track to help “join the dots”*



# Low Speeds

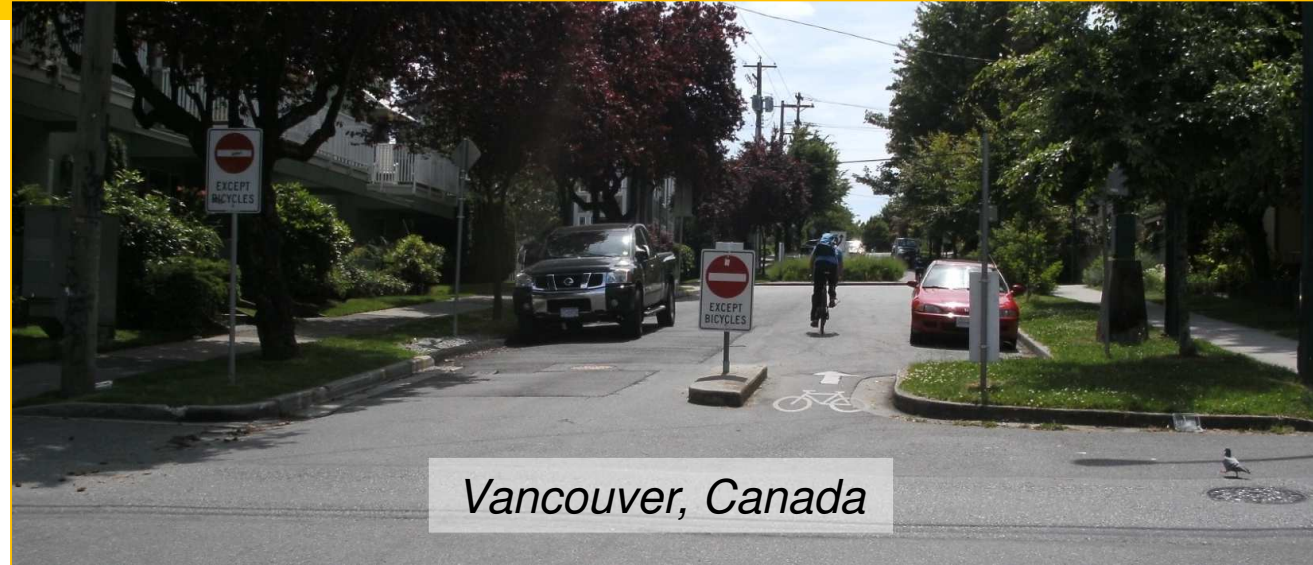
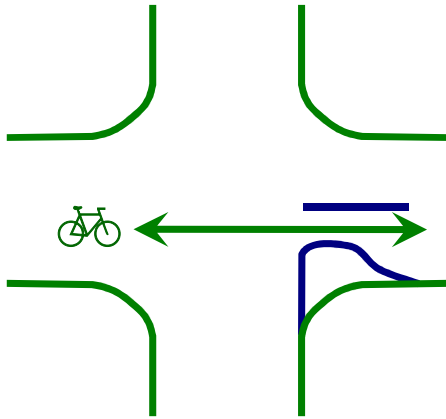
- May need physical devices to slow down or restrict traffic (humps, islands)





# Traffic Restrictions

- One-way entrances or exits but two-way bikes



*Vancouver, Canada*

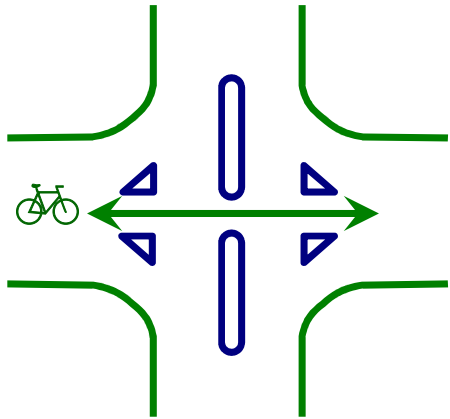


*Eugene OR, US*



# Traffic Restrictions

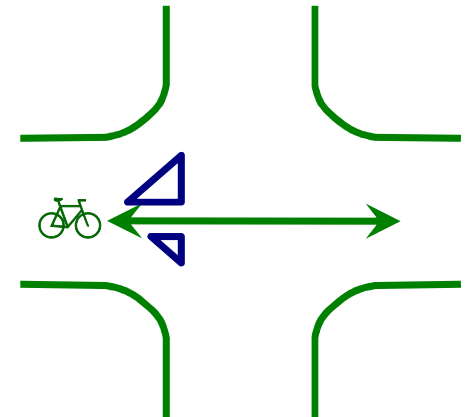
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Vancouver, Canada



