

AVON RIVER PRECINCT: SHARED ZONES FOR CHRISTCHURCH

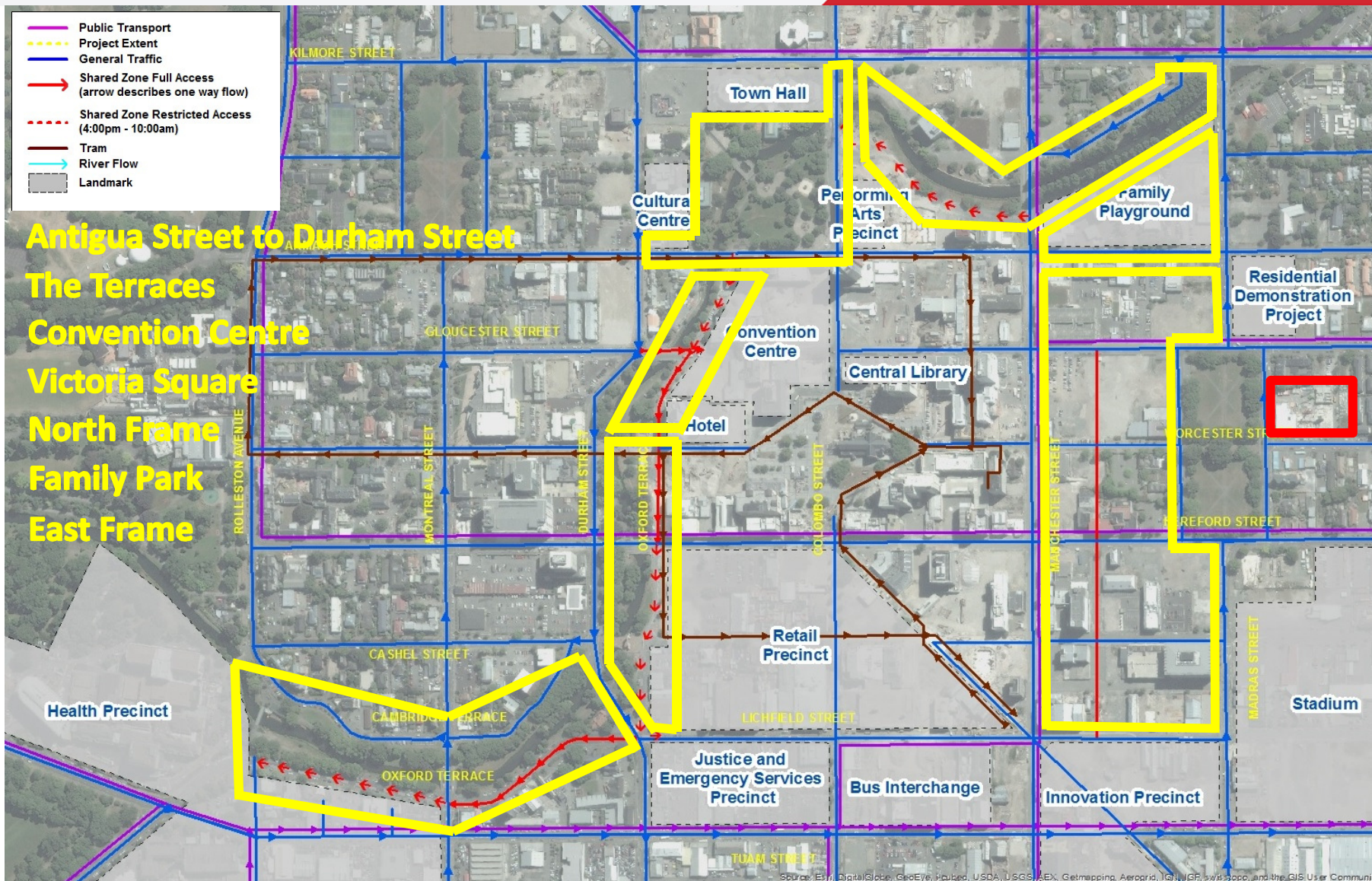
Shared zones are a better use of high amenity public realm than a traditional road with segregated facilities for different modes of transport

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SHARED ZONE LOCATIONS



WHAT IS A SHARED ZONE

Land Transport (Road User) Rule 2004 Clause 10.2

“A length of roadway intended to be used by
pedestrians and vehicles”



Modal Priority

- A driver of a vehicle entering or proceeding along or through a shared zone must give way to a pedestrian who is in the shared zone; and
- A pedestrian in a shared zone must not unduly impede the passage of any vehicle in the shared zone.



