

Balancing people, place, and movement – What makes a good street work?

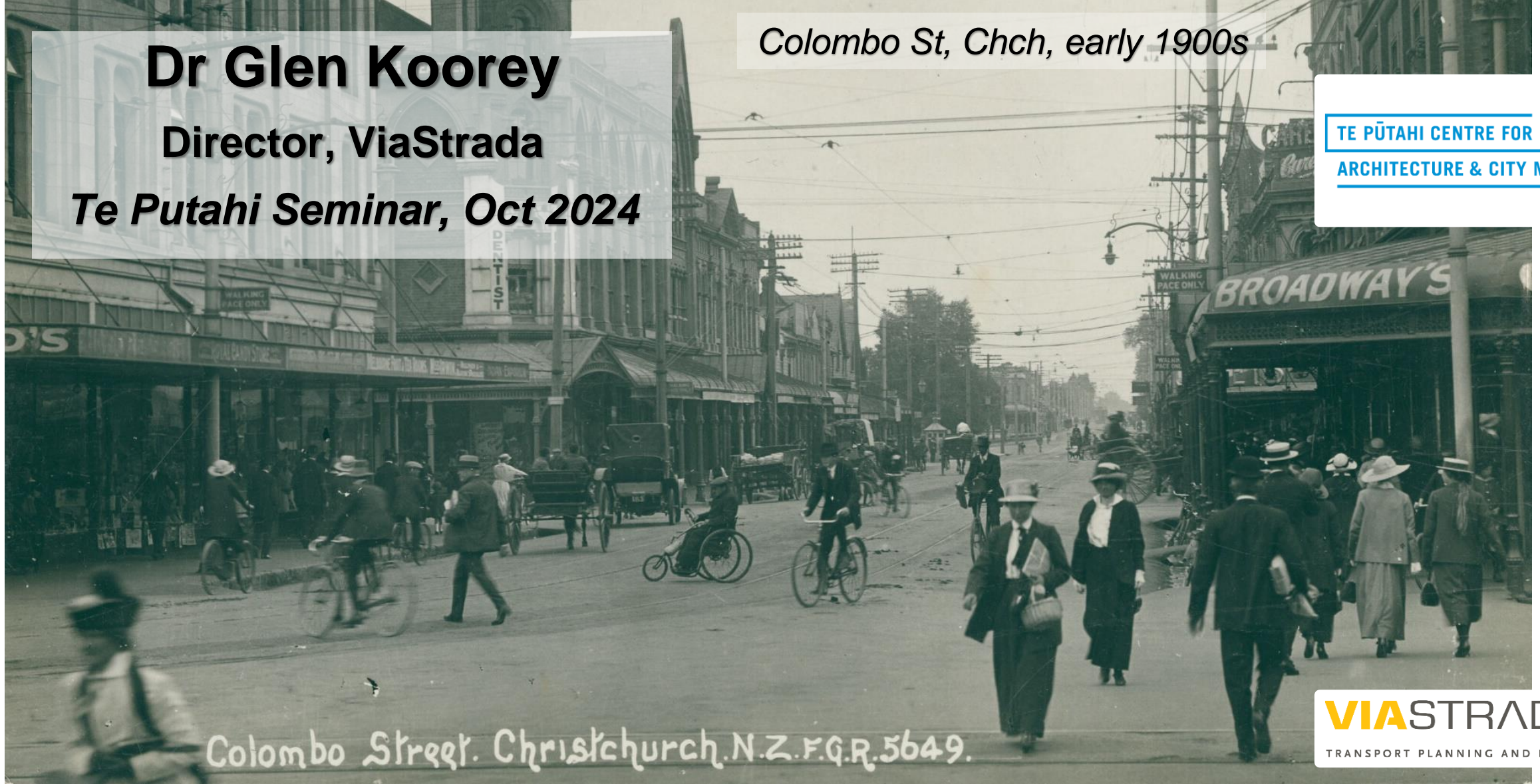
Dr Glen Koorey

Director, ViaStrada

Te Putahi Seminar, Oct 2024

Colombo St, Chch, early 1900s

TE PŪTAHI CENTRE FOR
ARCHITECTURE & CITY MAKING



Colombo Street. Christchurch. N.Z. F.G.R. 5649.

