



Multimodal Street Design – a fine balance



Insightful solutions.
Empowering advice.

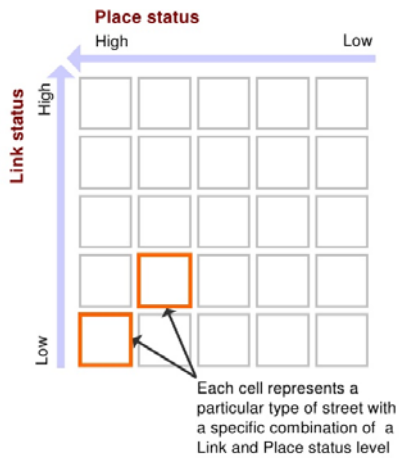
Who designs streets as part of their role?

Who learnt how to design streets at university?

Who's been on a specific course to design streets?

Who just learnt from experience?

And there are so many different design approaches!



Inclusive Design Principles



Healthy Streets Indicators



Multimodal street design – a fine balance

So what is a multimodal street?

- A balanced allocation of space between the 'modes' (people moving or lingering using a range of travel methods.....and goods of course)....with consideration of the context and the networks that exist (or might exist in the future).
- Has involved a diverse design team.
- A good place to be!





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Excitement

The brief arrives and ideas are flying!



Drama

Options are on the table but sometimes the

team can't agree....



Mediation

Compromise is needed and decisions are

made, tears may be shed...



Fallout

Something usually falls out of the process....



The four project stages

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Excitement

Drama

Mediation

Fallout

Issues and tools to resolve

Issues	Tools
Lack of design direction	Set clear objectives and agree these at the very start....
Priority	Clearly define who you are catering for and know everything about your environment...observe...observe..
Lack of ideas	Look to what others are doing for inspiration!



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Excitement

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Issues and tools to resolve

Issues	Tools
Road space allocation disputes	Again come back to the objectives and play around with options, always checking there are no minimums next to minimums
Always PARKING issues	DATA DATA DATA...parking survey, spending analysis
Disagreement over preferred option	Agree assessment method and scoring

Objectives	Option			Comments
	A	B	C	
1 Streetscape that attracts people and where they can linger	✓	✓✓	✓✓	Wider footpaths in B and C options allows for outdoor dining and 'linger nodes'.
2 Pedestrian provision	✓	✓✓	✓✓	All options have good movement provision, Option B has central crossing, Option C does not require frequent crossing.
3 Cycle provision	✓	✓✓	✓✓	Shared path in all options, travel in the road space varies. Angle parking not desirable for cyclists.
4 Vehicle movement	✓✓	✓✓	✓	A and B reflect the function of the street best.
5 Access	✓✓	✓✓	✓	Very few property accesses on this street.
6 Servicing and parking	✓✓	✓	✓	All options need consideration of potential loading zones. Angle parking may not be desirable by some by service providers. On-street parking retained, Option D will have less.
7 Integration with Land use	✓✓	✓✓	✓✓	All fairly equal in this respect.

✓✓✓ Exceeds the Objective
 ✓✓ Meets the Objective well
 ✓ Meets Objective
 - Does not meet objective

Excitement

Drama

Mediation

Fallout

Issues and tools to resolve

Issues	Tools
Lack of community buy-in	Agree assessment method and scoring and it available to the community, hold open days to speak to the design team.
Lack of community understanding	Great images! Put on your PR hat!



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Excitement

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CBD revamp a step closer

JULY 23, 2018

The Ashburton District Council's plans to breathe new life into the central business district (CBD) and encourage more pedestrians and cyclists advanced yesterday.

Council's revitalisation plan attracted 66 submissions and nine submitters took the opportunity to make their views known in person.

Councillors decided to stick with their preferred options of some one-way streets, 30km/h and angle parking on some streets; there was robust discussion about cycle lanes.



Cr Neil Brown said he wanted to know the number of cyclists using roads in the CBD but conceded it was a "chicken and egg" situation in that they needed to feel safe about using the space.

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Key messages

- Agree the methodology and the objectives at the outset!
- Think about everyone who uses the street or might want to use the street
- Accept that compromises may be required! But aim for limited fallout!!




Thank you!

Questions?

And for any more questions...

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