

(Re)Allocation of Road Space *The constant dilemma*

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Worry over cycleway plan

Parking loss, safety and traffic among concerns



CONCERNED: Joy Priest (right) and daughter Michelle Wilson inspect the plans for the Rapanui-Shag Rock Cycleway, which will take away parking outside their property. PHOTO: FRASER WALKER-PEARCE

BRIDGET RUTHERFORD

A new cycleway linking the eastern suburbs to the central city is firing up Linwood residents affected by the plans.

At drop-in sessions held on the plans for the Rapanui-Shag Rock Cycleway route between Fitzgerald Ave and Linwood Park, a number of concerns were raised.

The loss of parking, cyclist safety at intersections, and the pushing of vehicle traffic onto nearby streets were among the concerns.

The \$23.4 million cycleway is one of 13 to be built in the city over the next seven years. It is expected to be completed by the end of 2018.

Linwood homeowner Joy Priest said the cycleway will take away parking outside her house. She fears it will cause her property value to drop.

Her daughter lives in the home, which is on the corner of Marlborough St and Aldwins Rd.

She said it has very little off-road parking and when the cycleway goes in there will be nowhere to park.

"I just feel how will we ever sell this property? I think it's going to devalue it. If we had

an open home no-one could even park near it."

City councillor Yani Johanson said some people at the drop-in session got quite "bitter" and questioned the safety of parts of the route.

He said the design "did not feel right".

At some intersections, cyclists would have to ride in the middle of the road with cars travelling either side of them.

The loss of parking in high density areas, and plans to close Worcester St, to vehicle traffic at its intersection with England St were also concerns.

"I support us having a good cycleway connecting the east to the central city, but I'm concerned about the route designs," he said.

City council assets and networks unit manager Chris Gregory said the city council is working through the feedback received.

It will look into whether there are ways to make changes to address people's concerns, he said.

"The designers are already working through this process, however, it is not always possible to resolve issues to everyone's satisfaction, especially where there are conflicting views in the community."

Have your say

Is the planned Rapanui-Shag Cycleway causing you concern? Or are you happy to see cycleways in the city and think people should look at the overall benefits? Email bridget.rutherford@starmedia.kiwi

Selwyn Times

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Photo: Rebecca



Lodbrooks, Tai Tapu, Leeston, Lincoln, Southbridge, Prebbleton, Halswell, Rolleston, Templeton, Burnham, West Melton, Darfield, Arthurs Pass

Plan to ditch Lincoln car parks

BY TOM DOUDNEY

A plan to develop Lincoln's town centre would lower the speed limit and reduce car parking on the main street – a contentious issue for business owners.

After years of development, the draft Lincoln Town Centre Plan will go out for public consultation if approved by district councillors at tomorrow's meeting.

A previous version of the draft plan was consulted on as early as 2011 but extensive growth and a number of developments since then meant the district council has had to go back to the drawing board.

Under the plan, car parks on the north side of Gerald St would be removed to accommodate cycleways on both sides of the road and a widened footpath on the south side. A 30km/h speed limit would also be introduced.

The loss of the car parks would be

partly off-set by turning Westfield, Lyttelton St and Mataira St into 'parking precincts' with existing parallel parking changed to angled parking. The development of more shared car parks behind businesses would also be encouraged.

The Pannouk Grouse Hotel owner Craig Bradford said removing car parks on the main street was "ridiculous" as there were not enough already.

The plan would also require buildings that are placed on the street boundary to have 'active frontages' – clear glass windows and doors that face the street. Off-street car parks would have to be placed beside or behind buildings, rather than in front. This, along with the development was intended to make the streetscape more appealing.

The consultation is expected to take place in early November with the plan adopted in February.

Eyeing up a draw



REACHING OUT: Victoria Lee returns a shot while playing for Tai Tapu Gold in their tennis match against Rolleston Black. The teams battled to a 4-4 draw.

More photos and results, page 16 PHOTO: KAREN CASEY

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INSIDE



University building comes down – p3



Playcentre celebrates – p7



Principal to get college rolling – p8, 9

Tension as car parks make way for cycleways in central Christchurch

CHARLIE MITCHELL

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Street elements



Key messages today

- Deciding how to allocate (or reallocate) space is usually not straight forward
- There are a range of issues that can be encountered
- Recent research on the matter is useful and adds to the local evidence base
- The ‘engagement’ approach may be a critical factor

Common issues

- Resistance to loss of on-street parking
- Balance of amenity space vs. other uses e.g. cycling
- Loss of features that may create delay to drivers e.g. flush median (or adding a feature...)
- Sub standard facilities for minority of users to increase capacity for majority of users

The big one!

- Resistance to loss of on-street parking

NZ research examples

- *Reallocation of road space, NZTA Research 2013*
- *The costs and benefits of inner city parking vis-à-vis network optimisation, NZTA Research 2015*

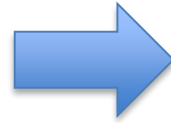


Table 6.1 Proposed kerbside parking reallocation evaluation framework, costs and benefits presented by relevance to project type