Key Levers of Good Neighbourhood Streets

- **Lower traffic volumes** (<<3000 vehs/day)
 - Using intersection controls that slow/restrict/divert traffic
- **Lower speed limits** along route (30-40km/h)
 - Mid-block devices to slow down or restrict traffic (humps, islands)
 - Narrower street widths or textured surfaces
- **Street amenities and services**
 - Seating, Play areas, Lighting
 - Retail/commercial activity
- **Natural features**
 - Trees/shrubs, Water features



Auckland CBD

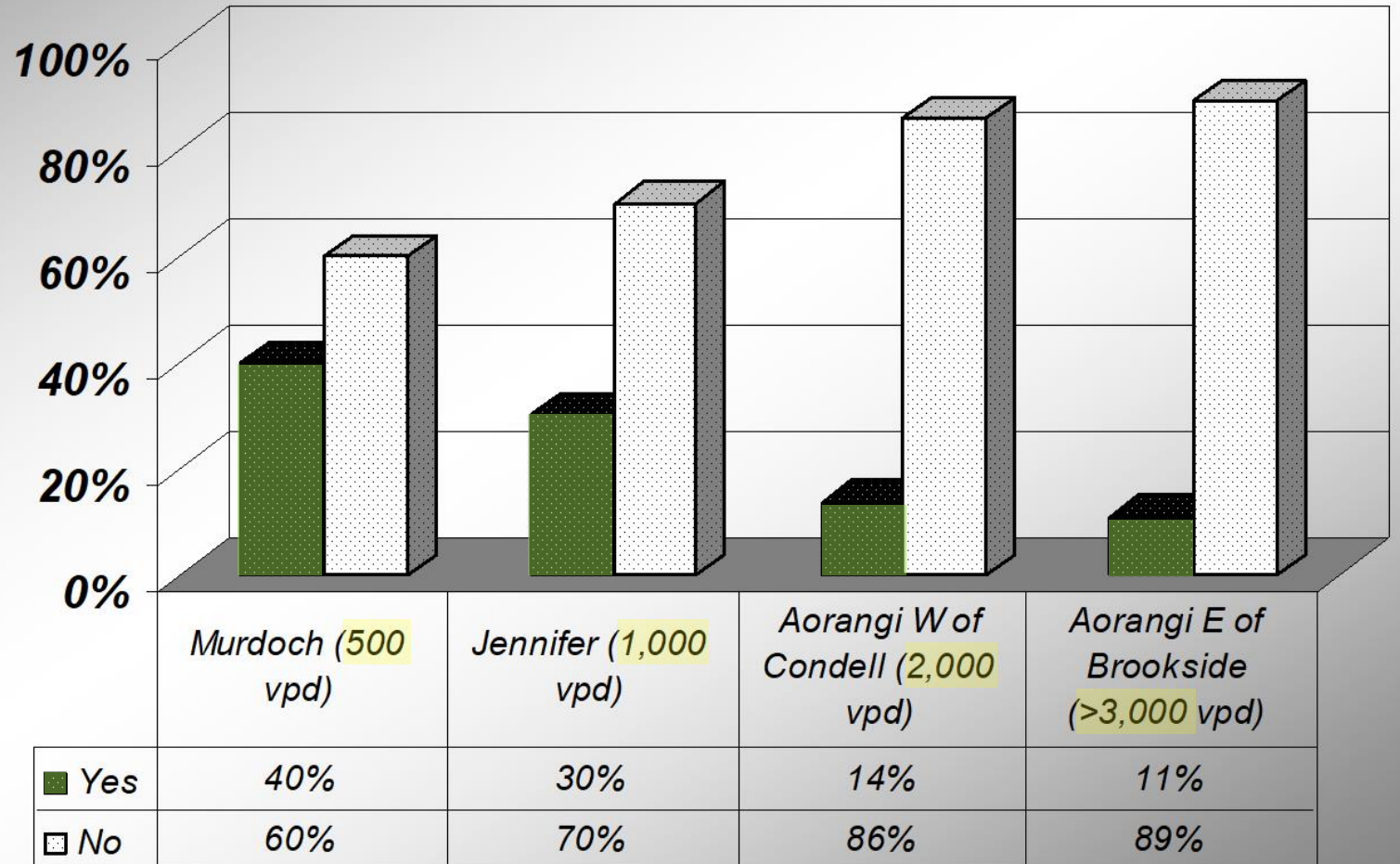
Effect of Traffic Volumes on Perceptions

