Prioritising Pedestrians for Vibrant Town Centre

2 Walk and Cycle Conference
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Big Ideas – Smaller Towns Session

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VIASTRADA
TRAFFIC ENGINEERING AND PLANNING

Grey District Council

Presentation outline

- Project background & scope
- Method
- Walkability issues
- Proposals & recommendations
- Method applicability

Project background

The

Greymouth

Town Development

Strategy 2010

A collaborative planning initiative to achieve

A ***commercially successful*** *town*

that ***people want to visit***

and ***spend time in***

Pedestrian movement & pedestrian space

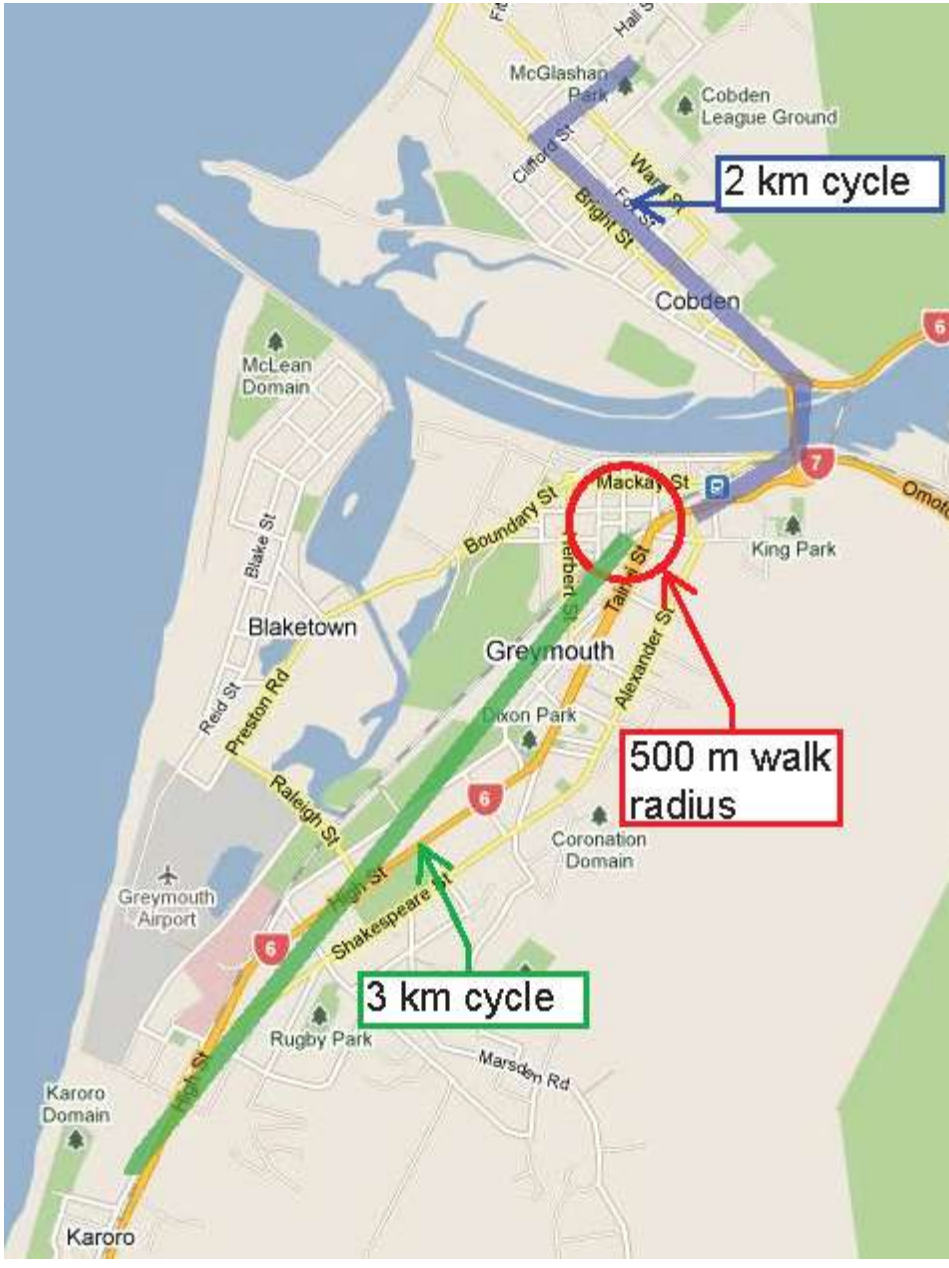
Action: Improve pedestrian linkages

- Identify options for better pedestrian linkages in town...

  so people can move around in comfort without the anxiety of conflict with vehicles, and so people are motivated to walk...

Project scope

- Geographic scope limited to town centre
- Includes cycling:
  - fewer potential cyclists within a given area
  - but much larger catchment