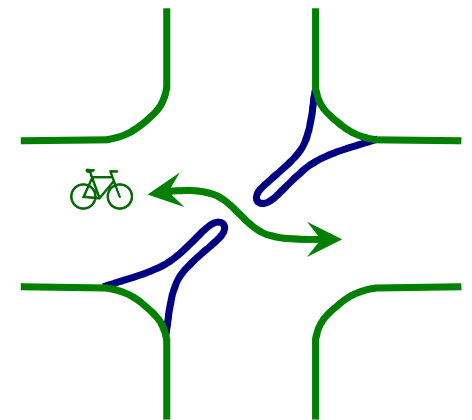
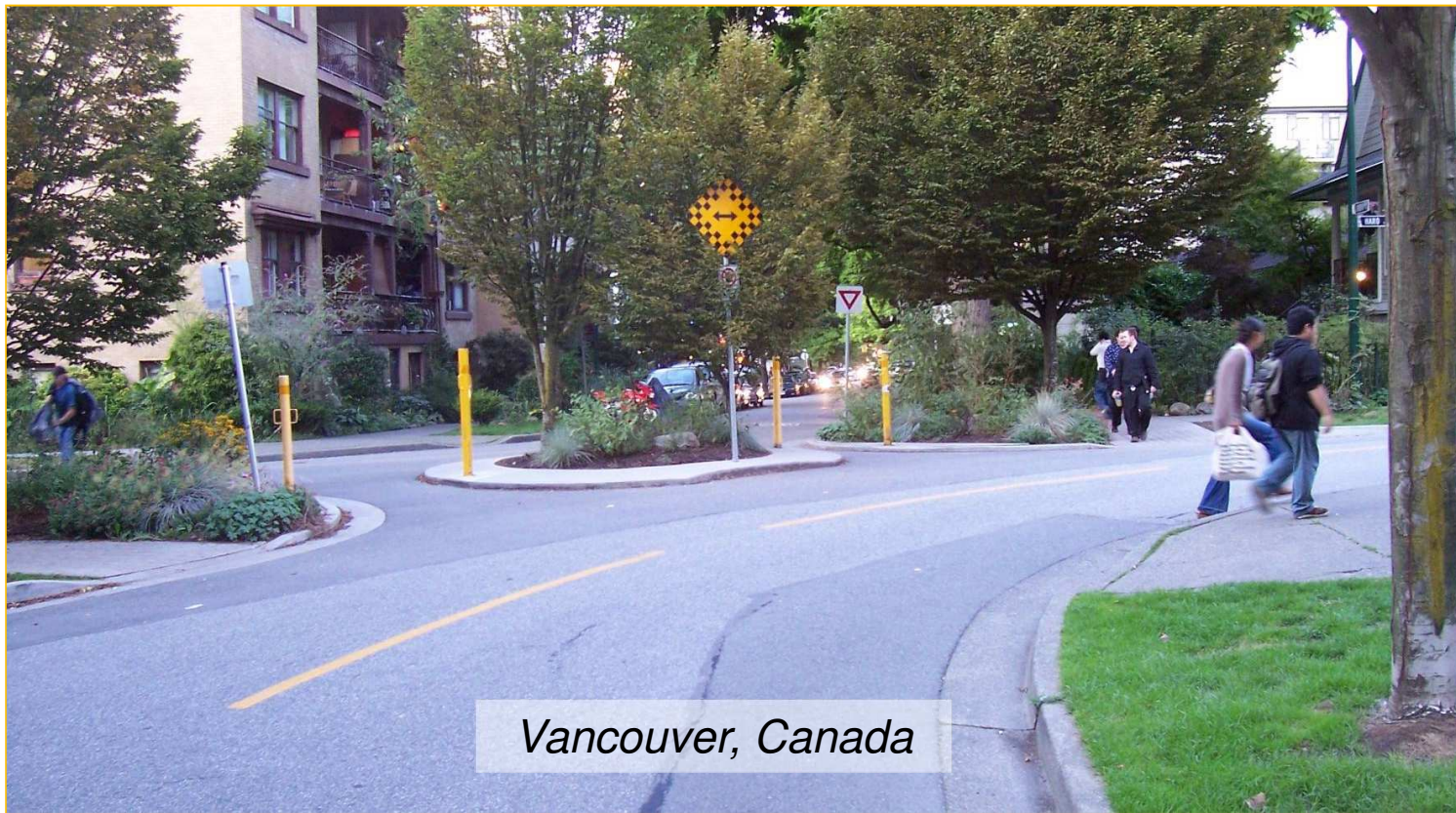
Christchurch