Chesterman (2009)

- Comparison of four different residential streets
 - Asked questions on perceptions of traffic and social/community cohesion

Quieter streets: ✓

If you have children (or have had children or were to have children) would you feel comfortable with them playing unsupervised on or near the street?

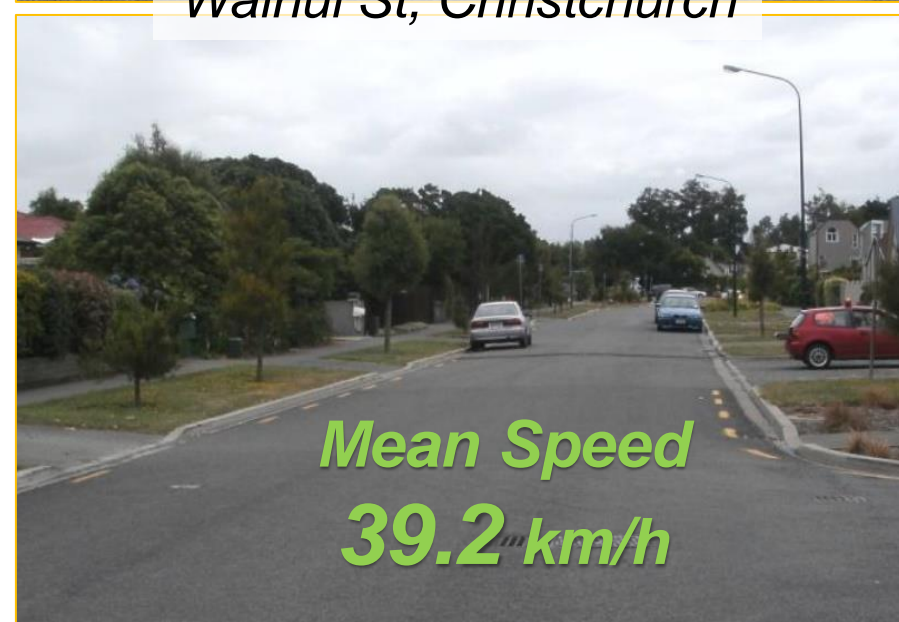
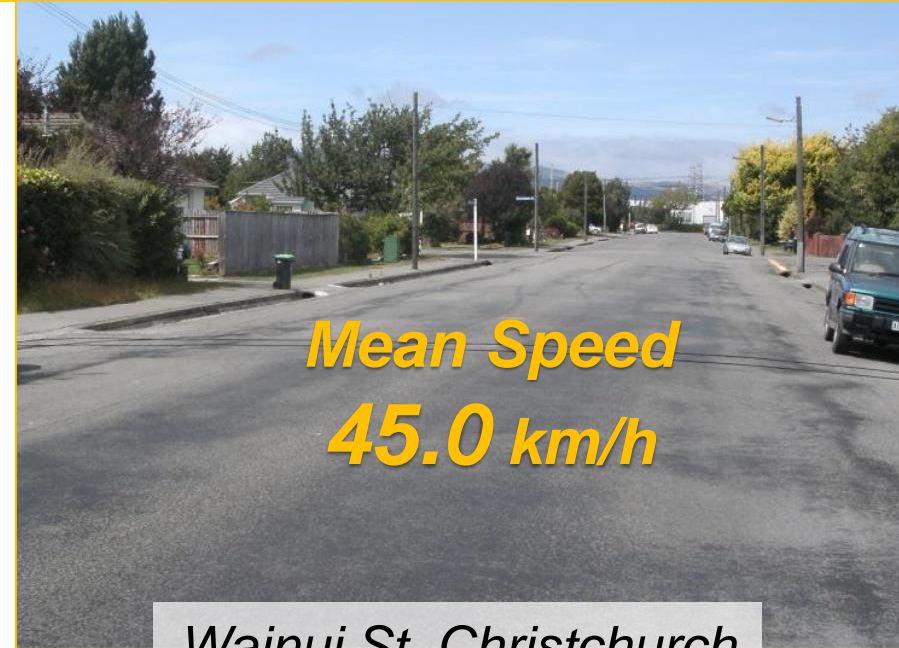
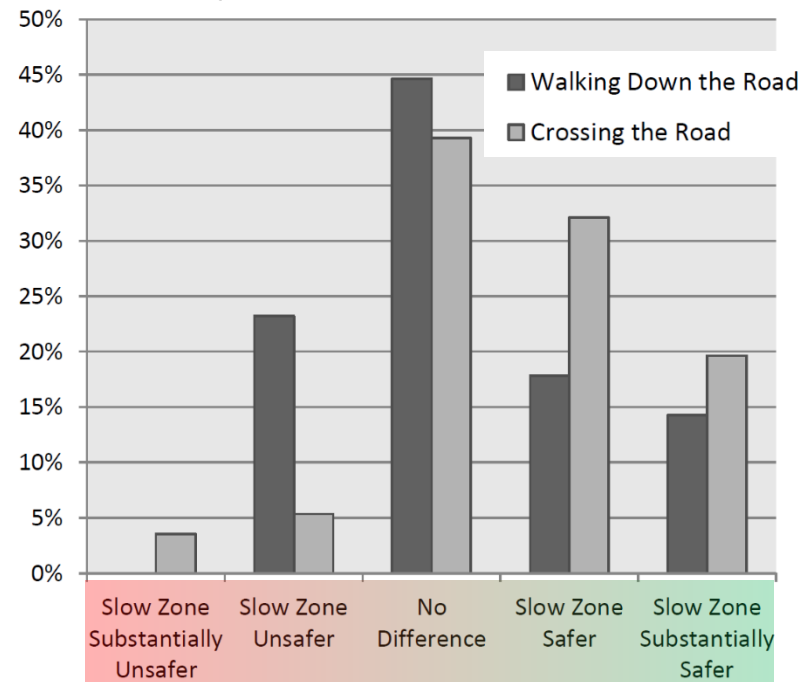