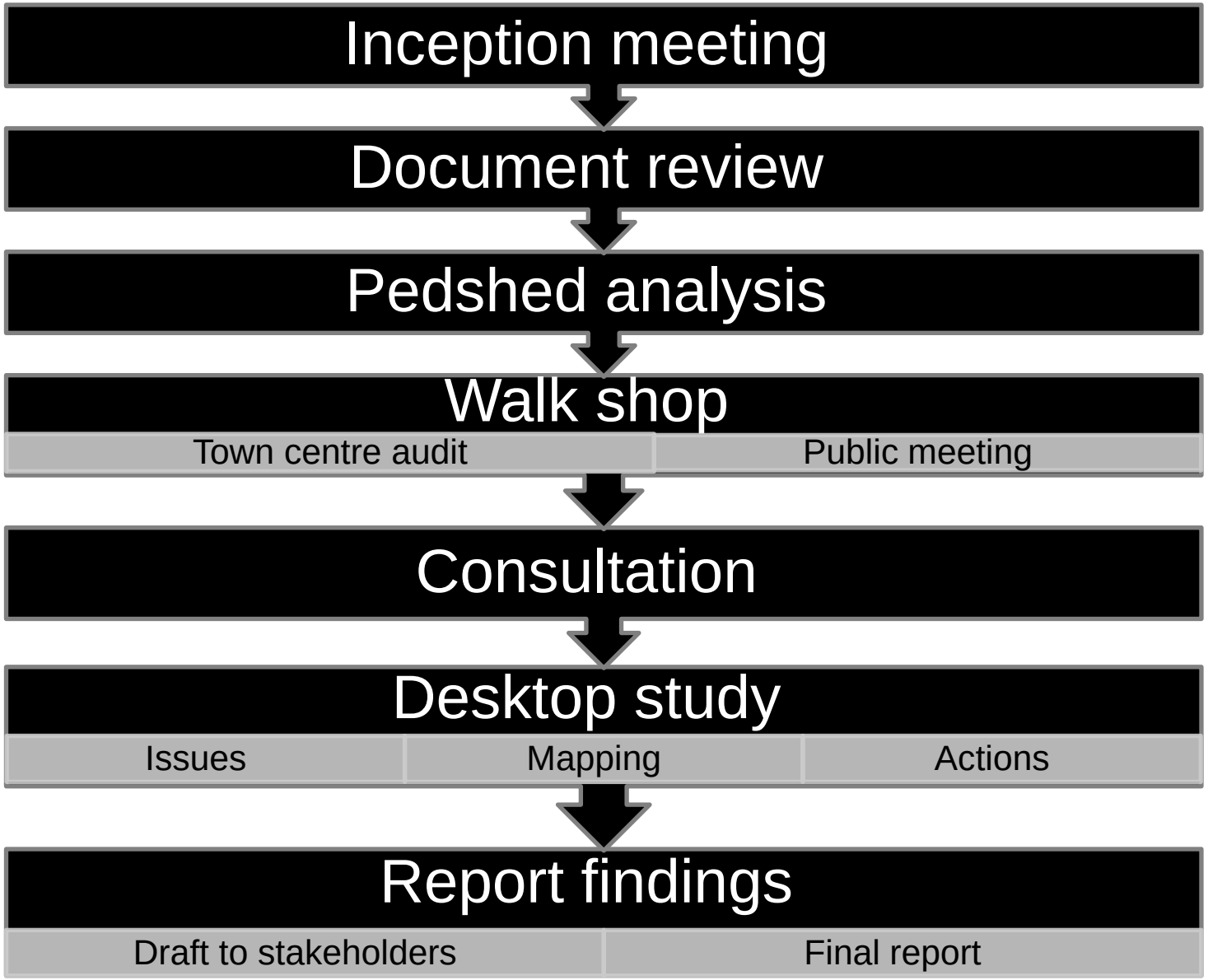
Typical studies

- Wellington - City Centre Movement Infrastructure Analysis (Space Syntax, 2011)
- Christchurch - Public Space Public Life (Gehl Architects 2009)
- Intensive ($$$) data collection and analysis
- Extensive scene setting

Adapting to smaller town

- Individual planning components
- Manage the scope
- Leverage previous planning
- Harness community enthusiasm (and help)
- Collaborate with stakeholders on tasks
- Limit data collection
- Simplify audits
  - (detail comes later, hopefully)

