Our Towns ... Our Streets

A Streetscape Strategy for the Gore District

Gore District Council

December 2011

Foreword

The streets in our towns provide for the needs of us all, whether we walk, cycle or travel by vehicle. Within the Gore District we are very fortunate that our streets are generally safe and pleasant places to be.

The purpose of the Gore District Streetscape Strategy is to identify, assess and provide for the needs of all users of our streets within our towns. These differ between the residential, commercial and industrial areas, and also vary depending upon the function of the street and the degree to which it needs to provide for through traffic. Much of the time streets provide a route along which to travel be it by foot, cycle of vehicle. However, a street is much more than that, providing opportunities for a range of activities, including meeting people, socialising, exercising and undertaking business. The appearance of streets also contributes to the character of a town.

The activities undertaken on land adjoining streets also impact upon the safety and amenity of the street. It is therefore necessary to integrate the objectives and policies of the Streetscape Strategy with other activities and functions of Council. This will be achieved by various means, including the Council's bylaws, the district plan and the operational management plans of the Council departments.

The Streetscape Strategy contains a number of actions and works which are considered desirable. These will not be achieved immediately and in many cases further consultation will be required prior to finalising the details of proposed works. Each year through the Annual Plan process the Council will consider what works can be funded in the following year. Input from the public will be vital in determining priorities to implement this Strategy.

The Streetscape Strategy also provides a framework for Council to consider requests to change street layouts, be they from individuals seeking to use or alter the street appearance adjacent to their land, or from groups seeking changes over a larger area.

Cr Nicola Davis
Chair, Streetscape Working Party

Adopted by the Gore District Council on 13 December 2011.

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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.
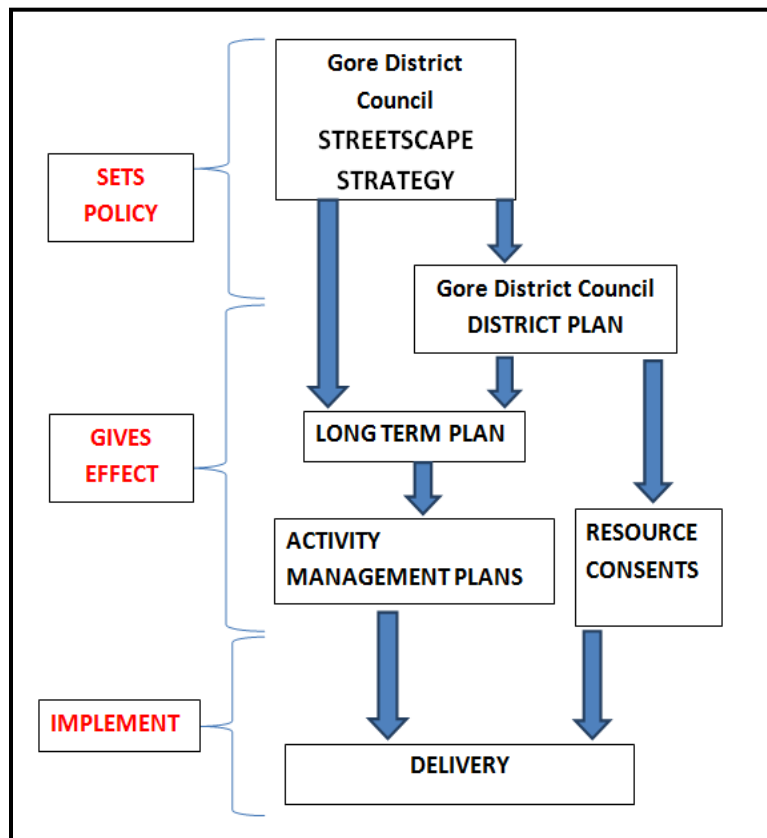
Figure 1: Implementation Framework

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 polices set out in this strategy.

Processing a Request to Alter Street Layout — Figure 2

Request made in writing for changes to be made to street layout

Request to include:

* Name and contact details of person making request
* What is proposed (including plans) and reasons for request
* Options that have been considered and reasons against their adoption
* Details of any persons consulted and their views

⬇

ROADING MANAGER

Consultation with affected persons
* Residents in street
* NZTA (if SH)
* Emergency Services

Reports to be obtained from:
* Manager of Parks and Reserves
* Planning Department
* Infrastructure and Assets Manager

Consideration by Operations Committee
* Report to be prepared by Roading Manager
* Opportunity for person making request to make a presentation to the Committee

⬇

If Council staff, person making request and Committee all in agreement (including conditions) then decision issued

If any issues in dispute then matter referred to full Council for decision

⬇

Decision advised to person making request

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2. Context

2.1 The National Setting

The Land Transport Management Act 2003 and the Land Transport Act 1998 set out the framework for transport planning. While the requirements of this legislation do not relate directly to the development of streetscape strategies, their aims and objectives are relevant. It should be noted that the Government has signalled its intention to amend the Land Transport Management Act, however those amendments are unlikely to significantly affect this strategy.

The development of a Streetscape Strategy is consistent with the aim of the Land Transport Management Act to achieve *"an integrated, safe, responsive, and sustainable land transport system"*. It is also consistent with the objectives of the New Zealand Transport Strategy, which are:

- Improving access and mobility.

- Protecting and promoting public health.

- Ensuring environmental sustainability;

- Assisting economic development; and

- Assisting safety and personal security.

The Land Transport Management Act requires that consideration be given to the National Energy Efficiency and Conservation Strategy. An objective of that Strategy is to *"improve the provision and uptake of low energy transport options"*. This Streetscape Strategy puts in place a framework that seeks to encourage the use of cycling and walking as energy efficient transport modes. Walking and cycling are a way of reducing fuel consumption and environmental pollution caused by fuel emissions.

The Government Policy Statement on Land Transport Funding is issued by the Minister of Transport every three years. It sets the outcomes and priorities the government expects from the investment of the National Land Transport Fund and describes:

- What the government wishes to achieve from its annual investment of around $3 billion in land transport through the National Land Transport Fund.

- How it will achieve this through certain areas of investment known as activity classes (e.g. road safety, state highways).

- How much funding will be provided.

- How the funding will be raised.

The Government Policy Statement guides the New Zealand Transport Agency and local government on the type of activities that should be included in regional land transport programmes and the National Land Transport Programme. This means the direction and aims of the Government Policy Statement have a direct effect on the money that will go to councils and activities.