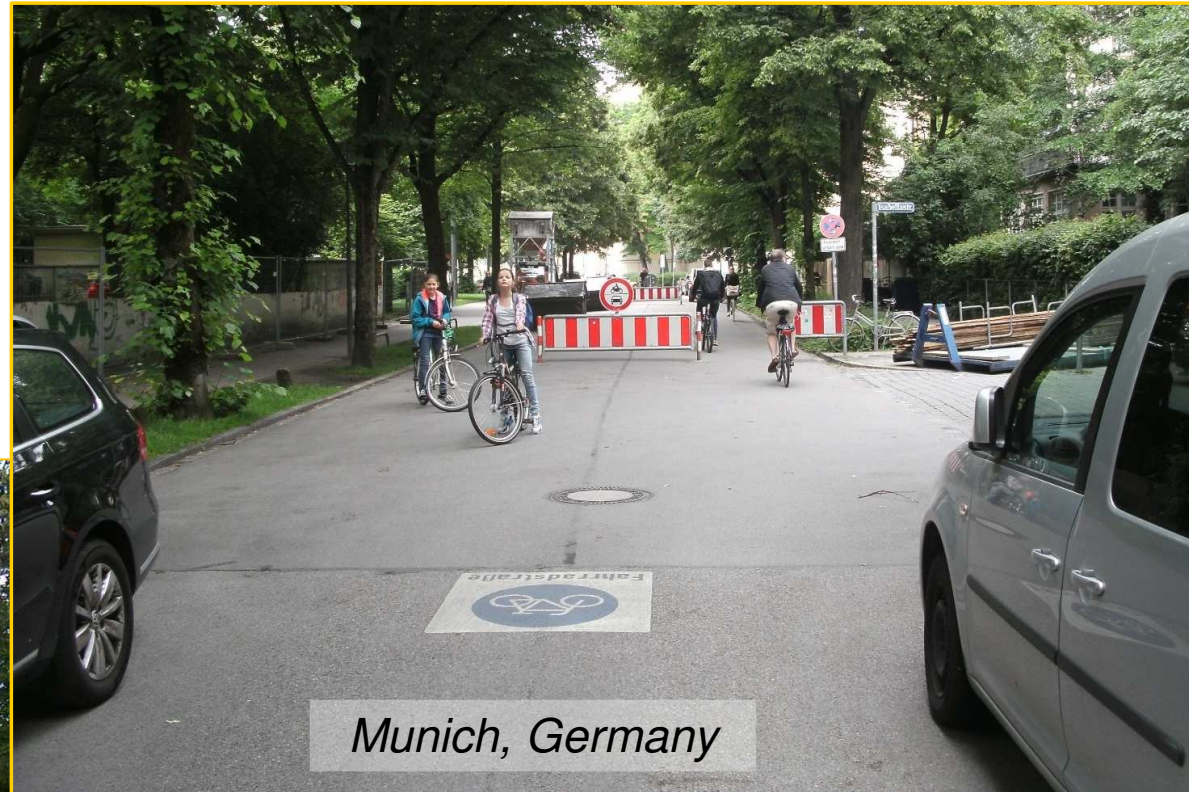
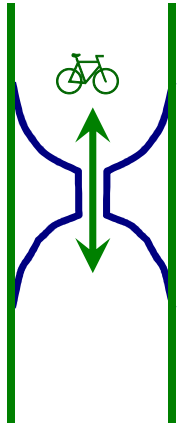
# Pedestrian/Bike Bypasses at Intersections

- Ideally aiming for <2000 vehs/day





# Mid-block Ped'n/Bike Bypasses



*Munich, Germany*

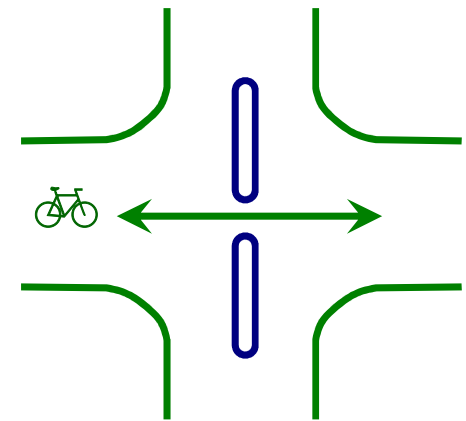
*Vancouver, Canada*

- Don't have to be expensive treatments (esp. at first)



