

# Westgate Town Square: Shared Zone Design and Lessons Learnt

**Pragati Vasisht, Principal Consent Specialist**

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# Westgate Metropolitan Centre



- **Plan Change 15**
  - Part of North-West Transformation (457ha)
  - Westgate: 156ha of employment, retail, commercial and residential
- **Delivered by Comprehensive Development Plans (Resource Consent)**
- **Location and Design Criteria for Town Square identified**
  - *‘A shared space approach’ for... ‘a more pedestrian focused experience’*



**Fred Taylor Dr  
(old SH16)**

**Residential**

**Employment**

**Kohuhu Lane**

**Existing Mall**

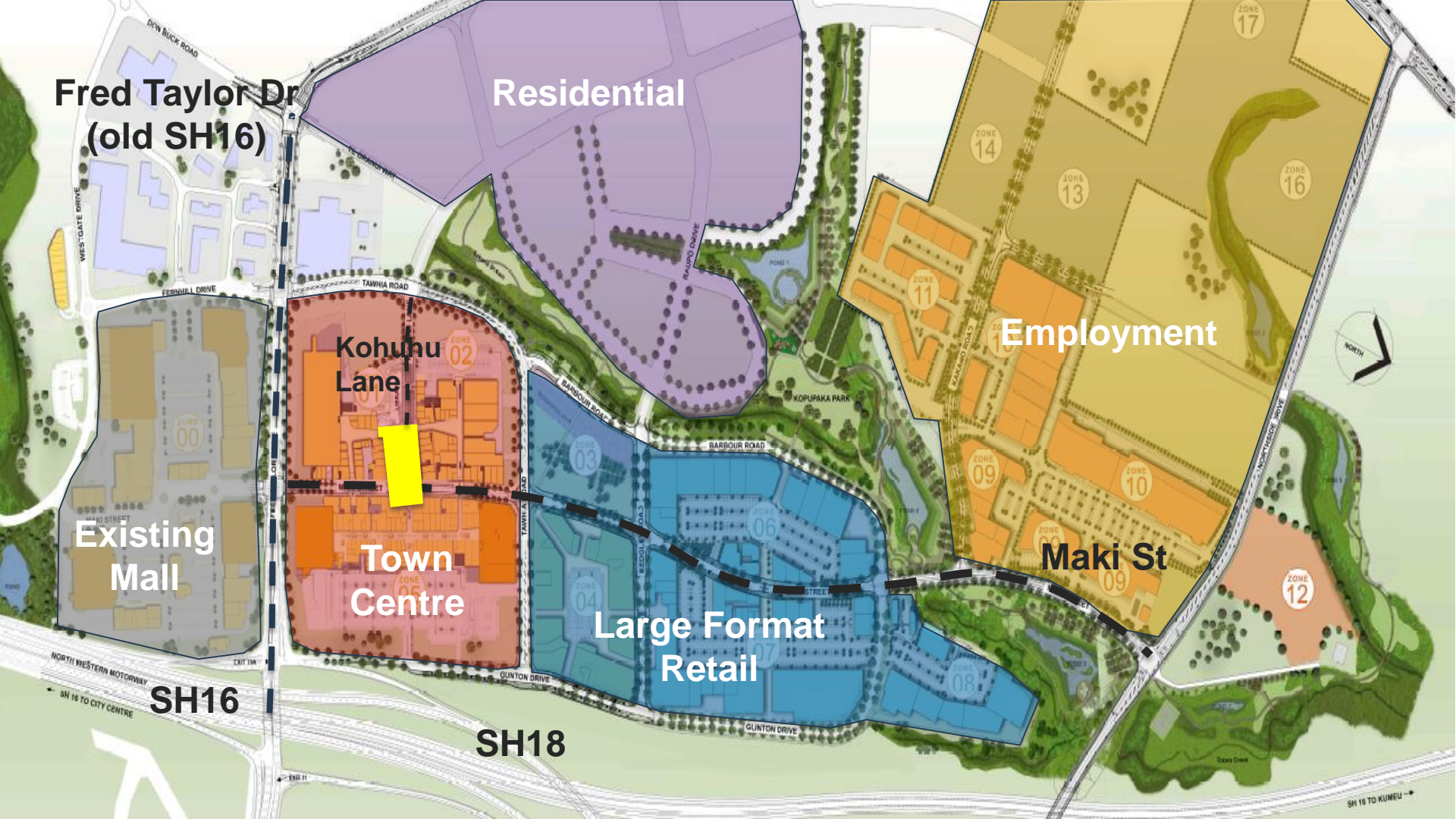
**Town Centre**

**Large Format Retail**

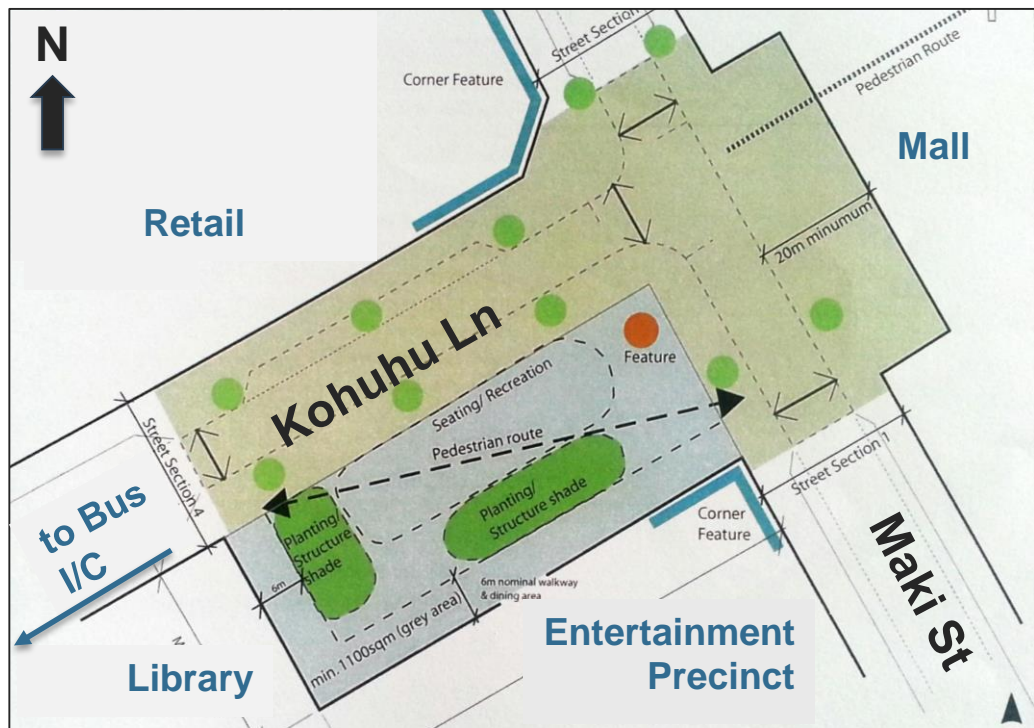
**Maki St**

**SH16**

**SH18**

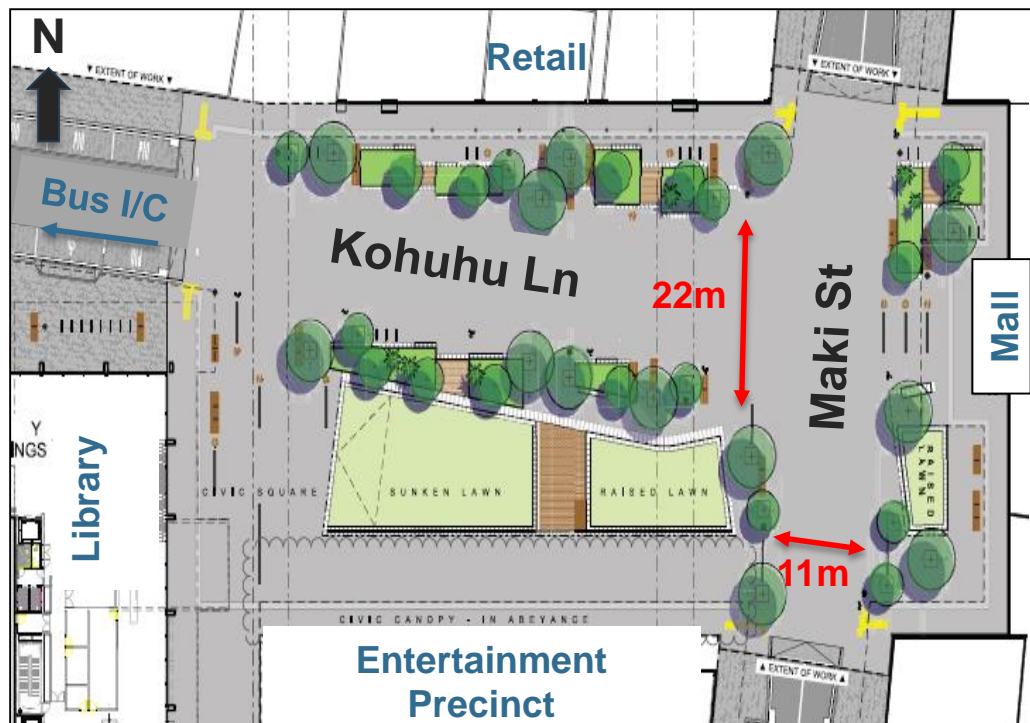