In 2005 the Ministry of Transport released its walking and cycling strategy, *Getting*

there – on foot, by cycle, confirming its commitment to walking and cycling at a national level. The vision of *Getting there – on foot, by cycle* is to develop New Zealand as a place *"where people from all sectors of the community walk and cycle for transport and enjoyment".*

2.2   The Regional Setting

The Southland Regional Land Transport Strategy 2007 lists the transport outcomes sought for the Southland region as follows:

a.   A level of transport safety equivalent to that of the safest in the world.

b.   A transport network that enables the movement of people, stock and goods to desired destinations as efficiently as practicable.

c.   Appropriate design standards and operation of the strategic links of the network, having regard to their purpose.

d.   The efficiency of the existing network is protected or improved.

e.   A transport network that enables people to access their desired destinations by the means that best meets their needs and wishes.

f.   People are provided with the information and options that enable them to reduce their need to travel by private motor vehicle.

g.   A transport network that meets the social, economic and cultural needs of the people of Southland and visitors to the region.

h.   A transport network that has minimal adverse effects on the environment.

i.   A transport network that is protected from the adverse effects of adjacent land use activities.

Each of these desired outcomes of the Southland Regional Land Transport Strategy has relevance to the Gore District Streetscape Strategy and has therefore been given due consideration in the formulation of this Strategy. The Streetscape Strategy will contribute, in a positive way, to the achievement of these desired outcomes.

The draft Southland Active Transport Strategy compiled in 2008, but yet to be ratified, has also been given due consideration to ensure that the Streetscape Strategy is consistent with it and contributes to the achievement of its two key objectives which are:

1.   To promote walking and cycling, and other active transport modes in Southland; and

2.   To identify current and possible future walkways and cycleways as part of an integrated region-wide network, which connects Southland's natural environment and provides linkages with other walking, cycling and roading centres, as well as population centres.

In 2010 Environment Southland, Invercargill City Council, Southland District Council and the Gore District Council combined their respective Civil Defence resources into a new organisation: 'Emergency Management Southland'. That group is responsible for identifying and coordinating the engineering lifelines that sustain our community and provide a response to any vulnerabilities in our infrastructure

(such as water, wastewater, power, gas, telecommunications and transportation) to different natural hazards. The Gore District Council will take an active role in that project to plan for and minimise the impact of any disruptions to the transportation infrastructure that may occur following any natural hazard event.

2.3 The District Setting

In undertaking any activities with its district, the Gore District Council is required to have regard to its Long Term Plan. The following vision in the Long Term Plan provides an overarching framework for the preparation of this Streetscape Strategy.

To provide an environment that allows people to enjoy the lifestyle and culture of their choice.

The community aspirations set out in the Long Term Plan also provide guidance to this Streetscape Strategy. Those aspirations are:

1. Southland is a great place to live.

2. A diverse economy built from our strengths for growth and prosperity.

3. Safe places in a caring society that is free from crime.

4. We are healthy people.

5. Strong effective leadership taking us into the future.

6. A treasured environment which we care for and which supports us now and into the future.

7. A well-educated and skilled community continually seeking further opportunities to learn.

The Gore District Council has a legal responsibility under the Local Government Act 2002 to take community outcomes into account when setting programmes and activities in order to realise the community's aspirations.

2.4 Historic Perspective

Looking at Gore and Mataura today it's hard to believe that both towns started out as rugged rural land and then became small service towns. What we have today is much more developed, the Hokonui Hills lying to the west of the townships where the hills are farmed with a mix of sheep, beef cattle and dairying. The native bush that is left provides recreational benefits for the residents of the area. The Mataura River meanders through the townships providing a source of water and a recreational resource. At times, the river is also at risk of flooding.

The first bridge across the Mataura River was erected in 1859 at Mataura. With construction of the bridge, Mataura became the key town on the middle reaches of the river. The Paper Mill on Kana Street, was established in 1889. These buildings still remain, although the mill itself closed some years ago. The Southland Frozen Meat Company was established in 1882 and is now the Alliance Group freezing works. These two factories generated hydro electricity from races built near the Mataura Falls. There was surplus electricity being generated which was supplied to Gore.

Prior to the Southland Frozen Meat Company being established, the McGibbons Ferry Hotel was situated at this site. The Main Street of Mataura at this time did not go much past the hotel as there was no development beyond. There was no passable trail to go anywhere from Mataura except north towards Arrowtown. Kana Street, Bridge Street and Main Street were all established before 1889 and they are still there today. Bridge Street had many shops which sold goods to passing travellers, and to the workers who lived in the area. The expansion of the railway north in 1875 drew people towards what is now known as Gore.

In the early years when Gore was first being settled, access across the river was by way of a "long ford" and this is reflected in the early name of the town. It is still recognised in the name of a local school. As river flows were sometimes high it was believed that a ferry was established in 1862. The through traffic was the mainstay for the community. Small hotels opened up to support the travellers. Completion of the road link between Gore and Dunedin in 1864 and discovery of gold in the Arrow aided in its expansion.

Gore's Main Street started off as a sheep trail through the tussock land. G F Richardson was the surveyor sent in 1874 to prepare a survey plan which would structure the streets of Gore. They are mapped on a grid of angles north to south and east to west. That pattern still remains. The Main Street of Gore was designed to a width that enabled bullock wagons to turn around.

The first street light was established in Gore in 1894 near the Flour Mill. This was powered by electricity generated from the Mataura Paper Mill and the Southland Frozen Meat Company. The street lights grew from there and were established in different areas around the town.

The Gore area was rated under the Oritea Road Board centred on an area over 100 km away to the south. Consequently not much was achieved in the way of roading upgrades by that Board. In frustration, the residents formed a petition which allowed Gore to claim its own township which helped development slowly move forward. Small service stores were built on the land fronting the Main Street which was owned by the government.

Main Street northwest, showing Waimea railway line

The Waimea train tracks which were built to improve the connection between Dunedin and Lake Wakatipu, ran directly behind these buildings which did not leave much room for development and it also limited access to the buildings. The Waimea railway line eventually closed in 1978 due to the decline in use by passengers and freight. There is now a car parking area located behind the Main Street shops where the rail line previously ran.

Broughton Street was the original boundary to the town and from there outwards was rural land, until in 1909 when a subdivision was put forward for the area of West Gore. The allotments were sold off with the advantage of "metalled and well drained streets and footpaths." (Muir, 1997) Only small changes have been made to the streets over the years. For example, William Street did not used to connect to Ardwick Street, but rather stopped half way along its length.

In 1877 W J Hall surveyed East Gore laying out sections for development and roads. Since then the streets of East Gore have not changed in location. One or two streets were mapped with dotted lines on Council street maps but were later regarded as unused streets and disappeared. As East Gore has expanded, new streets and linkages have been created. The area did not have metalled footpaths until 1906.