Effect of Street Layout on Traffic Speeds

Trumper (2013)

- Compared speeds on different sections of the same streets →
 - Also surveyed perceptions of noise/air pollution and traffic safety in **calmed** vs **untreated** streets

Slow zones rated better

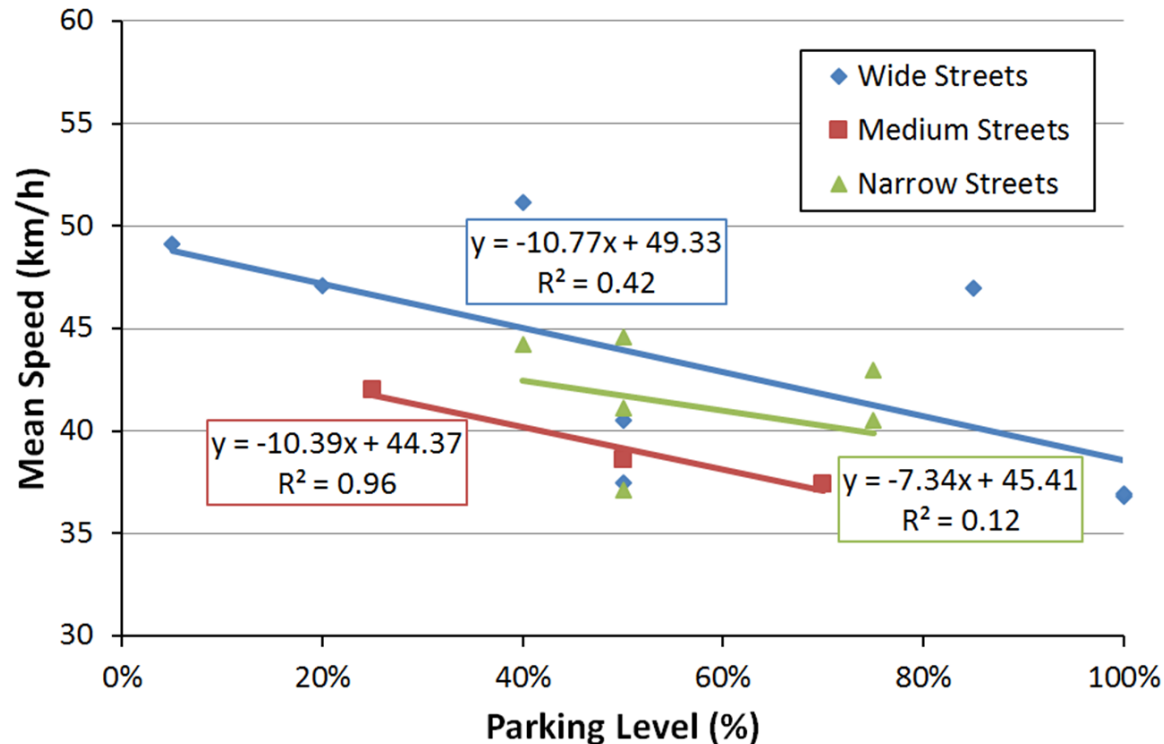


Effect of Parking on Traffic Speeds

Praburam (2015)

