

1. Introduction

1.1 Purpose of the Streetscape Strategy

Streets are one of our most valuable community assets. While they are seen primarily as providing for the movement of people and goods they are also vital in contributing towards social networking, economic activity, and a place to play and entertain. In modern times motor vehicles have dominated the streets to the detriment of these other activities.

The prime purpose of the Streetscape Strategy is to set out a framework for the way that the streets in our towns are used in the future. While much of what is contained in this document focuses on the main urban areas of Gore and Mataura many of the concepts set out are equally applicable to Mandeville, Waikaka and Pukerau.

The Streetscape Strategy seeks to:

- Identify current deficiencies in the overall structure (hierarchy) of the roads in the urban areas and the manner in which they provide for the needs of the community.
- Assess issues arising from the ways in which different user groups and individuals utilise, or would like to utilise, our roads.
- Provide direction in response to the deficiencies and issues identified.
- Guide the form of new development that takes place.

Public ownership of the road network ensures appropriate property access and freedom of travel throughout the District for all residents and visitors. Well maintained roads, footpaths, and street lighting provide for the safe and efficient travel of motor vehicles, cyclists, and pedestrians. As the Council is the road controlling authority, under the Local Government Act 1974 it has responsibility for all of the roads (state highways excluded) in the Gore District. As a consequence, it has the key role in determining how the streets are used and in implementing any programmes to manage the outcomes that the community seeks to achieve.

1.2 Importance of Streetscape

Streetscape is the term used to describe what the legal road and adjoining land looks like and how they interact. Streetscape is important in the following ways:

- Providing an attractive setting for the people who live in and visit the town.
- Adding to the value of adjoining properties.
- Making towns more efficient places to work and do business in.
- Creating high quality living environments.
- Supporting a full range of transport choices.
- Establishing an identity for an area.
- Making areas more socially inclusive and safe with less crime.

- Creating healthier lifestyles by encouraging more walking and cycling

The design of the street and adjacent land uses affect how people use and feel about a town. The safer and more visually interesting a street is the more likely people are to walk and spend time in it, thereby reducing the use of private vehicles and also increasing the likelihood of social interaction.

Effective streetscapes add value to the community by providing:

- **Health** benefits (through greater pedestrian and cycle movements).
- **Social** benefits (with greater contact between people).
- **Economic** benefits (through investment in works carried out, greater use of areas of commerce and contact between people).
- **Property value** benefits (arising from improvements to areas, and benefits to particular property).
- **Environmental** benefits (through reduced vehicle emissions from less vehicle use, carbon capture by street trees and improved treatment of water runoff).
- **Servicing** benefits (through the provision and protection of public utilities including infrastructural services such as water, sewage, power and lighting).

1.3 Vision

Through the implementation of the Streetscape Strategy, the Gore District Council seeks to:

1. **Provide and maintain an efficient road network appropriate to the level of use that will ensure the safe and orderly passage of all road users, including vehicles, cyclists and pedestrians**
2. **Encourage pleasant, cyclable and walkable town centres and neighbourhoods which provide a high amenity for those who use, work and live in them.**

1.4 Structure of this Strategy

Part 2 of this Streetscape Strategy outlines the national, regional and local regulatory context within which this document has been prepared. This part also contains a brief historic overview of the development of Gore and Mataura highlighting that the street layout adopted when the towns were first settled still remains today.

Part 3 assesses the issues that apply to the main urban areas of Gore and Mataura, with specific consideration of the commercial, industrial/mixed use and residential areas.

Part 4 focuses on the users of the streets of the towns, including vehicles, pedestrians, cyclists and mobility scooters. The intent is to identify and provide for the needs of each group while also improving the amenity of the areas within which they move and enhancing the safety and enjoyment of each group.

Part 5 responds to specific streetscape issues that have arisen within the urban areas, including those associated with particular activities such as schools, providing

for and managing structures in roadways and controlling encroachments into legal roadways.

Part 6 looks to the future, identifying options for layouts of streets, promoting changes to the existing roading patterns and priorities, identifying measures that can be adopted to modify traffic movements within identified streets, including a reduction in traffic volumes or slowing vehicles to benefit other road users, and promotion of green infrastructure.

1.5 Giving Effect to the Streetscape Strategy

Expenditure on specific projects and roading improvements for the full range of users is managed through the Council’s Long Term Plan and Annual Plan. This Strategy cannot commit the Council to undertake particular works during a stated time period. Rather, the Streetscape Strategy seeks to provide a framework to identifying and setting priorities and possible directions for future expenditure.

The Council each year, in its draft Annual Plan, will promote particular projects and works it might wish to undertake. Community groups, businesses and individuals will have the opportunity to submit and comment on what is programmed and suggest changes to it.

As shown on Figure 1 below, some of the policy responses and suggestions made in this Streetscape Strategy will also be implemented by other Council processes. These will require changes to be made, with appropriate public consultation to Activity Management Plans, Reserve Management Plans and the District Plan.

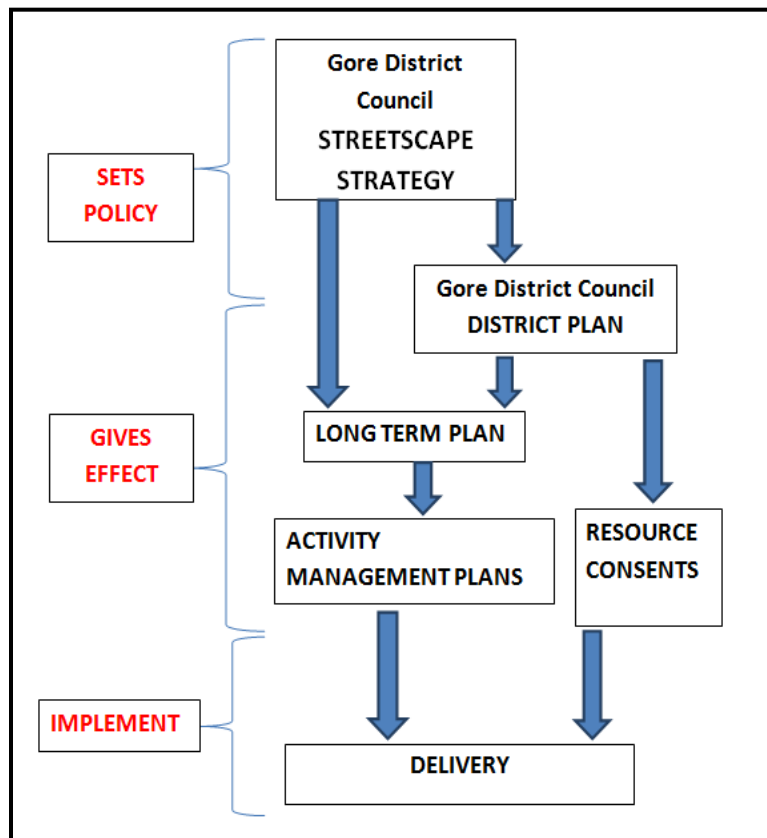


Figure 1: Implementation Framework

1.6 Processing Requests to Alter Street Layout

Figure 2 sets out the procedure that should be followed where a person wishes to request the Council to alter the street layout. Prior to lodging any such request it is recommended that relevant staff be consulted and that regard is given to:

- information required by the Council in this strategy; and
- the relevant issues and policies set out in this strategy.