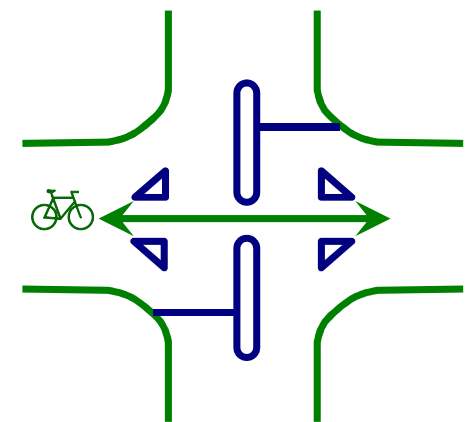
# Busy Road Crossings

- Restrict through-traffic as well as assist crossings





# Major Road Crossings

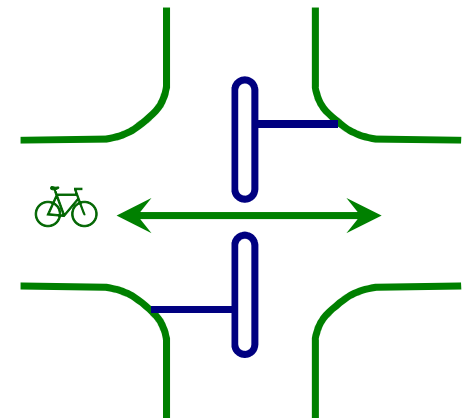


Christchurch



# Major Road Crossings cont'd

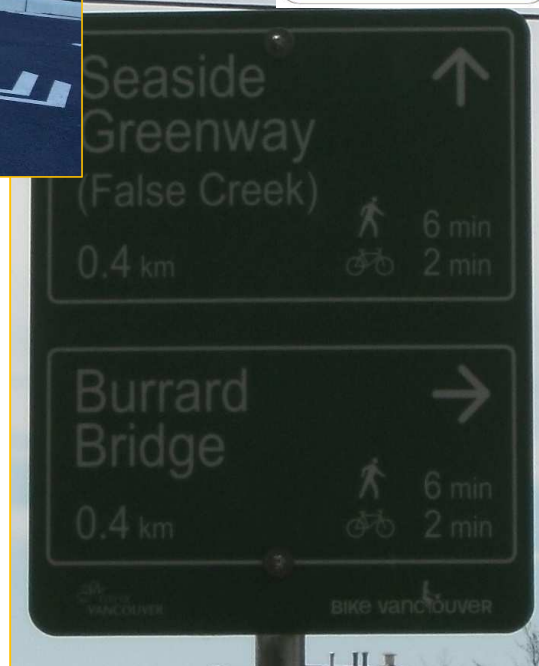
Vancouver, Canada





# Signs and Markings

- Make people aware of route and its destinations





# The “Greenway” Bit...

*Pt. England, Auckland*



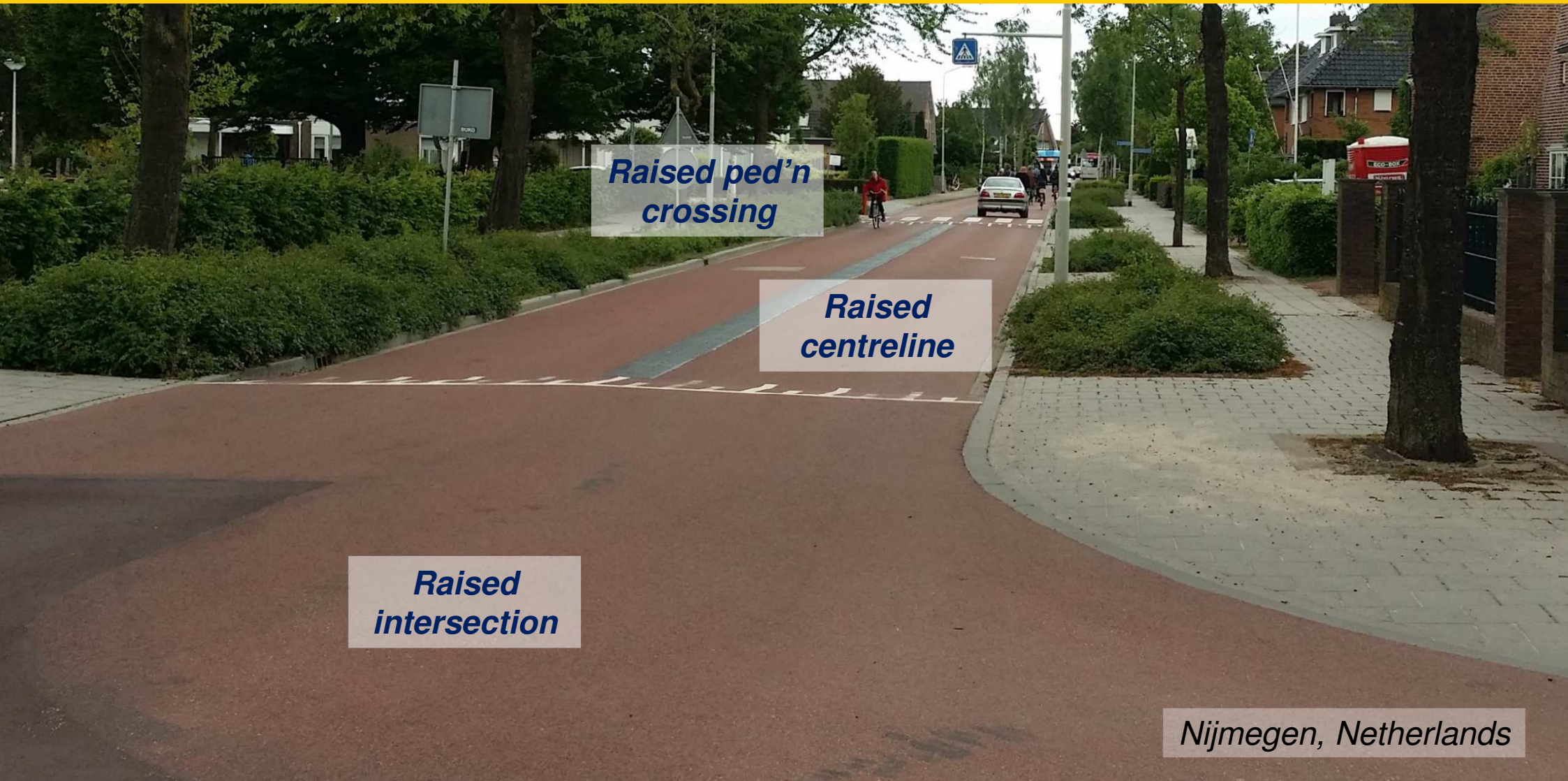
*Portland OR, US*



*Christchurch*



# It's the little details...



***Raised ped'n  
crossing***

***Raised  
centreline***

***Raised  
intersection***

***Nijmegen, Netherlands***



# Why use “Neighbourhood Greenways”?

- They provide advantages for people cycling **and** walking
- Can provide **access** for locals to a range of neighbourhood facilities (esp. across busy roads)  
e.g. shops, schools, parks, trpt stops/stations
- Much less impact on **on-street parking**
  - Cycles share the traffic lanes
  - Some kerb extensions may be needed
