

Delivering a new 'main street'

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Introduction

- Kaiapoi Town Centre Plan (KTC Plan) - June 2011)



The Town Centre

- Integrated Transport Plan Objectives
 - Making it easier to cross the roads and more pleasant to walk around
 - Providing better access to the river
 - Providing more and easier parking
 - Improve traffic management



Challenges

- Balancing governance vs. delivery
- Managing a Reference Group Process
- Technical Design Challenges



Your challenge today

- Select cross section from two options
- Two minutes to discuss amongst yourselves
- Vote on the options!



The Main Street now

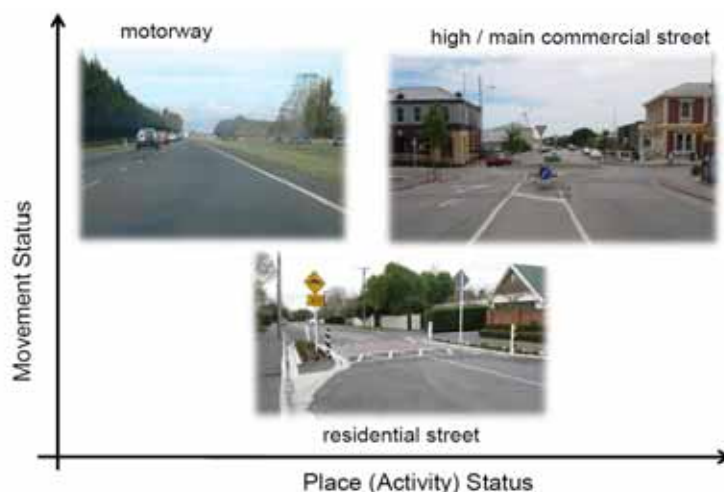


The context

- Arterial Road with about 14,000 vehicles per day
- Peak flow 1100 vehicles per hour, heavies 2-3%
- Speed limit 50 km/h, but operates at about 30 km/h
- On-street parking (has to be retained)
- Ped screenline count for 4 hours about 1200
- Low cycle volumes at the moment
- Bus route (every half hour)
- Banks, travel agents, chemists
- Department store, takeaways
- A few cafes



Classic mixed use arterial



Consultation in KTC Plan

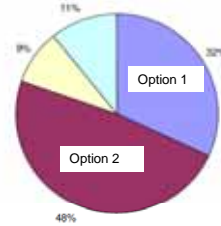
Option 1

Leave as is
but mark
cycle lanes



Option 2

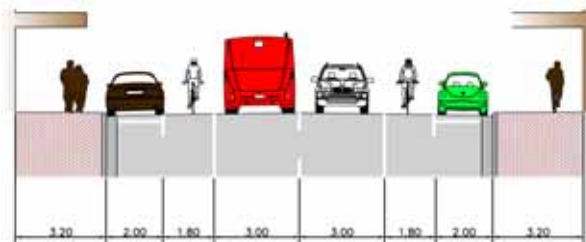
Wider
footpaths
Cyclists share
the lane



Options

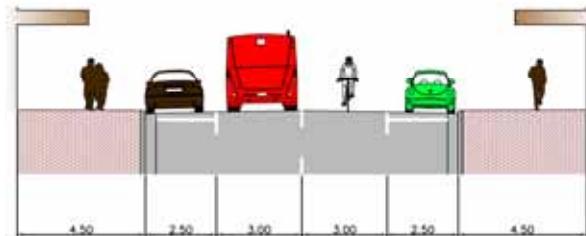
Option 1

Controls on sandwich
boards and footpath clutter
Potential to use parking
spaces for outdoor dining



Option 2

Wider footpaths
Cyclists share the
traffic lane



What did the Ref Group conclude?



Option 1 was selected



- Road space for emergency vehicle access
- Footpath width appropriate with controls in place
- Space for cyclists important

The bridge design



- Parking space reallocated to footpath space and cycle lane

Deliver in a staged approach

Stage 1 – Parking restriction changes – NOW!

Stage 3 - DEFERRED

Stage 2 – NOW!



Conclusion

- Stand tall when making recommendations!
- Thank you



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Deliver**

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Session H: Cost Effectiveness

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