Study method



Pedshed analysis

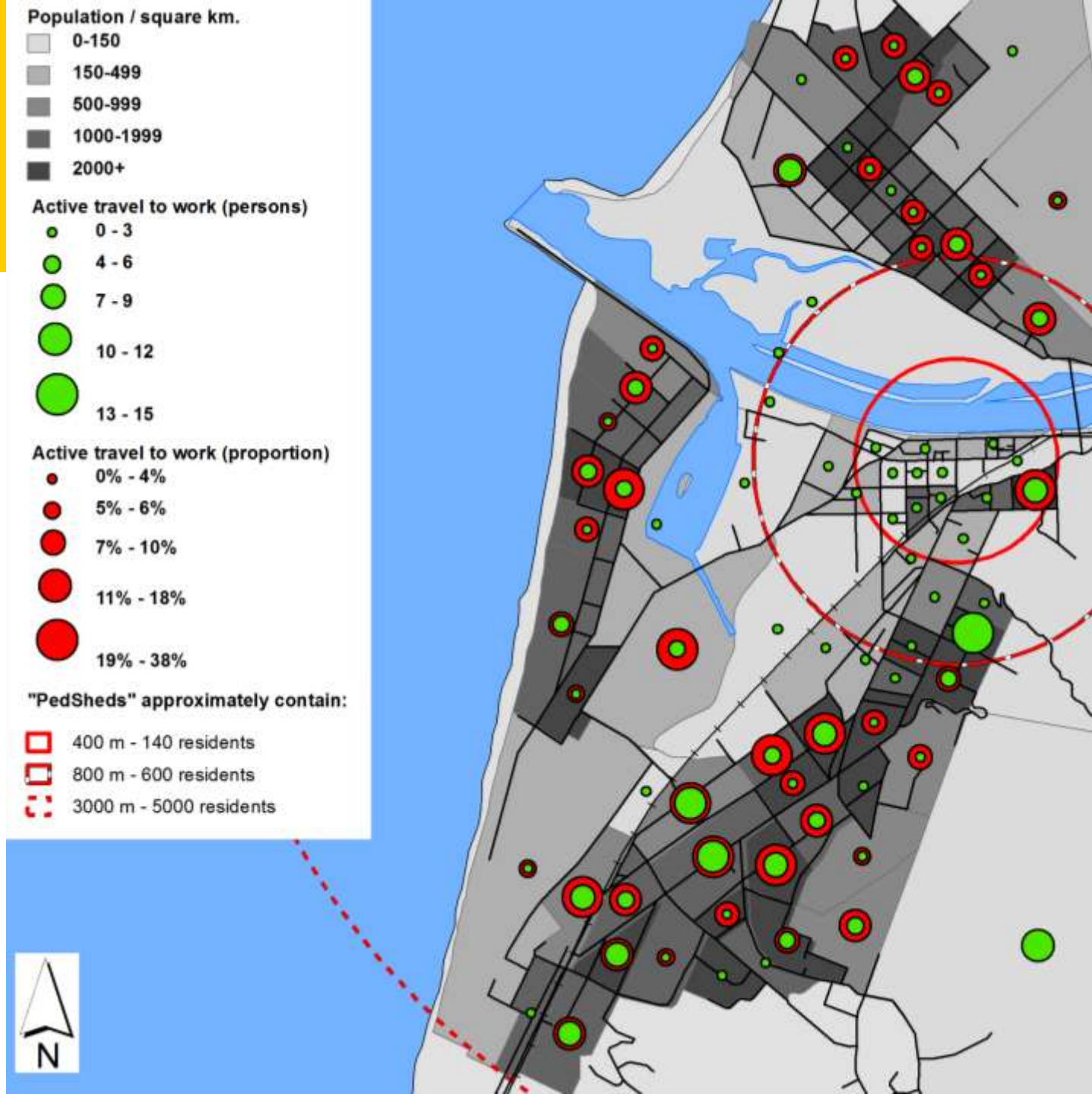
Town centre catchments (theoretical)

5 min walk (400m)
140 residents

10 min walk (800m)
600 residents

10 min cycle (3km)
5000 residents

actual – much less!
(SH & railway)



Walkshop – stakeholder audit

WALK ABOUT

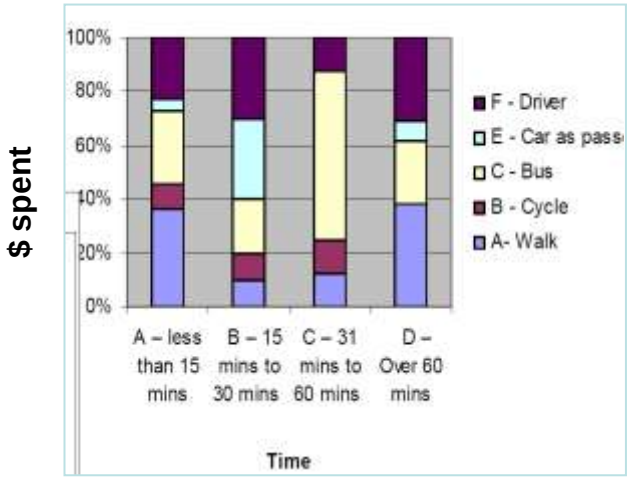
Residents	Visitors	Mobility impaired
• Directness • Number of destinations on route • Cycle parking stands	• Window shopping • Activities • Natural, historical and architectural attractions • Cycle parking lockers	• Path surface • Path width • Resting places • Ease of crossing • Ramps provided

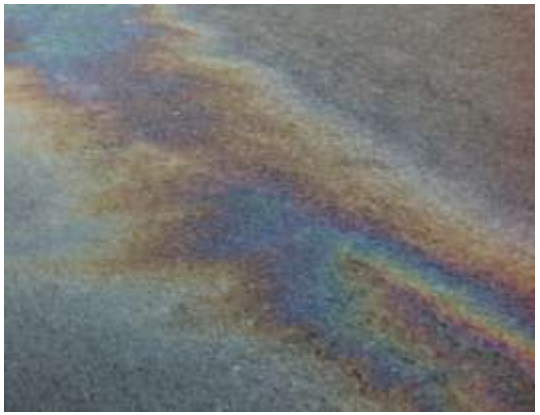
All users: Traffic volumes, speed, proximity
Barriers to movement for those walking or cycling
Opportunities for walkability improvements to contribute to town centre land use revitalisation and vice versa
Personal security: consider lighting, visibility, activity levels (eyes on the street)

Location	Route directness / legibility	Path and crossings quality	Active or potential land use	Other
Name		Best contact		