Many of the residents in Gore including Mayor Brewer and travellers passing by did not know the names of streets which made it difficult to find them. The idea was put forward to erect signs with the street names on them and have them placed at the corner of the street. In 1912 the Council put some money aside to fund this.

With residential growth and demand for services, new roads were formed outside of the central area from the 1900s onwards. Residents in the area wanted to beautify their street so they planted shrubs and trees along the roadsides. These trees, particularly along streets such as Hokonui Drive, add considerably to the amenity of the area today.

Hokonui Drive 1920

The roading patterns within the central areas of Gore, Mataura, Waikaka, Mandeville and Pukerau have stayed the same over the years. The residential, industrial and commercial areas are in the same places with the same roads connecting them now as in 1900. As a consequence, the towns of the Gore District retain much of their historic heritage and this affords them with a special character that is to be recognised. This character is at times a positive feature, while at other times a constraint to redevelopment.
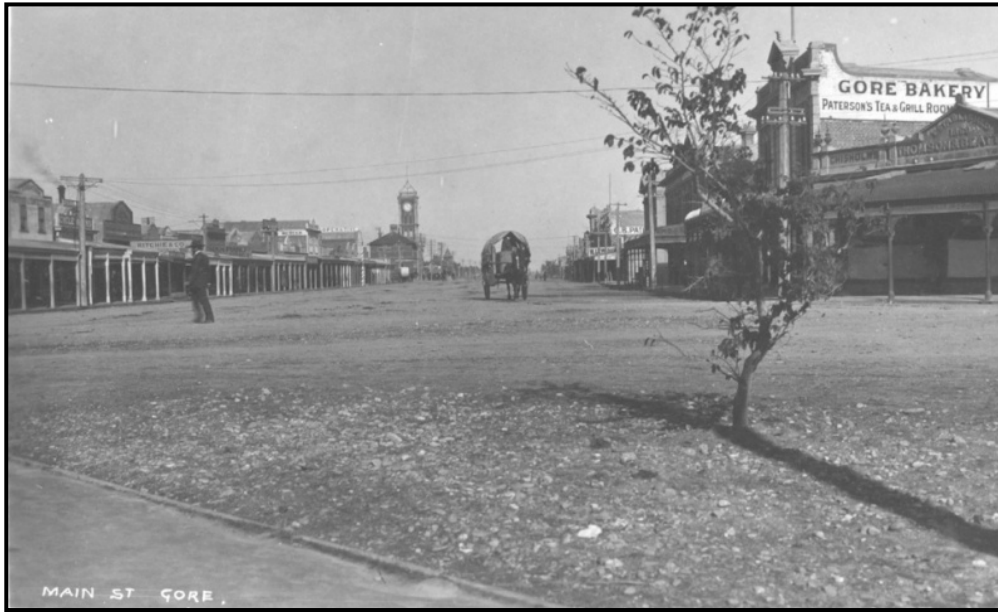
Main Street, Gore 1896

3. Area Issues

3.1 Introduction

The purpose of this section of the Streetscape Strategy is to look at each of the towns in the Gore District, to identify the various needs of those areas and any issues that have arisen in the past or are foreseen in the future.

Policies are identified for each town in order to provide a framework managing activities within the legal streets and on adjoining land. Actions are also listed, being those matters which the Council will fund over time.

3.2 Gore Area Issues

For many years, the town of Gore tightly constrained commercial and industrial activities to distinct areas. In recent years however pressure on the periphery of the central business area has resulted in a mixing of activities, particularly of commercial and industrial uses on the land between the railway line and Mataura River. Industrial and commercial servicing activities have also sought to expand into land zoned for residential use, for example, along Hokonui Drive. These changes reflect a shortage of land zoned for commercial and industrial purposes in the town and this is an issue that the Council will need to consider with some urgency.

Figure 3 shows the commercial, mixed use and industrial areas of Gore. The commercial area is divided into two parts, being:
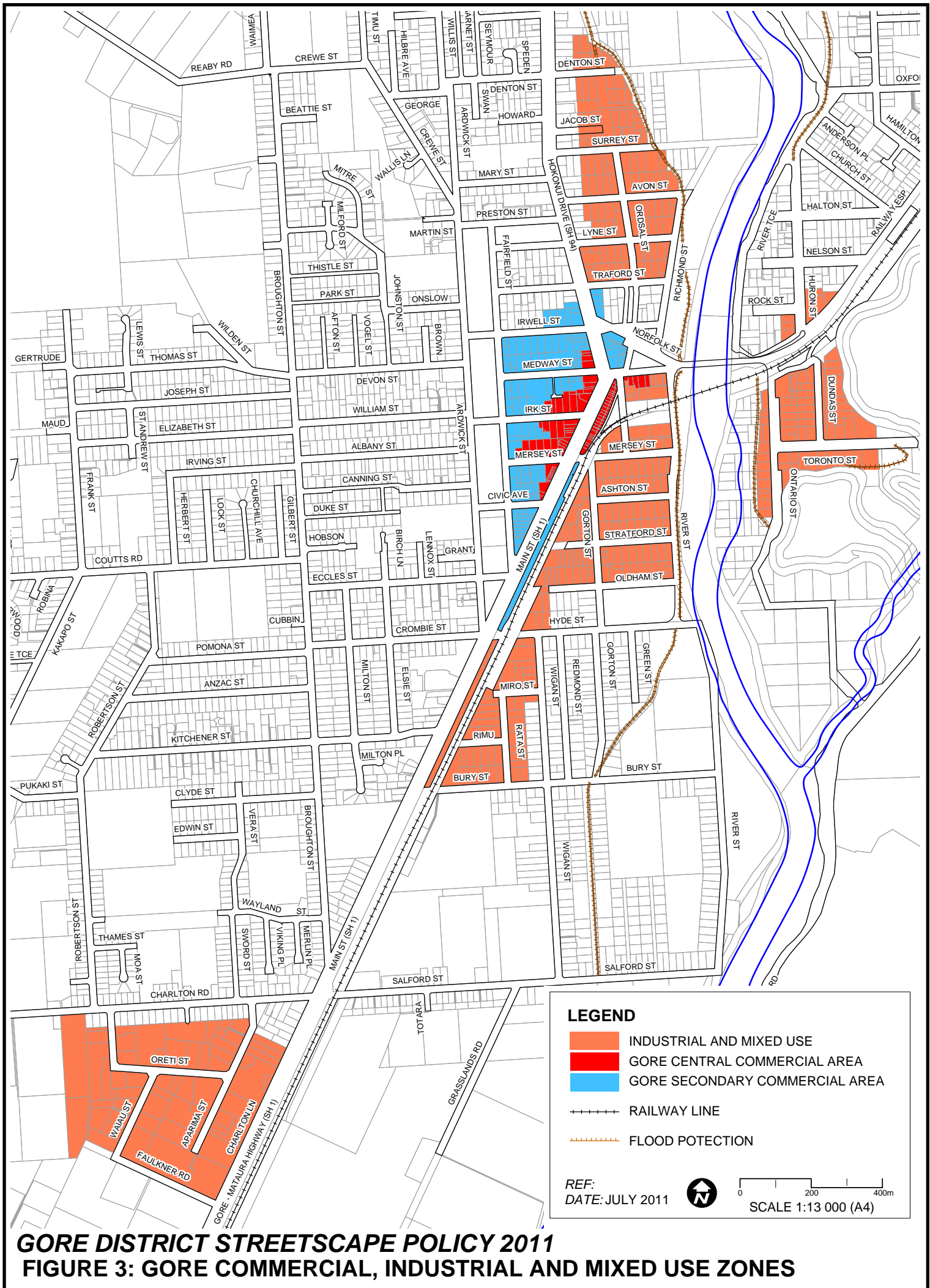
- The central commercial area, which is the heart of the town and areas where the needs of pedestrians are paramount; and