# Design Evolution: CDP Intention



- Raised table entry, continuous surface
- 120 vehicles per hour
- Signalised
  - Contradicted TCD rule
- Allowance for 13.5m buses in all directions

# Design Evolution: Resource Consent



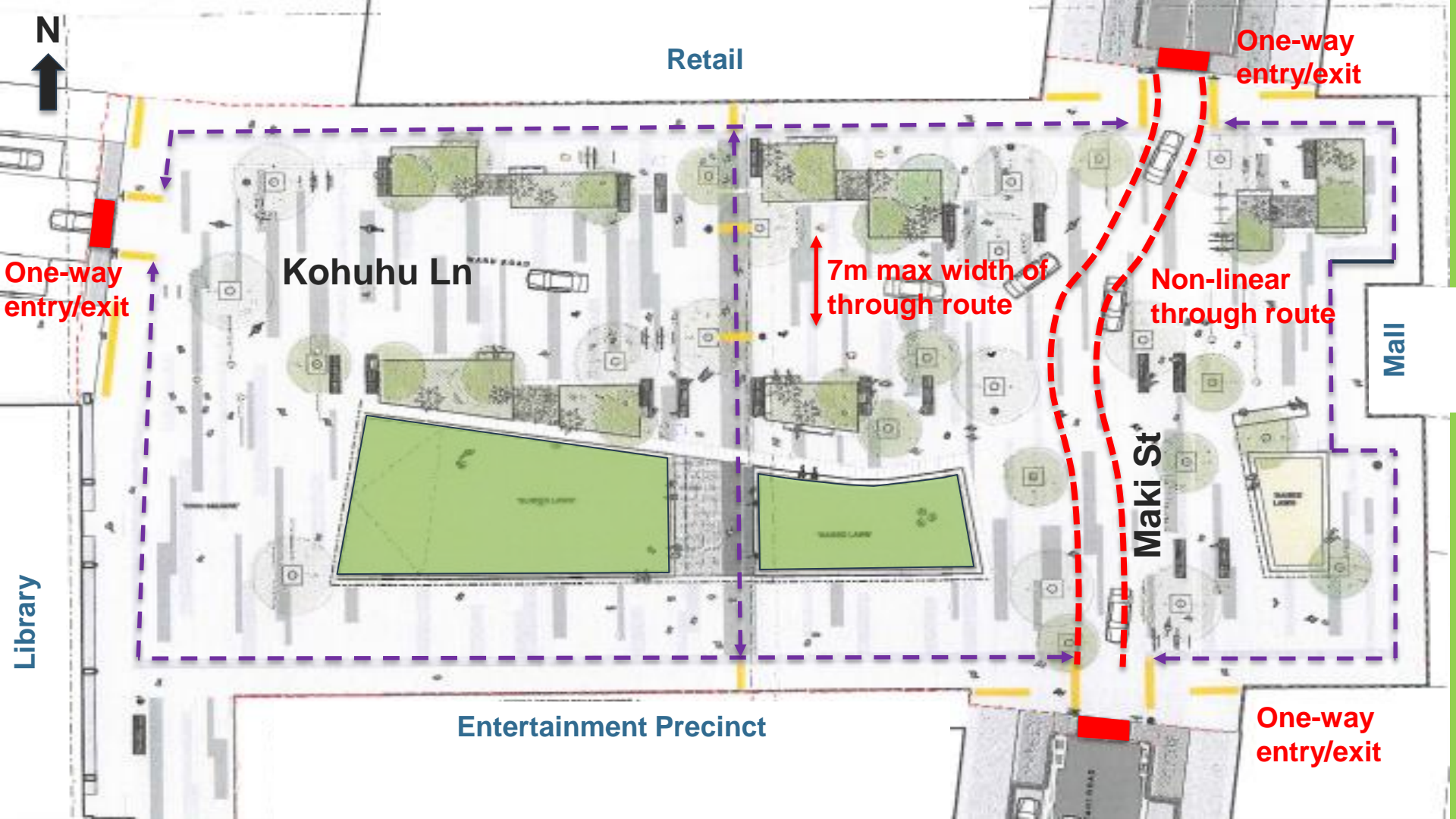
- Allowance for all bus movements
- 11m – 22m through routes
- 500 vehicles per hour
- Significant concerns in RSA