Cost-benefit	Pedestrianised shared spaces and quality urban realms	Cycle infrastructure	Public transport services	Extra vehicle lanes
Travel time	Recommended	Recommended	Recommended	Recommended
Mode share	Recommended	Recommended	Recommended	Recommended
Journey satisfaction	Not recommended	Recommended	Recommended	Not recommended
Existing parking supply	Recommended	Recommended	Recommended	Recommended
Occupancy of existing parking	Recommended	Recommended	Recommended	Recommended
Use of existing parking	Recommended	Recommended	Recommended	Recommended
Capital and operating expenditure	Recommended	Recommended	Recommended	Recommended
Public transport patronage	Not recommended	Not recommended	Recommended	Not recommended
Business income	Recommended	Recommended	Recommended	Recommended
Adjacent land use	Recommended	Recommended	Recommended	Recommended
Crashes and perceptions of safety	Recommended	Recommended	Recommended	Recommended
Pedestrian usage	Recommended	Recommended	Recommended	Recommended
Visitor satisfaction	Recommended	Not recommended	Not recommended	Not recommended

Case Study: Kaiapoi Town Centre



Project team works with Reference Group to develop options



Assessment and selection of preferred option with Ref Group



No further consultation as Ref Group represent community

Case Study: Lincoln Town Centre



Project team develops options



Project Team assesses options and selects preferred option

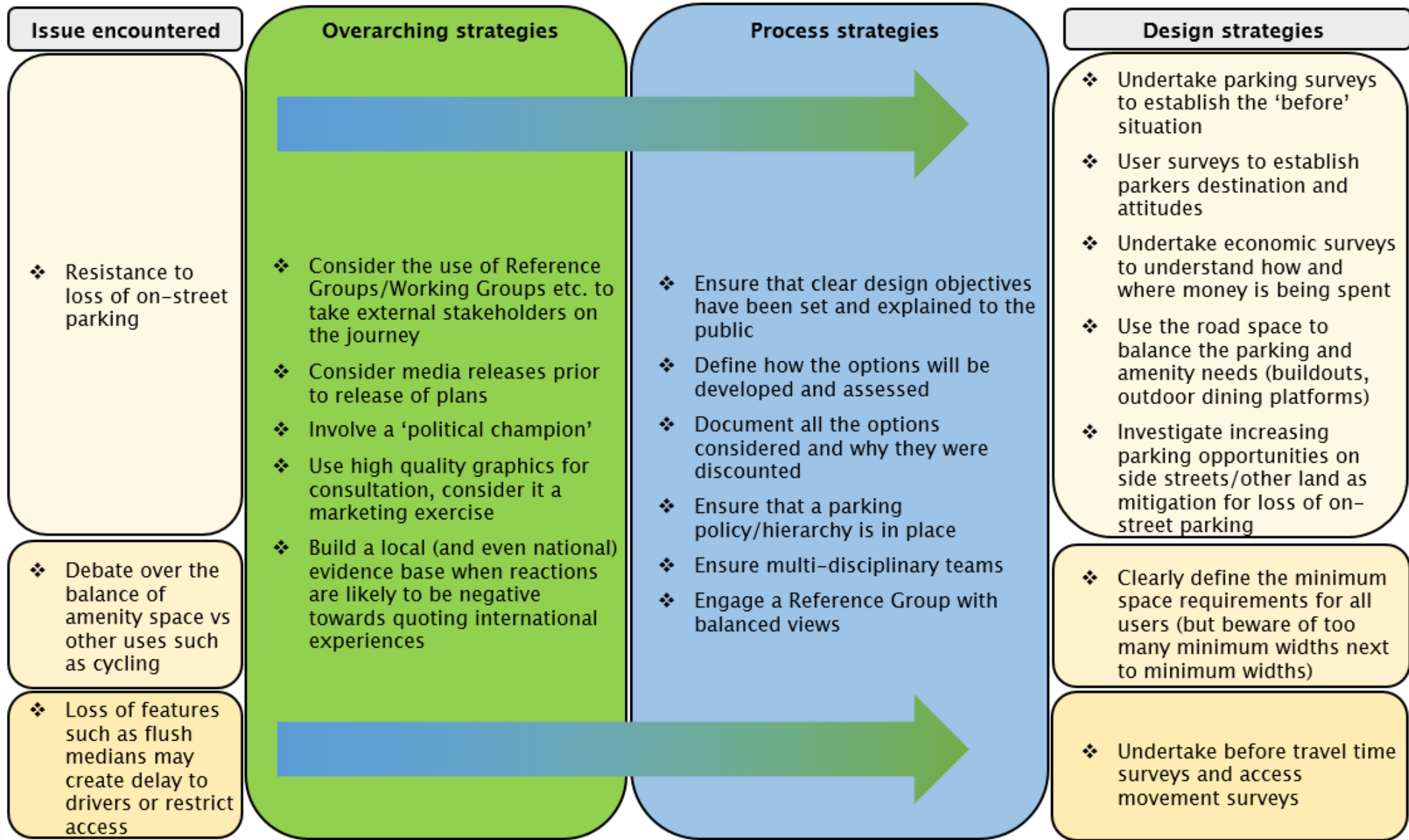


Consultation with wider community

Case Studies

- Two case studies involved road space allocation dilemmas in 20m road reserve
- The Kaiapoi case study was about the balance between footpath width and how to accommodate cyclists on a busy arterial road and involved a reference group early.
- The Lincoln case study was about the balance between level of cycle provision and parking. Engagement with the community at end of concept design process.
- Both case studies took a different approach to community involvement but ultimately used strategies that suited the context.

Toolbox



Summary

- The national level research being undertaken to provide an evidence base that can be supplemented by local information to better inform stakeholders.
- A series of strategies generally already used by the industry have been compiled into a tool box.
- The tool box can be added to over time as different approaches are tried.
- Each scheme and community has different characteristics and objectives; that is why a tool box has been developed rather than a step by step process.
- The approach used for individual schemes should be decided at the beginning of a project.

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