- The outer or secondary commercial area, containing the larger retail shops with associated parking areas and within which pedestrians are provided with a lower level of amenity.

Each of the main areas of Gore are considered below, outlining relevant issues, the Council's policy framework and proposed actions.

3.2.1 Gore Commercial Areas

Colourful street plantings at roundabouts, centre plot landscaping, roadside planters and hanging baskets provide an attractive setting for the Gore commercial areas, enhanced further with view shafts to the Hokonui Hills, the historic Cremoata building and the town clock tower.

Many of the buildings in Main Street are recognised as being of heritage significance while the precinct as a whole is of townscape importance. While not wishing to curtail changes within the area, the Council considers that it is vitally important to retain the character of this central area, both for the residents of the District and for the tourists that travel here.

LEGEND

INDUSTRIAL AND MIXED USE
GORE CENTRAL COMMERCIAL AREA
GORE SECONDARY COMMERCIAL AREA
+++++ RAILWAY LINE
.... FLOOD POTECTION

REF:
DATE: JULY 2011

SCALE 1:13 000 (A4)
0   200   400m

GORE DISTRICT STREETSCAPE POLICY 2011
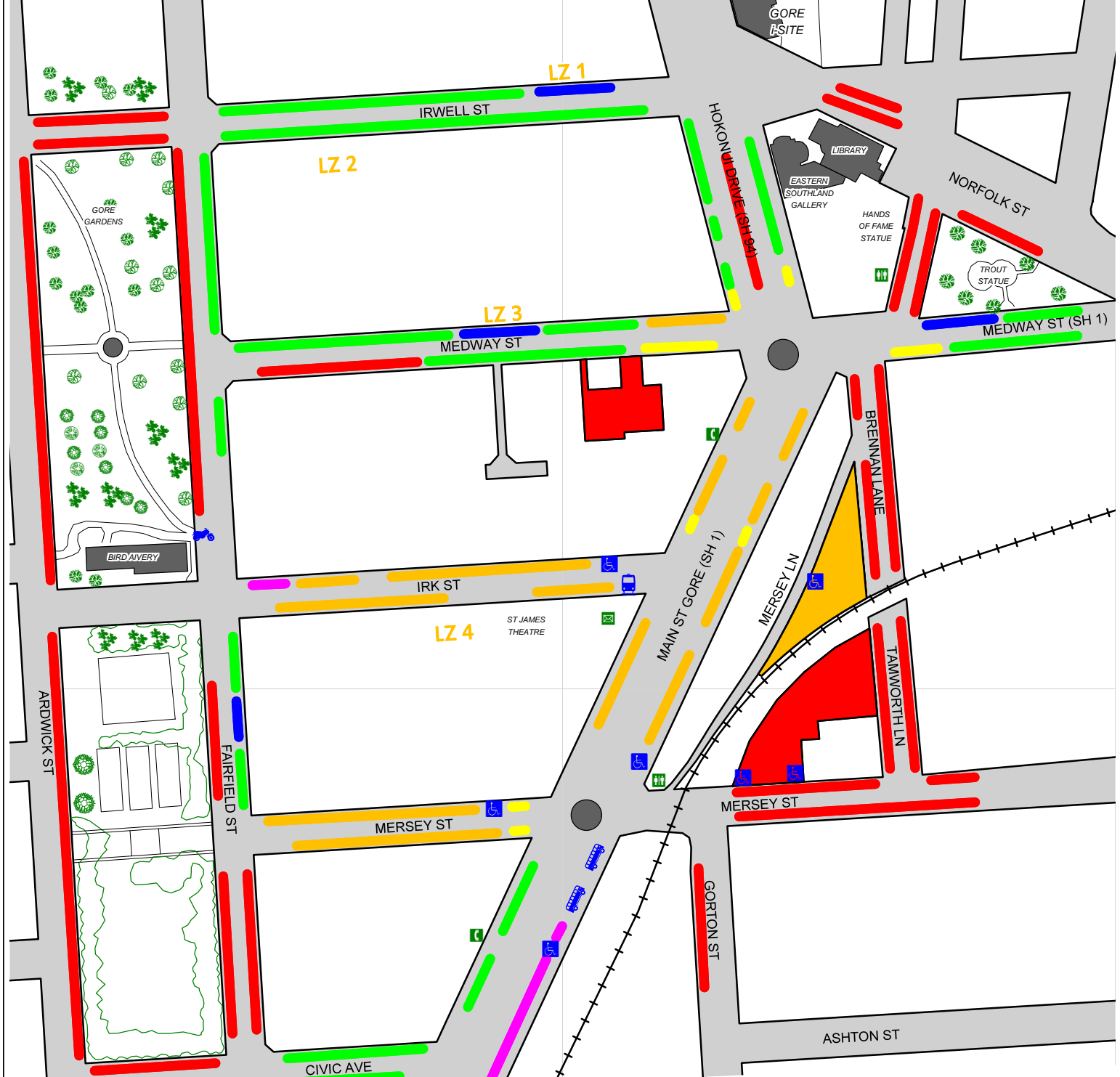## FIGURE 3: GORE COMMERCIAL, INDUSTRIAL AND MIXED USE ZONES

Main Street is also a main traffic route, being State Highway 1. In 2005 the Council constructed, without government funding, a roundabout on Medway Street (State Highway 1) at the intersection of Norfolk and River Streets on the town side of the Mataura River Bridge. The purpose of this work was to encourage heavy traffic to use River and Hyde Streets as a southern bypass and Richmond and Avon Streets as a northern bypass, thereby excluding heavy traffic from the central business area. This has reduced conflict with vehicles entering and leaving roadside parking spaces and enhanced the amenity of the central area.