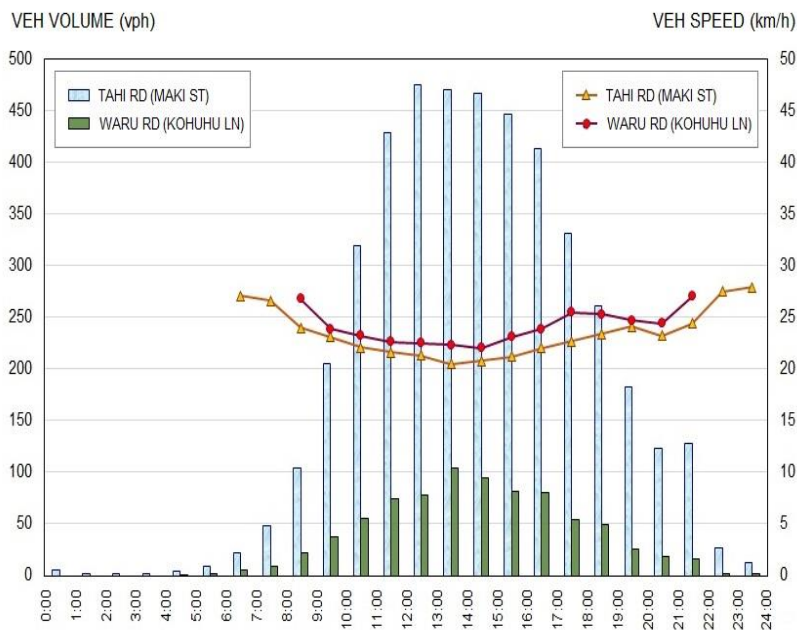
# Design Evolution: Resource Consent

- **No prevailing design guidelines for Shared Zones**
- **Emphasis on speed reduction**
- **Options to reduce speed and volume**
  - Restricting entry movements from elsewhere on the network
  - Speed cameras to control speeds
  - Parking information signs
- **Reduce speeds through design within area of influence**
  - Linear alignment barrier to speed reduction. Introduce horizontal deflection on Maki St.
  - Follow-on effect on discouraging extraneous traffic flow
  - Bus movements barrier to non-linear vehicular route





# Reception: Technical



## • Post-Construction Road Safety Audit

- *The non-linear vehicular path to lower speeds on Maki St is a point of difference compared to the linear design of earlier shared zones in Auckland's CBD.*
- *Auditors "were impressed with the changes in design with this shared space and commend the designers and contractors alike".*

## • Speed / Volume Surveys

- 85<sup>th</sup> percentile speeds < 25km/hr for 11am-2pm peak
- Speeds in range of 20-27km/hr
- Peak hour flow 500 vehicles



# Reception: Public

- **Local Board**
  - ‘Very disheartening’
  - Pedestrian safety concern
  - Difference from CBD
- **Public**
  - What do I do?
  - How do I get to the Mall?