Walkshop – public meeting

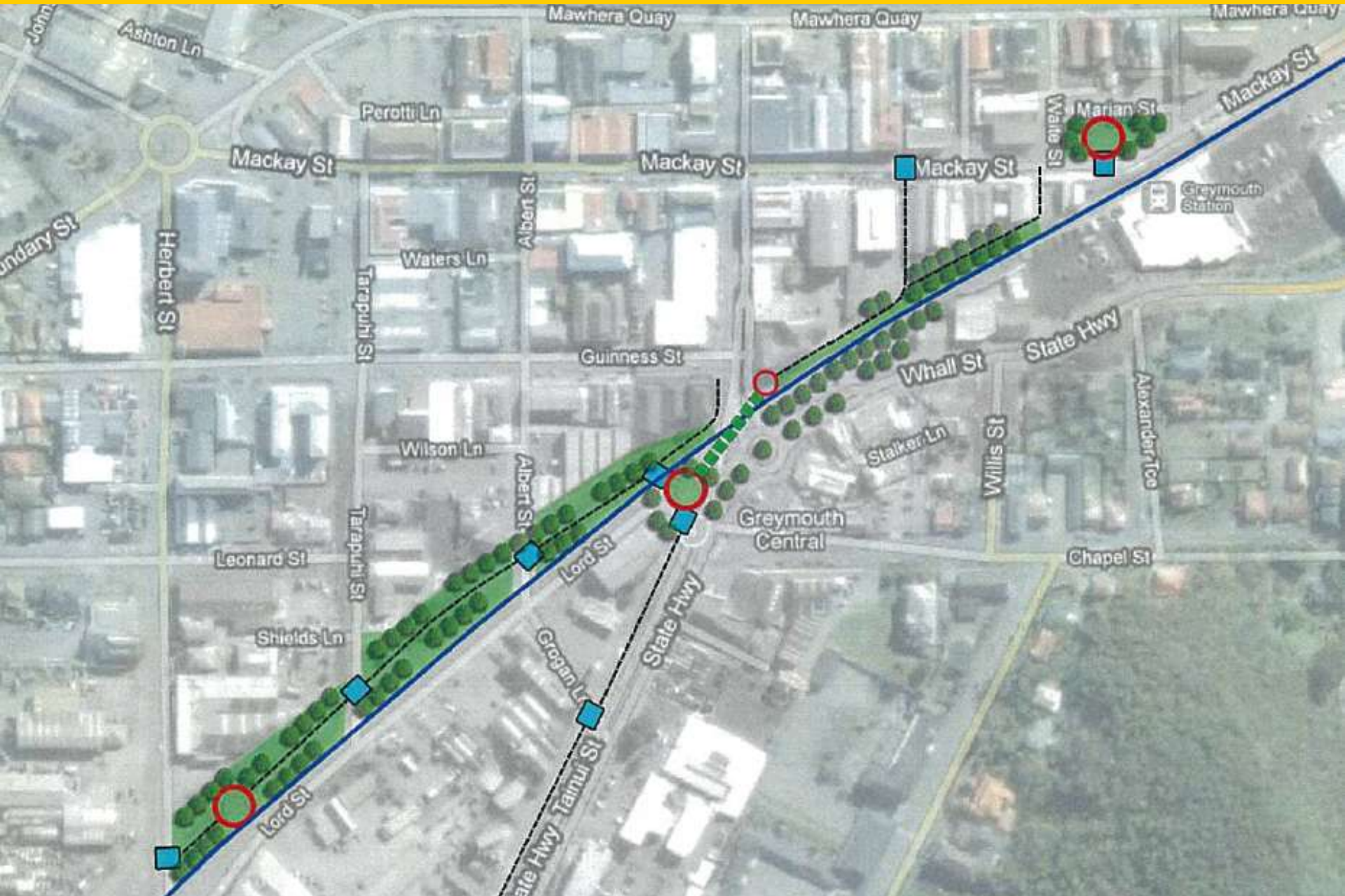
- Presentation
  - Rationale
  - Project scope & objectives
  - Related issues, projects
  - Issues & opportunities
- Group discussion