> **Policy 1** **The Council will:**
> (a) **Retain Norfolk and River Streets and Richmond and Avon Streets as a heavy traffic bypass for through vehicles and carry out improvements over time to that route should these be required, either because of increases in volumes or changes in the type or size of vehicles using that route.**
> (b) **Continue to comply with the existing Gore Main Street Median Plantings Management Plan to ensure the safety of pedestrians at pedestrian crossings.**

The Council maintains an active role in providing parking within the Gore commercial areas. This includes on-road parking and the setting aside of land in Medway Street and adjacent to the railway line between Mersey Street and Tamworth Lane which is also available for such use. The majority of parking provides for small vehicles such as cars and vans, with dedicated areas set aside for use by the mobility disadvantaged and taxis. Some areas are reserved for use by motorcycles while other areas for available for buses. Much of the central commercial area is subject to restrictions on the length of time vehicles can use parks, with locations of highest demand being metered. The current layout of public parking areas within the Gore commercial areas is shown on Figure 4.

FIGURE 4
GORE CBD PARKING

Current as at May 2011

LEGEND:

BUS PARKING	PUBLIC TOILETS
DISABLED	POST OFFICE
MOTORCYCLE	PUBLIC PHONE
TAXI STAND	

- P5
- P10
- P15
- P30
- P60
- P120 (METERED)
- UNRESTRICTED (FREE)
- GDC RESERVED
- UNRESTRICTED (CARPARK)
- P120 (CARPARK)

Gore District Council
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Map labels

LZ 1
LZ 2
LZ 3
LZ 4

IRWELL ST
MEDWAY ST
MEDWAY ST (SH 1)
IRK ST
MERSEY ST
CIVIC AVE
NORFOLK ST
ASHTON ST

HOKONUI DRIVE (SH 94)
MAIN ST GORE (SH 1)
ARDWICK ST
FAIRFIELD ST
BRENNAN LANE
MERSEY LN
TAMWORTH LN
GORTON ST

GORE I-SITE
LIBRARY
EASTERN SOUTHLAND GALLERY
HANDS OF FAME STATUE
TROUT STATUE
GORE GARDENS
BIRD AIVERY
ST JAMES THEATRE
JAMES CUMMING WING
COUNCIL OFFICE
SENIOR CITIZENS

LOADING ZONE SCHEDULE:

LZ 1	P10	9:30am - 3:00pm
		6:00pm - 6:00am
	LZ	6:00am - 9:30am
		3:00pm - 6:00pm
LZ 2	P60	8:30am - 6:00pm
	LZ	6:00pm - 8:30am
LZ 3	P10	9:30am - 3:00pm
		6:00pm - 6:00am
	LZ	6:00am - 9:30am
		3:00pm - 6:00pm
LZ 4	LZ	24hrs

N

To assist in the upgrading and maintenance of public parking areas the District Plan enables the taking of a financial contribution where developers within the Gore commercial areas do not provide required on-site parking.

> **Policy 2** **The Council will within the commercial areas of Gore:**
> **(a)** **Provide public vehicle parking for use by private motor vehicles; and**
> **(b)** **Review as required the extent of such parking and any restrictions applying to it, including length of stay and whether parking fees will be charged.**

The Council recognises that in recent years there has been pressure for commercial activities to expand beyond the commercial hub of Gore. This has been reflected in retail businesses seeking resource consent approval to locate within areas generally identified in the District Plan as suitable for industrial activities, particularly that area between the railway line and the Mataura River. The Council has responded to this by amending the District Plan to create a mixed use zone in that area, within which retailing is permitted. The Council is mindful that this is a stop-gap measure and that the relocation of retail activities in this way indicates a shortage of appropriately zoned commercial land within Gore.

> **Policy 3** **The Council will assess the extent of the areas set aside for commercial activities within the Gore township, with a view of ensuring that sufficient land is available for such purposes to provide for the needs of the town for the foreseeable future.**

The central commercial area runs along Main Street from the roundabout at the northern end to Civic Avenue on the western side and Mersey Street on the eastern side. This area includes those parts of corner sites that project into side streets. It is the heart of the township, with buildings generally of two storeys in height providing a continuous street frontage with verandahs for shelter.

The Council's objective within the central commercial area is to give priority to pedestrians, where this is practical. The following policies are designed to achieve that. At the same time it is recognised that vehicles are used by those who shop and visit the central area, and that delivery vehicles are needed to enable retailers provide service to their customers. The Council seeks to achieve a balance between the necessary movement of vehicles and the high pedestrian amenity it seeks to provide. The Council recognises that ongoing consultation is required with businesses as well as the general public.

Policy 4   Within the central commercial area of Gore, the Council will:

    (a)   Enable, subject to appropriate controls:

        (i)   Installation of street furniture by commercial operators, such as tables and chairs.

        (ii)   Busking and other street forms of entertainment.

        (iii)   Erection of signage boards.

        (iv)   Use of mobility scooters.

    (b)   Require:

        (i)   Buildings to provide continuous frontage to the street, with blank walls avoided where practical.

        (ii)   Provision of verandahs along the entire street frontage with appropriate under-verandah lighting provided and maintained by the adjoining land owner.

        (iii)   Building heights of two storeys to retain a consistent building height, openness and sunlight.

        (iv)   Screening of outdoor goods and waste storage areas.

        (v)   Deliveries of goods to and from stores between 5:00 p.m. and 10:00 a.m. the following day where access is required direct from Main Street by vehicles that are too large to use parking spaces provided.

        (vi)   Creation and use of shared service lanes to provide access to the rear of buildings.

        (vii)   Undergrounding of infrastructural services, including power and communications.

    (c)   Prohibit

        (i)   Vehicle crossings direct from Main Street to adjoining properties.

        (ii)   Skateboards, rollerblades, scooters or similar forms of recreational mobility.

    (d)   Provide and facilitate:

        (i)   An environment of high amenity value for shoppers, including full berm width footpaths, street furniture associated beautification works (including planting, trees and hanging baskets).