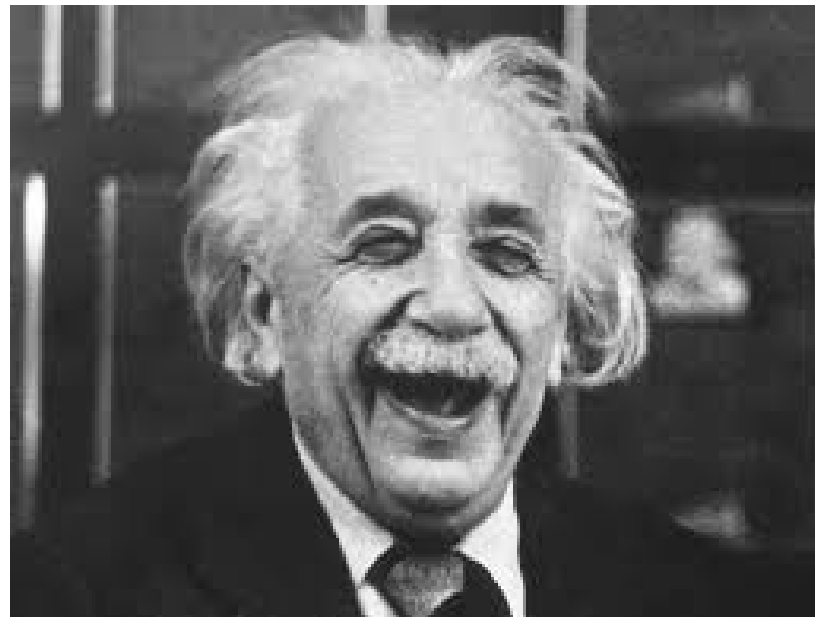
SHARED ZONE OBJECTIVES - WHY

- Encourage place making
- Increase economic, cultural, social, historical and environmental amenity
- Change road from unpleasant places, traffic noise, no social space, bad for shopping
- A place people “want” to be not “have” to be
- New street hierarchy with vulnerable road users at top
- Pedestrian priority and reduced vehicle dominance
- Safer environment for all modes of transport
- Retain access and mobility for traffic where necessary

QUOTE

“Insanity is defined as doing the same thing over and over again and expecting different results”

Albert Einstein



SHARED ZONE OBJECTIVES - HOW

- Paradigm change from regulated roads - use the natural human skills to negotiate modal interactions
- Traditional roads segregate traffic from other aspects of life - turn segregation into integration
- Respect common sense and intelligence of road users
- Through ambiguity, chaos and complexity reintroduce normal social protocols
- All motorists are pedestrians
- Unify both sides of the street
- Minimise traffic volumes and traffic speeds



MEASURES OF SUCCESS

- Volume of pedestrians occupying the carriageway
- Increased levels of social interaction and leisure activity
- Longer pedestrian dwell times
- Pedestrians crossing the street at locations, angles and times of their choosing
- Drivers and cyclists giving way to pedestrians
- Drivers and cyclists giving way to one another
- Reduced crash severity and frequency

INTEGRATION BEFORE SEGREGATION



TRAM HEADING SOUTH EAST ON HIGH STREET



SPATIAL ALLOCATION



loading / furniture /
River walk
flexible usability / space

VEHICLE SPEED

- Inner zone to 30km/hr
- 10km/hr would be more desirable
- Not a speed limit but a design speed
- 10km/hr signs would add street clutter and unlikely to have a significant impact
- Elliot St trial -10km/hr signs made no difference



Maximum speeds

Inner zone - maximum 30km/hr (including main streets)

Outer zone - maximum 50km/hr

Core

GATEWAY FEATURES

Make street look and feel different to traditional roads with gateway features:

- 1:12 ramps
- Change in surface material from asphalt to herringbone paving
- Reduction in the trafficable area width to 4m
- Shared zone traffic signage
- Tighter geometry of corner radii (without restricting emergency vehicles)



PEDESTRIAN PRIORITY

- Removing delineation between modes of travel (kerbs, road markings, signage, and bollards)
- Flush cross section (no kerbs) to remove the physical and psychological barrier to pedestrians
- Visual cues - no parking, trees, rain gardens, street art, cycle parking
- Permeable lateral design
- Distinctive paving patterns
- Outdoor dining, seating, gathering / performance areas to create 'side friction' (behavioural uncertainty)
- Activation at building frontage (retail/hospitality) and at river edge (recreational activities / contemplative spaces)

CENTRAL CITY REEF



PARKING / LOADING

- Bylaw changed to allow zonal parking/loading control with minimal traffic infrastructure
 - *Except where CCC has by resolution specified otherwise, no person may stand or park a vehicle in a road specified as a shared zone*
- *Loading is permitted if:*
 - *Goods or passengers are being loaded or unloaded*
 - *Vehicle specified on the sign (goods vehicles)*
 - *Driver returns to vehicle in under 5 minutes*



Conclusion - Shared zones are a better use of high amenity public realm than a traditional road

1. Encourage place making
2. New street hierarchy with vulnerable road users at top
3. Pedestrian priority and reduced vehicle dominance
4. Retain access and mobility for traffic where necessary

“You cant get the fruit without changing the root”

Steven Covey