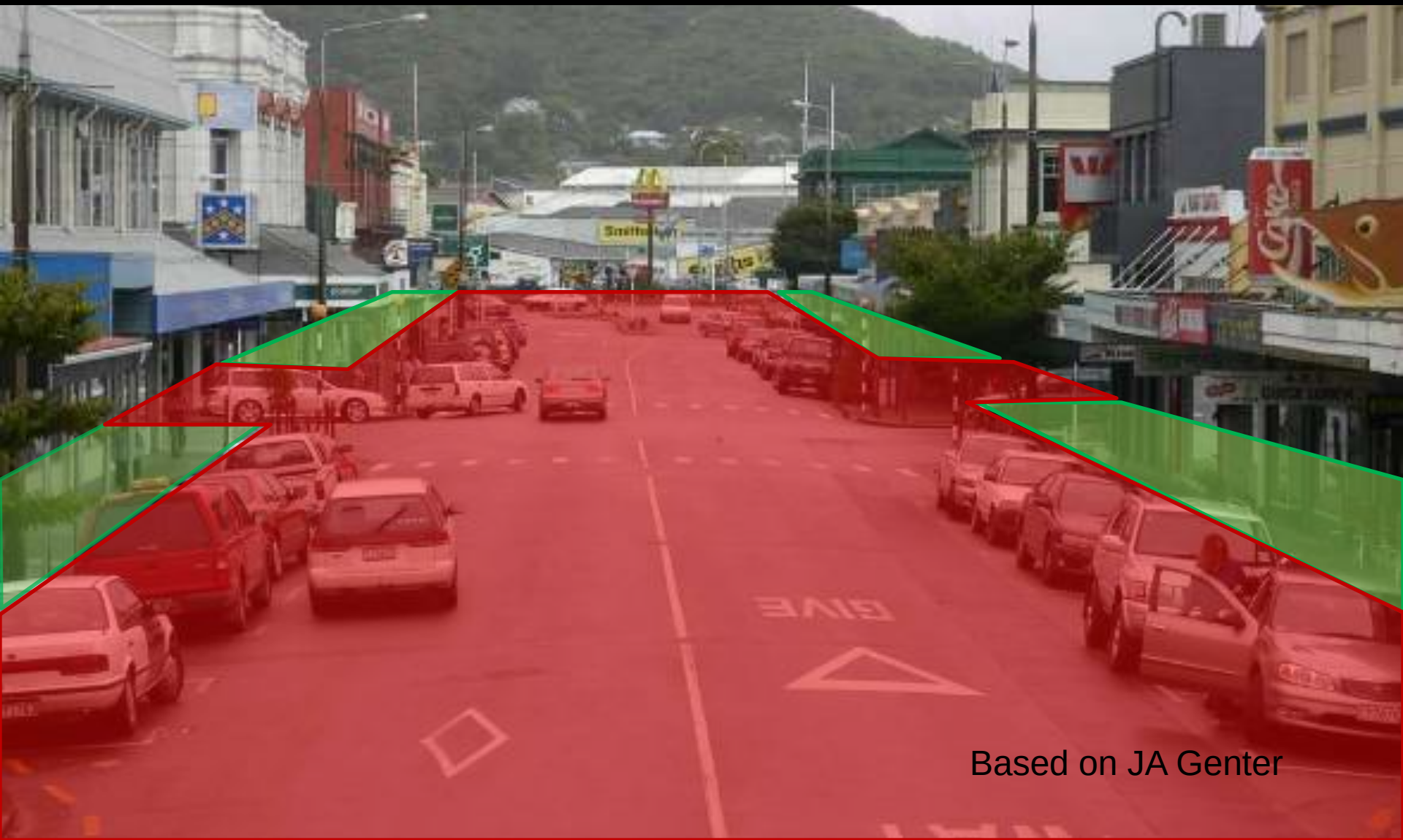
Railway precinct submission

Greenway submission

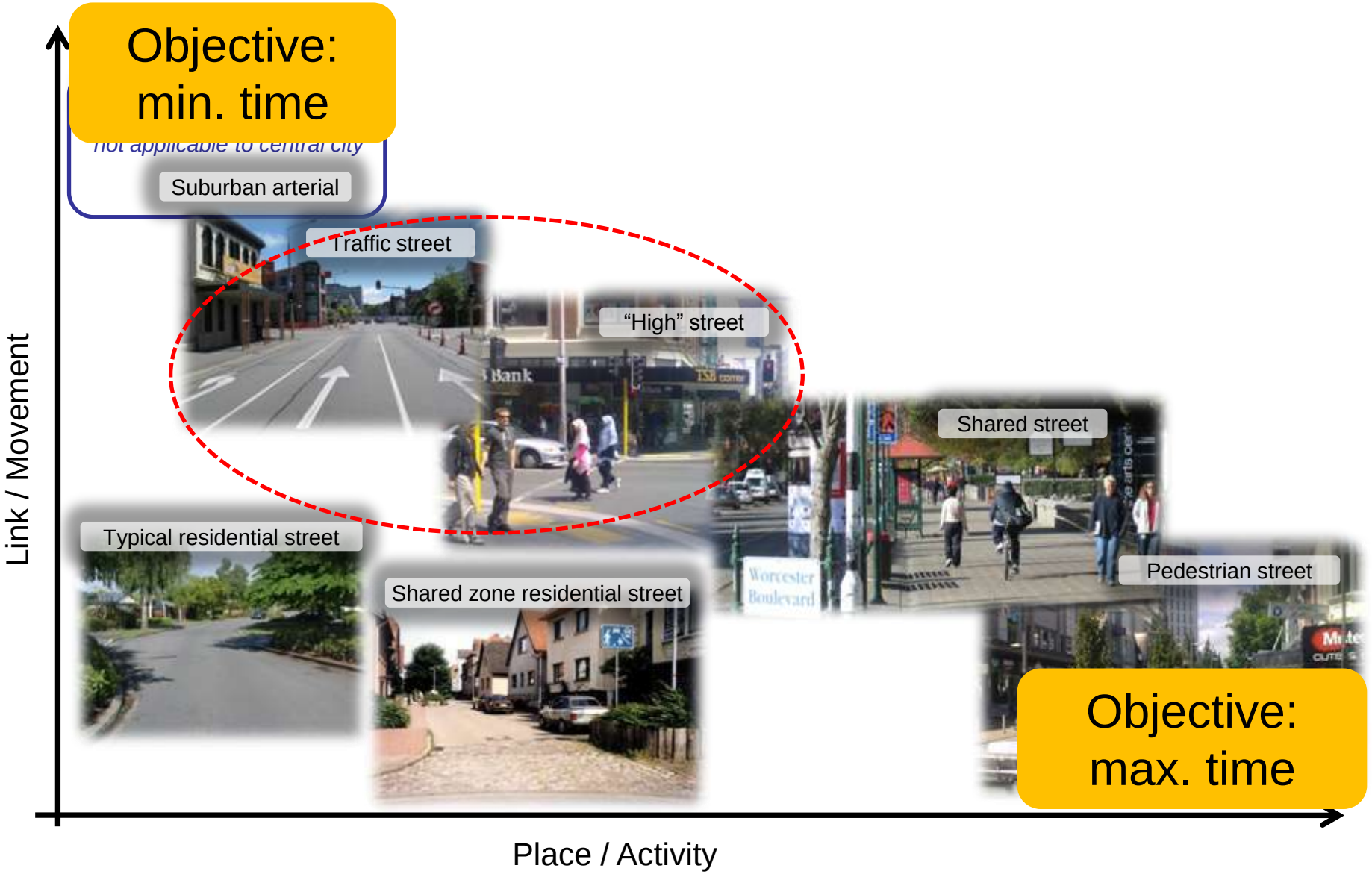


Walkability issues found

exchange space vs movement space



Place and movement



Adapted from UK Manual for Streets (2008)

Tourism (1)

Attracting the tourism dollar -
what do tourists see?