- Compared speeds on streets with different levels of on-street parking

More parking → lower speeds



Neighbourhood Greenways

Sheldon St, Christchurch



Vancouver, Canada



aka: “Bike Boulevards” or “Quietways”
or “Local Street Bikeways”, etc

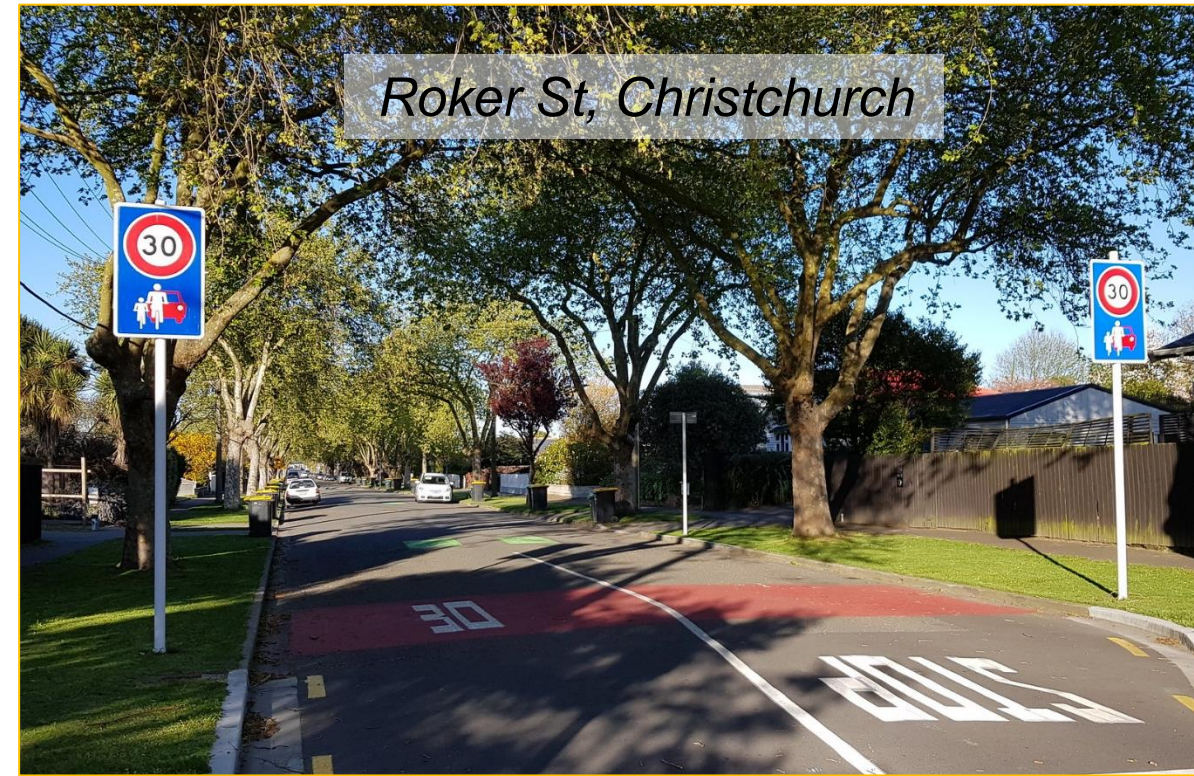
- All part of a ‘family friendly’ walking/cycling network



Adelaide, Aust

Why “Neighbourhood Greenways”?

