RANGIORA TOWN CENTRE 2020 STRATEGY PROJECT RECOVER TRANSPORT DATA MANAGING STAKEHOLDER PRECONCEPTIONS : THE IMPORTANCE OF ACCURATE TRANSPORT DATA

transportation consultants

Many laneway connections

o High Street are unattractive

and uninviting with limited

natural surveillance

A YYYYYY

'District' traffic

oute passes through

the town centre

KEY ISSUES





One way section of High Street is heavily congested with vehicles circulating in search of parking space

V





Alfred Street closure to motorised traffic limits access to the town centre from the east

INVESTIGATE AND ANALYSE



RANGIORA TRAFFIC PATTERNS STUDY





KEY FINDINGS:

- Parking occupancy continually exceeds 80% on High Street between 9am and 3pm.
- 55% of all parking is for less than 30 minutes in duration. The standard parking restriction applied within the town centre is 120 minutes.
- The Blake Street off-street parking area is underutilised compared to other Council managed offstreet parking areas.
- Less than 10% of all heavy vehicle movements through Rangiora do not have an origin or destination in Rangiora.
- A bypass of Rangiora is not warranted in the short to medium term.
- There is little capacity remaining on the main road into Rangiora from the south.





TOWN CENTRE PEDESTRIAN ACTIVITY STUDY • There are more than 2,000

All

tes

Signage on the approaches to

the town centre is confusing

NUMBER PLATE GEOCODING STUDY

pedestrian movements along the busiest part of High Street between 10am and 2pm. This is double the traffic volume

Crossing Red Lion

Corner is difficult for

pedestrians

- The level of pedestrian activity falls away sharply outside the one-way section of High Street
- There is very high demand for pedestrian crossing of High Street, the majority of which (88%) occurs at raised pedestrian crossing points.
- The configuration of the road network does not have as significant impact on the parking location of vehicles with different origins.
- Vehicles with an origin to the east of Rangiora are only under-represented in the Blake Street offstreet parking area.
 - Farmer • Less than 15% of vehicle origins are within a 15 minute walking time to the Town Centre.

ENGAGE THE COMMUNITY

KEY OUTCOMES

Explore laneway concepts incorporating new paving, planters, active frontages and lighting

~~

Educate and inform the community Use transport data collected from surveys and analysis to support or counter the preconceptions of stakeholders as to the extent or cause of transport issues **Explore** and develop concepts in a collaborative manner with stakeholders **Guide stakeholders** towards solutions that are technically sound and contribute to desired outcomes so stakeholders take ownership of concepts.

> **PAUL DURDIN – DIRECTOR** Abley Transportation Consultants 027 302 4313 paul@abley.com