Tourism (2)


Mawhera Quay
Richmond Quay
Mackay St
Boundary St
Herbert St
Guinness St
Wilson Ln
Ashpool Ln
Perth Ln
Sheedy Ln
Waters Ln
Marian St
Wharf St
Park
Satellite
Photos

Tourism (3)

they didn't see many people...


STEAMERS
CAFE & BAR


YS591

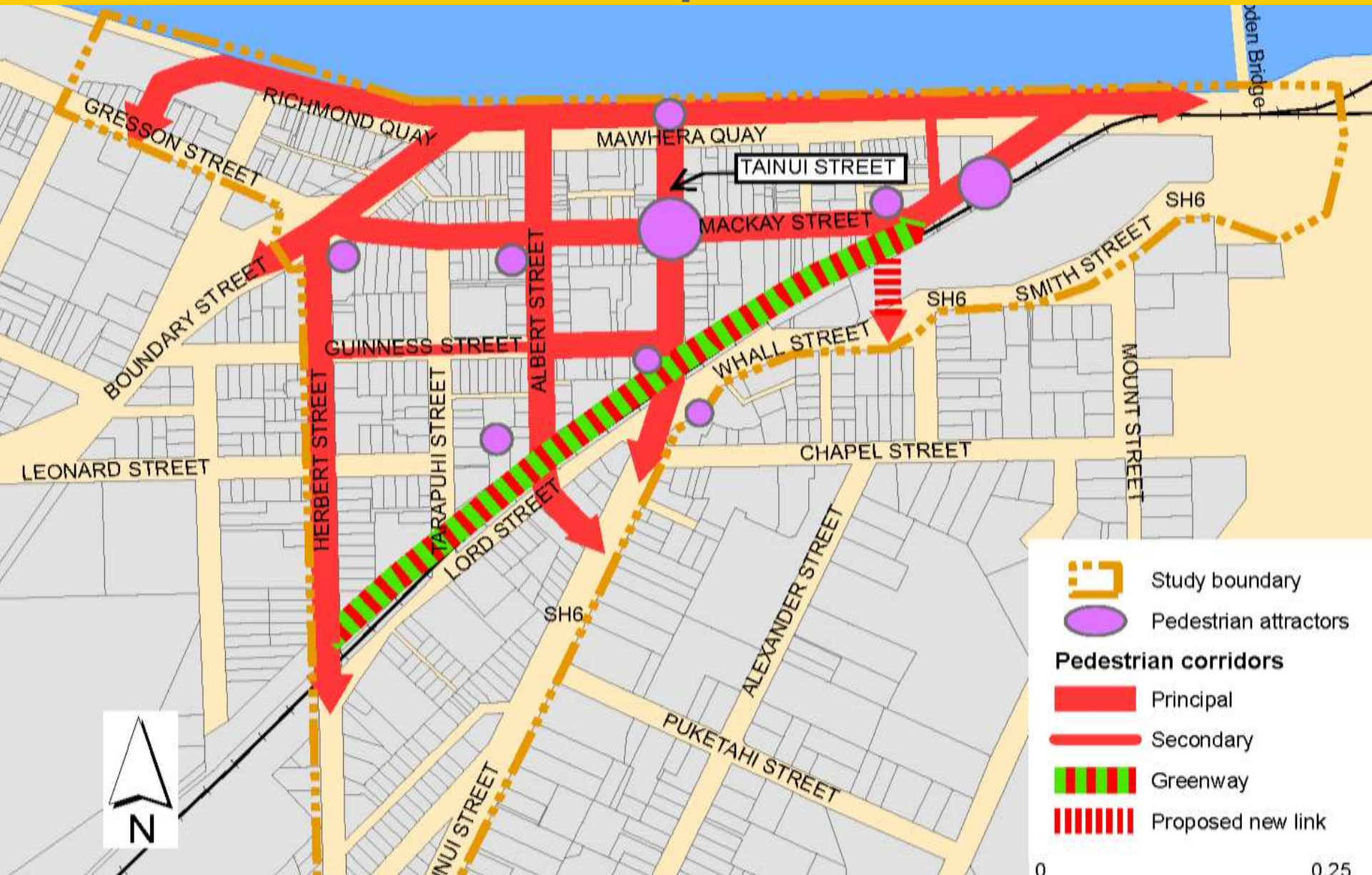

GIVE
WAY