- They provide advantages for people cycling *and* walking
 - esp. crossing busy streets, reducing traffic
- They provide access for locals to a range of neighbourhood facilities and amenities
 - e.g. shops, schools, parks
- Limited street parking impact
- They usually incorporate “green” aspects to the route
 - e.g. plantings, swales, rain gardens



Low Traffic Speeds and Volumes



Worcester St, Christchurch



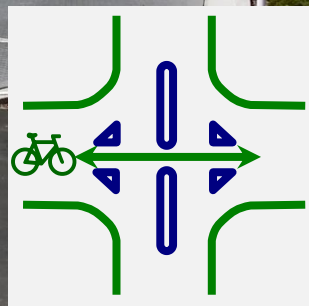
Portland OR, USA



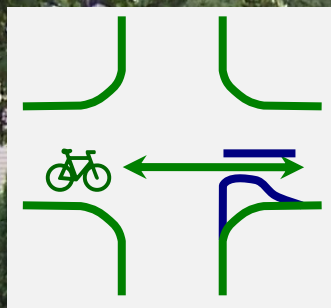
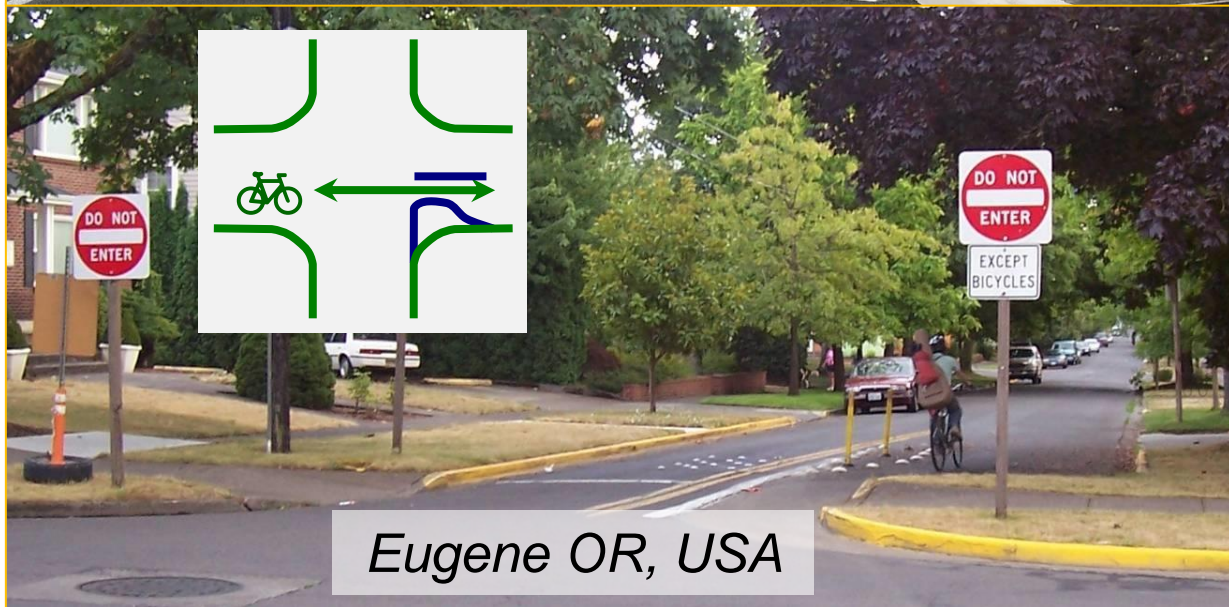
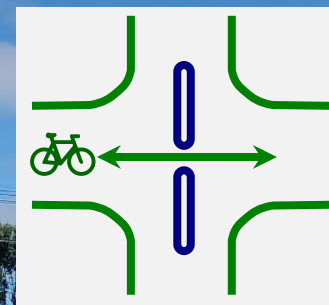
Freiburg, Germany