SH18

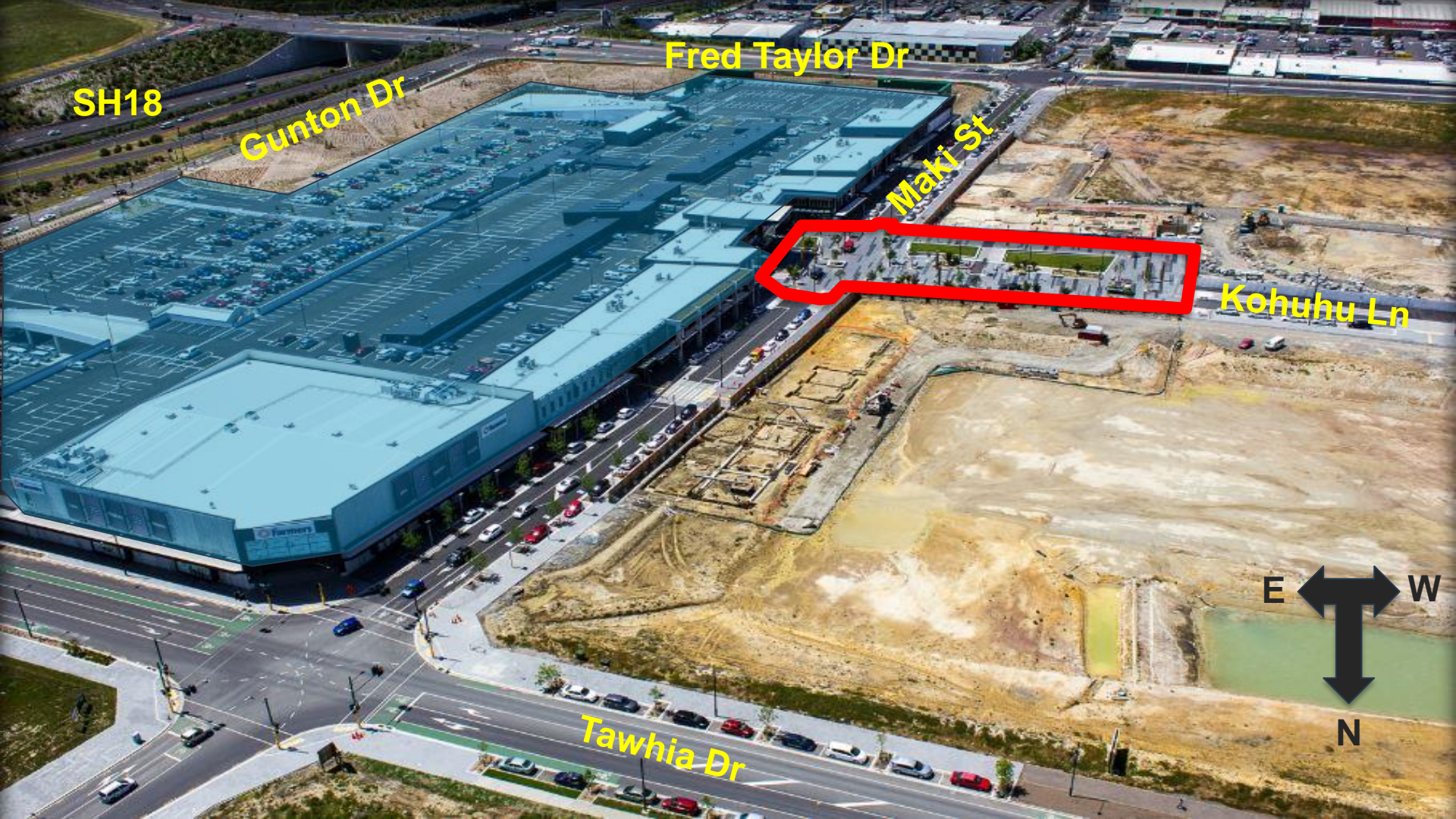
Gunton Dr

Fred Taylor Dr

Maki St

Kohuhu Ln

Tawhia Dr



# Lessons Learnt

- **Location of Shared Zone**
  - Will adjacent land use enable effective Shared Zone Design? Is it acceptable on the route?
- **Low-speed design crucial**
  - Non-linear vehicular route key to achieving this
  - Design needs to be independent of external factors, including future pedestrian activation
- **Civic space delivered through non-notified consent process**
  - How will public buy-in occur?
- **Gap between engineers' and public's perceptions**
  - How to raise education and awareness of Shared Zone?
  - Qualitative **and** quantitative analysis required to ascertain success of Shared Zones
  - **Engineering Design and Communication equal players in success**



# Changes Made

- **Education and Awareness**
  - Signage on alternative routes to Mall.
  - Billboards informing pedestrians have priority
  - Shared Zone communications suite in development
  - Local Board engagement





GUR575

HCW572

Gift w

# Discussion