Pedestrians
only

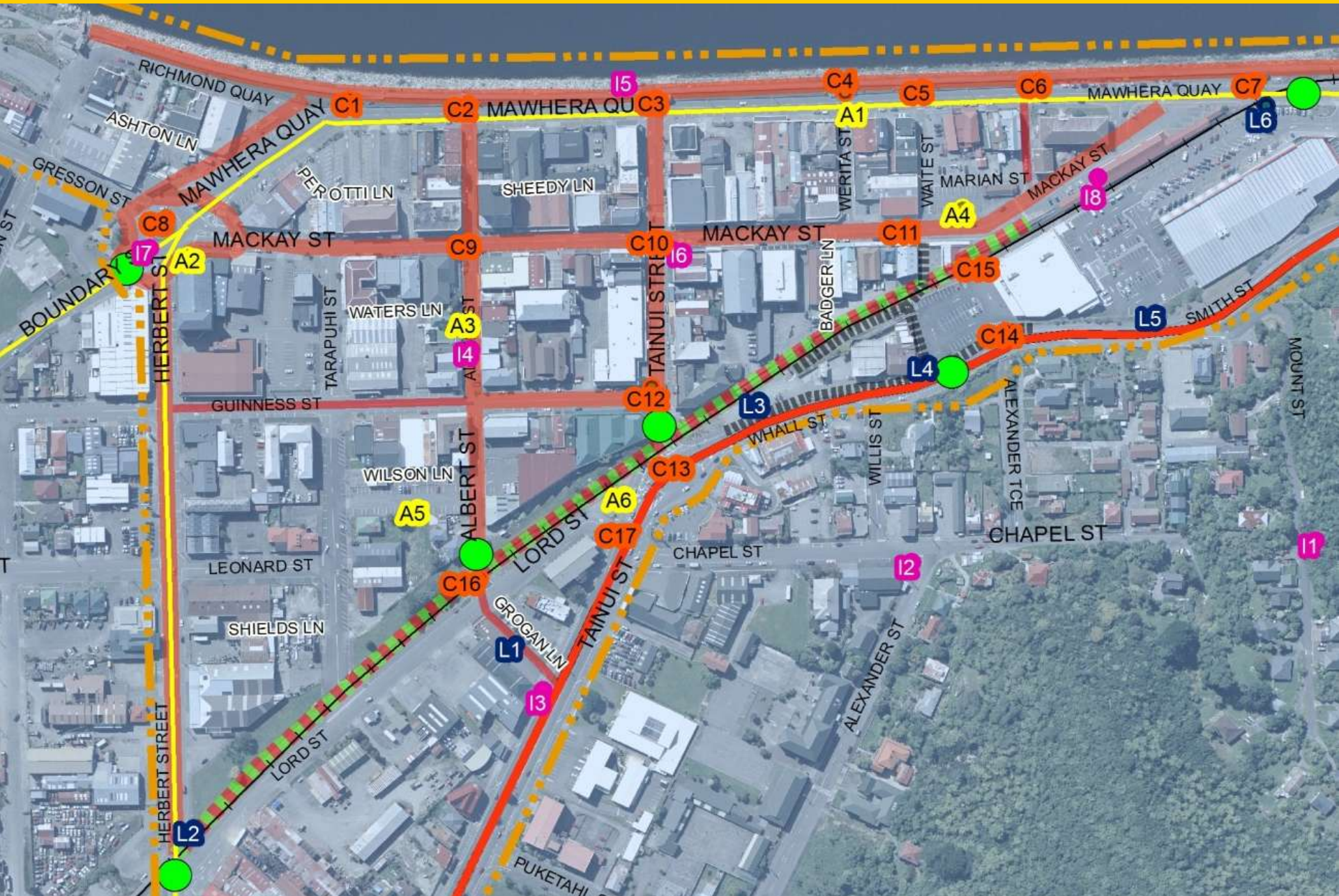

NO EXIT
FOR
VEHICLES
ACCESS
RAMP

Study recommendations

Concept Plan

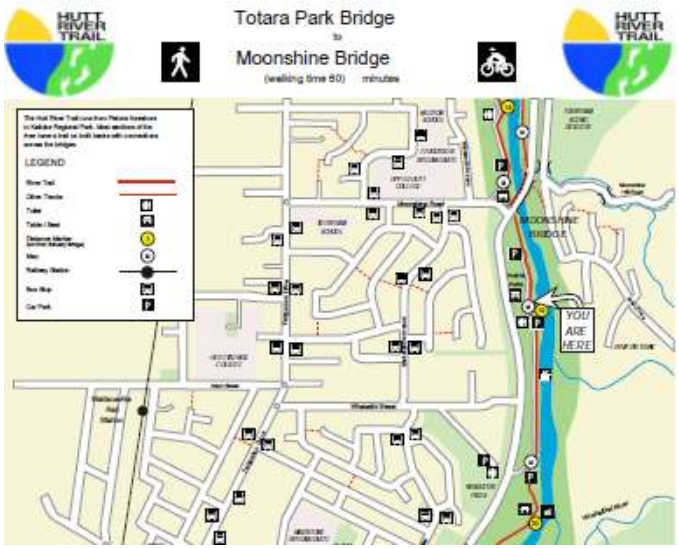


Detailed plan



Provide information

- Maps
  - printed
  - online
  - interactive smartphone apps
- Route signage
- Information boards