The secondary commercial area of Gore includes the various streets connecting to Main Street along which there is retailing, offices and entertainment activities. This includes portions of Medway Street, Irk Street, Mersey Street and Civic Avenue, together with both sides of Main Street at its southern end and part of Hokonui Drive. This area includes supermarkets, fast food outlets and a service station with associated vehicle accesses and open-air car parks immediately adjoining the road edge. Generally, verandahs and street gardens are not provided. The overall level of amenity provided for people in the secondary commercial area is less than within the primary commercial area.

> **Policy 5** Within the secondary commercial area of Gore, the Council will:
>
> **(a)** Encourage:
>
> > **(i)** Buildings to be located to the front property boundary and an absence of blank walls where practical.
> >
> > **(ii)** Provision of verandahs along the street and/or building frontage.
> >
> > **(iii)** Creation and use of shared service lanes to provide access to the rear of buildings.
> >
> > **(iv)** Provision of cycle racks for use by staff and customers.

> **(b) Require:**
>
> > **(i) Minimising of the number and width of vehicle accesses to properties along frontages within the secondary commercial area.**
> >
> > **(ii) Landscaping within open areas visible from secondary commercial streets used for vehicle parking.**
> >
> > **(iii) Screening of outdoor goods and waste storage areas.**
> >
> > **(iv) The forward movement of vehicles both onto and from sites.**
>
> **(c) Prohibit skateboards, rollerblades, scooters or similar forms of recreational mobility.**
>
> **(d) Assess the implications of managing the timing of deliveries by large commercial vehicles during business hours when such vehicles utilise legal roadways for loading and unloading purposes, and if appropriate implement controls to manage such loading and unloading.**
>
> **(e) Provide:**
>
> > **(i) An environment of moderate amenity value for shoppers, including footpaths of a width commensurate to pedestrian numbers.**
> >
> > **(ii) Short term parking for vehicles along the street edge.**
> >
> > **(iii) Effective lighting during hours of darkness.**
> >
> > **(iv) Rubbish bins for use by shoppers, but not commercial businesses.**

3.2.2 Gore Industrial and Mixed Use Areas

The key industrial and mixed use areas in Gore are located:

- Between the railway line and River Street, from the Mataura rail bridge to Hyde Street.
- At the south end of town from Charlton Road to Falconer Road.
- North of the main centre between Hokonui Drive and the Mataura River to Denton Street.
- South of the railway line in East Gore, centred on Ontario and Toronto Streets, but with some land on the opposite side of the highway fronting that road and Huron Street.

Within these areas, highest priority is given to the industrial activities and the servicing of them. Buildings are permitted to be built to property boundaries and no restrictions are in place over the location of parking and manoeuvring areas on the site. Other than on arterial roads, vehicles are able to reverse onto the roadway from properties.

While limited retailing takes place within these areas, most travel is by motor vehicles. Along some streets footpaths are present only on one side, and that is adequate for the needs of pedestrians in those areas. Overall amenity is lower than in the commercial areas, with little or no street-side planting. Where properties

front Charlton Lane adjacent to the State Highway the Council has required provision of roadside landscaping to provide a more attractive appearance. This provides a model of what can be achieved elsewhere, and over time it is hoped that a better streetscape appearance can be provided in these industrial and mixed use areas. The Council recognises that any such beautification requires joint input from both the Council and adjoining land owners.

> **Policy 6   Within the industrial/mixed use areas of Gore, the Council will:**
>
> **(a)   At the time of subdivision or redevelopment, require provision of landscaping to enhance the visual appearance of a site where properties adjoin arterial roads and residential areas.**
>
> **(b)   Encourage land owners to undertake work on their land to improve the appearance of the streetscape in that locality.**
>
> **(c)   Assess options for enhancing the appearance of legal roadways and in consultation with adjoining property owners undertake works, with priority given to arterial roads.**

3.2.3 Gore Residential Areas

Gore is the dominant residential hub of the District. Over time, the Council's policy has not been to restrict expansion of residential activities on the periphery of Gore and as a result, four distinctive groups of housing has evolved:

(i)   The original homesteads and cottages built between the time of settlement in the 1880s through to World War 1 (1914). These areas tend to be on the flat adjoining arterial traffic routes, industrial and commercial areas. Most of these sites are of the 1,012 square metre size.

(ii)   The areas of suburbia, with the majority built from the 1940s until the 1970s. Again these are predominantly 1,012 square metre lots. By location this development expands across available flat land and onto the adjoining hills. Much of East Gore was developed at this time.

(iii) Redeveloped areas on the flat, ongoing since the 1970s, predominantly west of the state highways extending to Broughton Street from Mary Street in the north to Kitchener Street in the south. Subdivision of earlier lots has seen townhouses built on sections ranging in size from 300 – 600 square metres, providing accommodation mainly for the elderly, reinforcing the role of the town as a retirement centre.

(iv)   Recent creation of larger lots on the elevated rural land on the periphery of the town with high quality, large homes built there. In part this has occurred because of a shortage of serviced smaller lot residential land elsewhere, and a perception by developers that this is the type of land that is in demand.

Each of these areas has different needs. However, the prime aim of the Council in all residential areas is to protect and enhance the residential amenity of those areas so that they are pleasant to live in, and safe and attractive to move within, regardless of whether travelling by foot, cycle or vehicle.

There are many variations of street layouts within the residential areas, depending on whether they have footpaths, edges of grass or gravel, trees or kerbs.[1] Where grass areas are present, the Council requires the adjoining property occupier to mow and otherwise keep the area tidy.

The width of seal and the form of many roads creates an environment where priority is given to motor vehicles. This Streetscape Strategy encourages the community to have input into the form and layout of their roads in the future.

Where it is determined that higher priority than present should be given to non-motorised transport then a range of planning controls and traffic calming techniques can be adopted.[2]

Safety of pedestrians is also a prime objective. That requires reduction of conflict between people and vehicles where practical, including controlling the movement of vehicles across footpaths where they can create a hazard.

Policy 7 **Within residential areas of Gore, the Council will:**

    (a) **Seek to provide a high level of amenity.**

    (b) **Having regard to the function of streets give as much priority as practicable to non-motorised forms of transport.**

    (c) **Create pedestrian environments residents feel safe using, including allowing children to use the road environment.**

    (d) **Ensure lighting creates a safe environment during periods of darkness, without undue glare beyond the locality.**

    (e) **Manage traffic movements and speeds on any street so that they are commensurate with the function of that street and appropriate for the environment.**

    (f) **Consider restricting overnight parking by large commercial vehicles where this creates an adverse effect within the locality.**

    (g) **Encourage the design of new residential subdivisions to:**

        (i) **Create attractive and interesting living environments.**

        (ii) **Enhance movement by pedestrians and cyclists.**

    (h) **Restrict the use of mountable kerbs to only those locations where they are required for use by turning vehicles, such as in small cul-de-sacs.**

---

[1] Refer to section 6.2 for details and examples
[2] Refer to section 6.3 for details

> **(i)** Control the construction of garages to avoid reverse movements by vehicles directly from or to footpaths.
>
> **(j)** After appropriate consultation, undertake traffic calming works to reduce the speed and volume of traffic along those roads where it is appropriate.
>
> **(k)** Maintain footpaths and roads to a standard appropriate for the number and range of people that use them.