Traffic Restrictions & Bike Bypasses

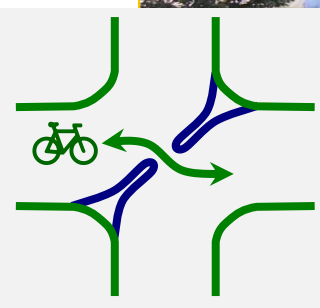
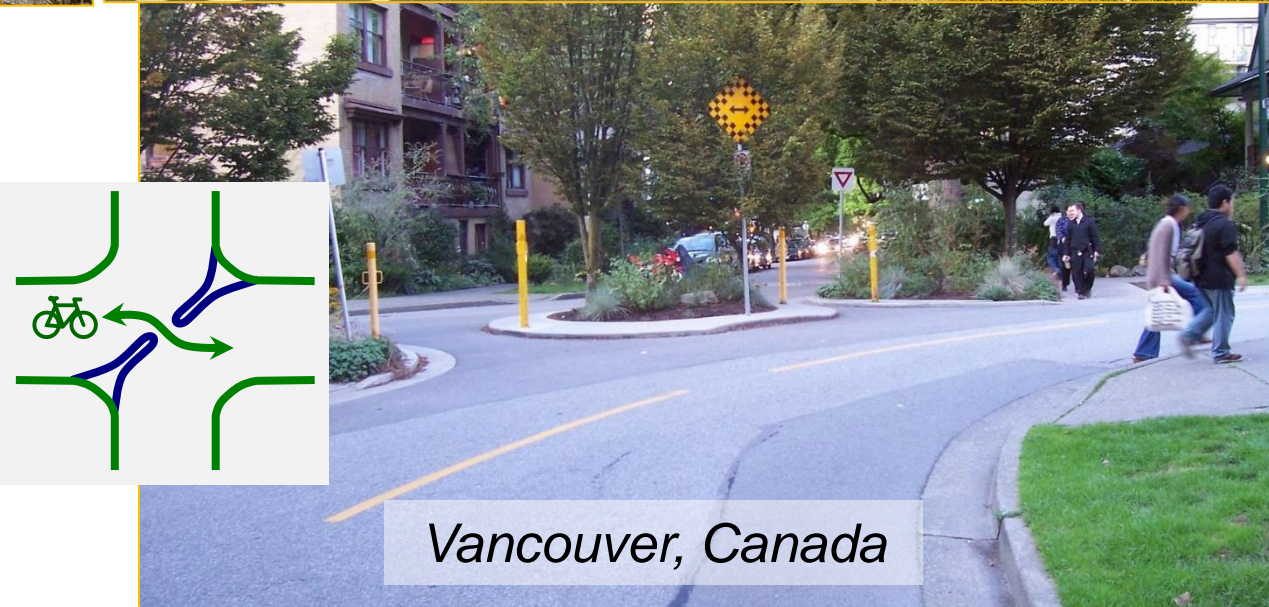
England St, Christchurch



Sheldon St, Christchurch



Eugene OR, USA



Vancouver, Canada

The “Greenway” Bit

Point England, Auckland



Armagh St, Christchurch



Portland OR, US



Activity - Shared Spaces



York, UK



Christchurch CBD



Cambridge, UK



Activity - Sunday Parkways



Portland, OR, US



Takeaway Thoughts

- Lowering **traffic speeds and volumes** is key
 - Several different ways to do that
- How a street **looks and feels** is important too
 - Good urban and landscape design features help
- Look for opportunities for **street activation**
 - Planned and/or informal
- **Neighbourhood greenways** are a useful street design tool
 - Benefit *all* Road Users and Residents



Ngā Mihi!

Thank You!

✉ *glen@viastrada.nz*

 */glenkoorey/*

 *GKoorey*

VIASTRADA
TRANSPORT PLANNING AND DESIGN



Portland, OR, US