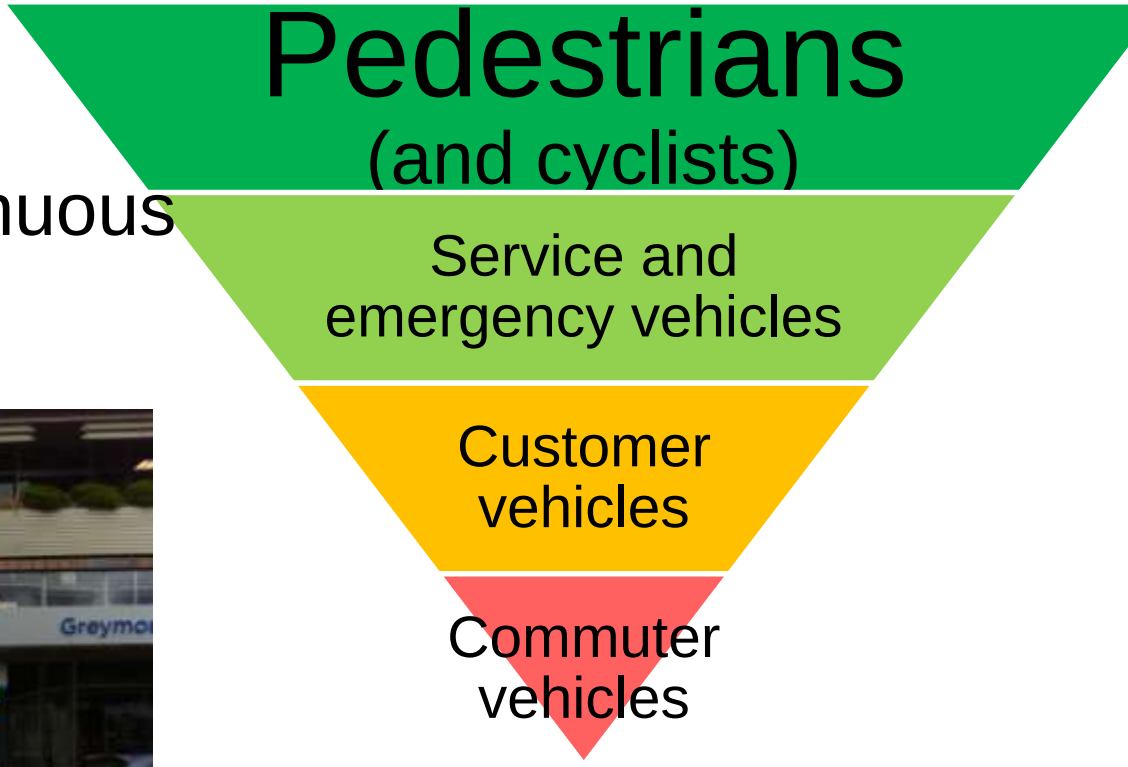


- Best locations to be determined !

Expand activity spaces

Improve pedestrian priority

- Vehicle Management Plan to Transport Plan
- District Plan rules on verandahs and continuous street frontages



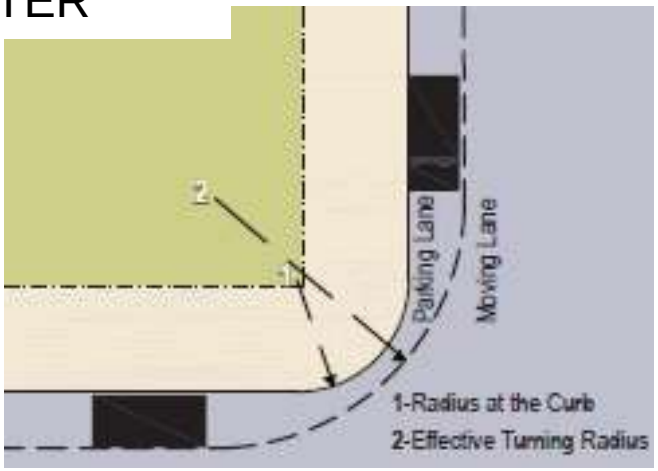
Improve intersections

- Reduce lane widths and size of intersections
- Use minimum TCDs
- De-clutter, minimise asphalt
- Less driver distraction – more eye contact with people
- Pedestrian priority; car as guest

Slow traffic speeds

BEFORE

AFTER



BEFORE

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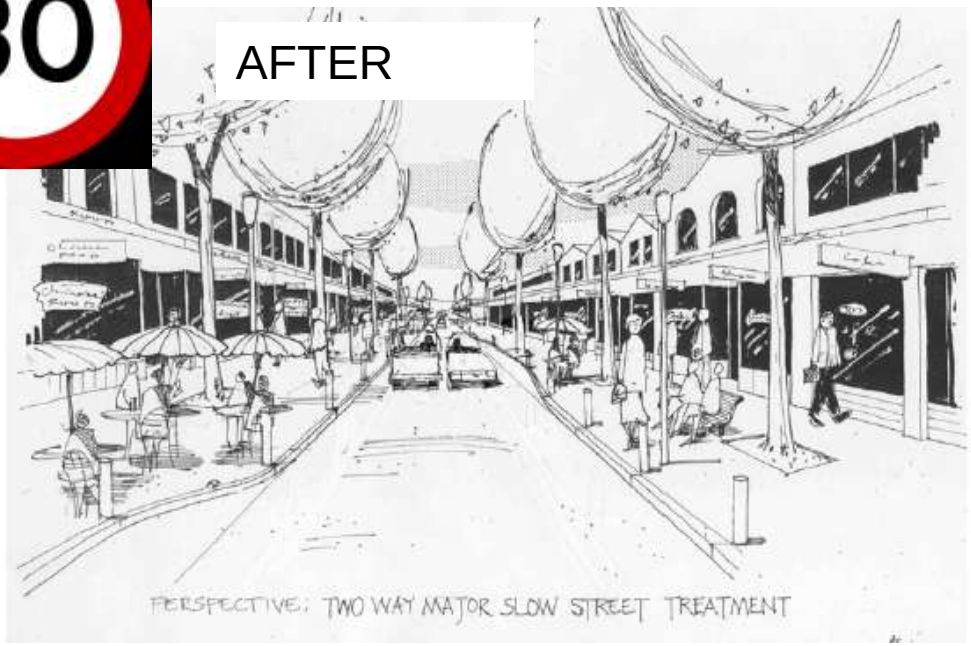

Manage parking

- Plan the ***design***, not the ***quantity***

Consider shared street principles

Aspirational ?

Develop laneways

Cater for desire lines

- Especially across State Highway and the Quay

SH

QUAY

Key points

- Methods are applicable to smaller towns
- Depend on:
  - Early engagement
  - Simplified methods
  - Collaboration

Thank you

Questions / discussion

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