3.3 Mataura Area Issues

Mataura was originally developed as the first bridge crossing point for the mid Mataura. The Old Coach Road between Mataura to Clinton for many years was the key road route between Southland and Otago. The importance of that route was re-established in the 1980s with the gradual sealing of the route, upgrading of bridges and declaration as a state highway. Long haul heavy vehicles travelling north and south use the route in preference to State Highway 1 through Gore because of its shorter length and faster travel time.
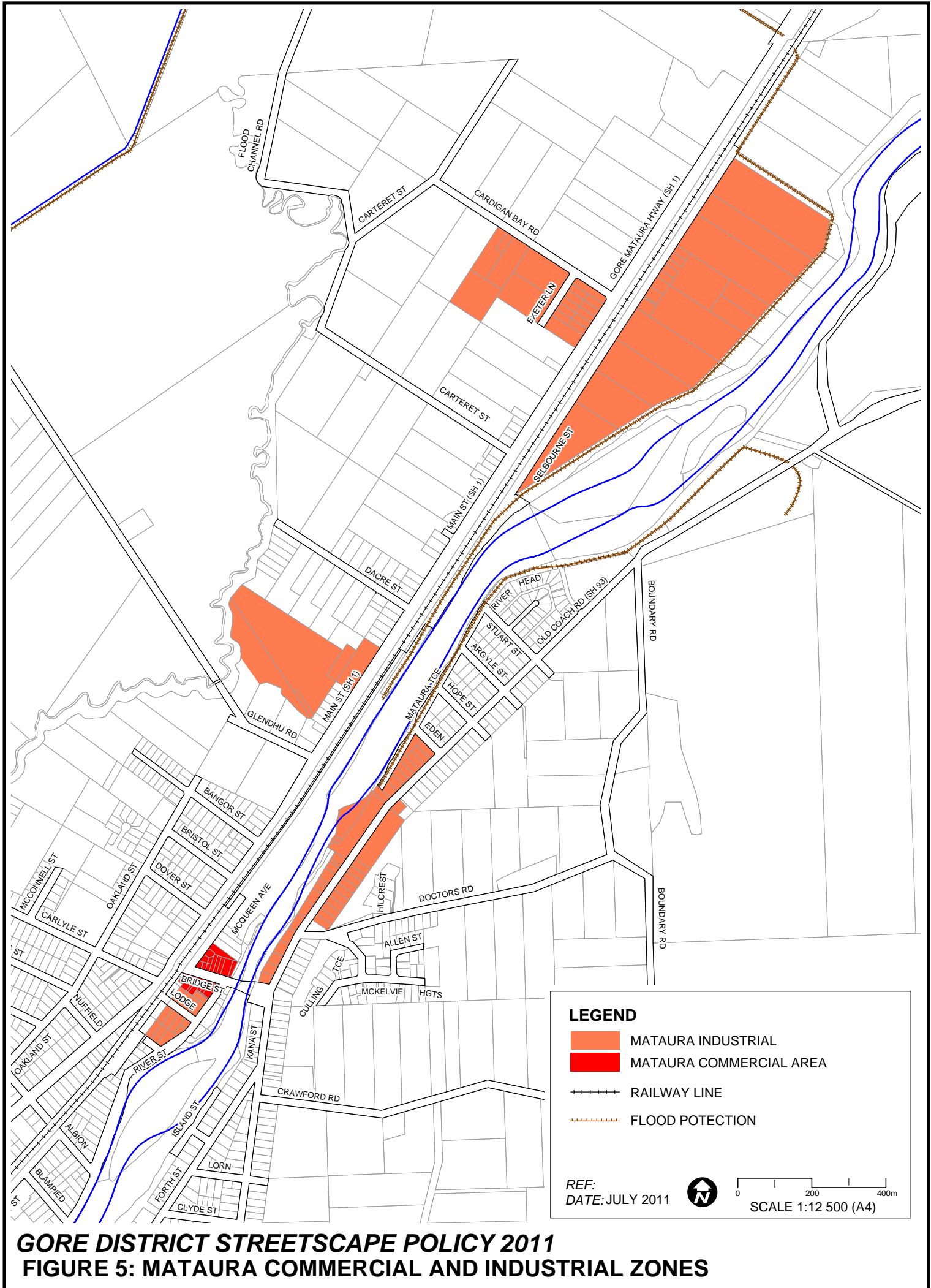
In its early years, Mataura was a significant industrial town, with a paper mill and freezing works providing employment. The closure of the paper mill and a down-sizing of the freezing works labour force have resulted in a declining population in the town. The current Mataura Community Board is looking at initiatives to reverse this trend.

Figure 5 shows the commercial and industrial areas of Mataura.

3.3.1 Mataura Commercial Area

The commercial area of Mataura is centred on Bridge Street, running from the Mataura River bridge to the railway line. This area is characterised by a number of generally small shops serving the needs of local residents and through traffic. Many of the shops are currently vacant. However, the owner of these shops has over recent years, been undertaking upgrade work in an attempt to revitalise the area.

LEGEND

	MATAURA INDUSTRIAL
	MATAURA COMMERCIAL AREA
+++++	RAILWAY LINE
+++++	FLOOD POTECTION

REF:
DATE: JULY 2011

0   200   400m
SCALE 1:12 500 (A4)

GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 5: MATAURA COMMERCIAL AND INDUSTRIAL ZONES

Bridge Street is also a state highway, with State Highway 93 connecting Mataura and Clinton. As a consequence, heavy traffic passes through the main commercial area to the detriment of the amenity. The proximity of shop fronts to the carriageway exacerbates the impacts of the through traffic. One option to overcome this impact is to divert heavy traffic to and from the south along an alternative route such as River Street and Albion Street. This would also assist in resolving some of the traffic safety issues that are present on that portion of Bridge Street between the railway line and State Highway 1. Particular concern arise with regard to large vehicles wishing to turn right from Bridge Street onto the highway.