- Opportunity to add to **property values**
  - Trade-off reductions in access?





# Planning considerations for Greenways

- Generally **cost much less** than conventional cycleways
  - Largely simple low-key treatments
- Work best in **grid** networks (= direct cycle routes)
  - Motorists can use parallel routes
- Tend to provide benefits for **all** road users
  - esp. speed-reduction benefits
- “Green” aspects can help **drainage** mgmt  
e.g. plantings, swales, rain gardens

*“It’s like living in a cul-de-sac”*

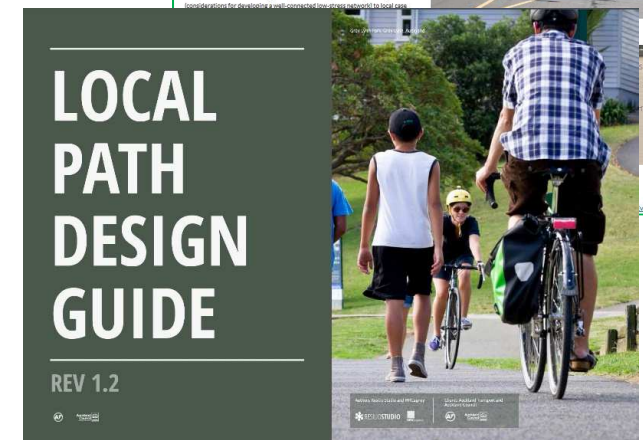


Portland OR, US



# Useful Neighbourhood Greenway Resources

- NZTA Cycling Network Guidance  
[www.nzta.govt.nz/cng](http://www.nzta.govt.nz/cng)
  - Greenways section: <http://bit.ly/NZTAgreenways>
- TRB Neighbourhood Greenway workshop
  - Washington DC, US Jan 2017  
<https://sites.google.com/view/ngworkshop2017/>
- “Local Path” Design Guide (Akld Trpt)
  - Auckland-based design guide for NGs  
<http://bit.ly/localpath>





# Thank you!



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