The Mataura commercial area also includes the public library situated on the corner of Bridge Street and McQueen Avenue, with the Community Centre adjacent to the library in McQueen Avenue. These are important community facilities and a focal point for the town.

Until such time that the large number of empty shops in Mataura are leased and occupied it is considered difficult to obtain a sustainable revitalising of the Mataura commercial area. New public toilets are required and provision is needed for formal school and public transport bus stops and for heavy truck and trailer parking in order to encourage people back into the area. Where such facilities should locate is an issue requiring consideration and action.

The railway runs parallel to Main Street (State Highway 1) and these features provide a significant barrier that divides this part of Mataura. On the opposite side of the highway to the commercial area is a service station and hotel. There is some pressure from developers to allow an expansion of commercial activities in this location.

Policy 8 **Within the commercial area of Mataura, the Council will:**

    (a) **Encourage:**

        (i) **Buildings to be located to the front property boundary and an absence of blank walls where practical.**

        (ii) **Provision of verandahs along the street and/or building frontage.**

        (iii) **Creation and use of shared service lanes to provide access to the rear of buildings.**

        (iv) **Provision of cycle racks for use by staff and customers.**

    (b) **Require:**

        (i) **Minimising of the number and width of vehicle accesses to properties along frontages within the commercial area.**

        (ii) **Screening of outdoor goods and waste storage areas.**

    (c) **Prohibit skateboards, rollerblades, scooters or similar forms of recreational mobility.**

    (d) **Provide:**

        (i) **An environment of moderate amenity value for shoppers, including footpaths of a width commensurate to pedestrian numbers.**

<div style="border:1px solid">

     (ii)   **Short term parking for vehicles along the street edge.**

     (iii)   **Effective lighting during hours of darkness.**

     (iv)   **Rubbish bins for use by shoppers, but not commercial businesses.**

     (v)   **Toilets for use by shoppers and travellers passing through the town.**

(e)   **Investigate:**

     (i)   **Options for improvements to the amenity of the Mataura commercial area.**

     (ii)   **Additional areas that could be zoned for commercial use.**

     (iii)   **Provision of new public toilets.**

     (iv)   **Facilities for the parking of heavy vehicles and trailers.**

</div>

3.3.2 Mataura Industrial Areas

In Mataura, industrial activity is centred upstream of the Mataura River bridge, with the Alliance meat processing plant on the western side and the former Paper Mill on the eastern side. These large buildings dominate the local landscape. So too do the parking areas immediately adjacent to the State Highway associated with the Alliance plant worker parking area and the Mataura swimming pool.

<div style="border:1px solid">

Policy 9   **Within the industrial areas of Mataura, the Council will:**

(a)   **At the time of subdivision or redevelopment, require provision of landscaping to enhance the visual appearance of a site where properties adjoin arterial roads and residential areas.**

(b)   **Encourage all land owners to undertake work on their land to improve the appearance of the streetscape in that locality.**

</div>

> **(c)** Assess options for enhancing the appearance of legal roadways and in consultation with adjoining property owners undertake works, with priority given to arterial roads.

3.3.3 Mataura Residential Areas

Residential areas in Mataura tend to be separated from commercial and industrial activities. Worker accommodation provided the need for residential development in Mataura. With the closure of the Paper Mill and a reduction in worker numbers at the meat processing plant demand for residential land in Mataura has been low for a number of years. The flood prone nature of much of the township has exacerbated that trend. The town is therefore characterised by older housing stock, predominantly on quarter acre (1,012 square metres) sections originally created when the town was first surveyed. With rising expectations of future large scale industrial development utilising lignite resources south of Mataura, it is anticipated that the role of Mataura as a housing area for workers will be reignited.

The layout of streets in the residential area of Mataura differs from Gore. Streets are generally wider, with less frequent use of curbing and channel, and less roadside planting. This Streetscape Strategy encourages the community to have input into the form and layout of their roads in the future.

State Highway 1 divides the main residential area to the south of Mataura and is characterised by a very wide carriageway that creates a significant barrier for pedestrians and cyclists to cross. It also creates an open environment encouraging drivers to exceed the posted 50 kph speed limit. Council recognises the important role of the road as part of the state highway network, but also the need to assess options to create an area of high amenity and to enhance safety to all road users. North of Mataura on the state highway this could include the construction of a lane parallel to the highway to provide safe access to adjoining land.

> **Policy 10** **Within residential areas of Mataura, the Council will:**
> **(a)** Seek to provide a high level of amenity.
> **(b)** Having regard to the functions of streets, give as much priority as practical to non-motorised forms of transport.
> **(c)** Create pedestrian environments residents feel safe using, including allowing children to use the road environment.
> **(d)** Ensure lighting creates a safe environment during periods of darkness, without undue glare beyond the locality.
> **(e)** Manage traffic movements and speeds on any street so that they are commensurate with the function of that street and appropriate for the environment.
> **(f)** Consider restricting overnight parking by large commercial vehicles where this creates an adverse effect within the locality.
> **(g)** Encourage the design of new residential subdivisions to:
> **(i)** Create attractive and interesting living environments.
> **(ii)** Enhance movement by pedestrians and cyclists.

> (h) **Restrict the use of mountable kerbs to only those locations where they are required for use by turning vehicles, such as in small cul-de-sacs.**
>
> (i) **Control the construction of garages to avoid reverse movements by vehicles directly from or to footpaths.**
>
> (j) **After appropriate consultation, undertake traffic calming works to reduce the speed and volume of traffic along those roads where it is appropriate.**
>
> (k) **Maintain footpaths and roads to a standard that is safe and appropriate for the number and range of people that use them.**
>
> (l) **Provide roadside planting in residential areas as opportunities arise, such as when sealing renewals or service upgrades are undertaken.**
>
> (m) **Work with the New Zealand Transport Agency to improve the amenity of Main Street and create a safe environment for all road users, while at the same time retaining the function of the road as a through route.**

3.4 Issues In Other Towns

All land in the townships of Waikaka, Mandeville and Pukerau is zoned "rural". This reflects the mixture of residential, light industrial and commercial activities that take place in these towns.

Historically these towns have functioned as rural service towns and places of retirement for farming families who have lived in the area. With improved transport over time and a trend towards centralisation by retail and servicing businesses into Gore, the role of these towns has reduced. However, their role in servicing the people of their local districts is still important and is recognised.

Mandeville has evolved as a hub for heritage activities, focused on aviation and rail. This sets itself aside as from most other rural towns and provides it with an opportunity to develop a distinctive character.

Waikaka is reticulated with sewerage, whereas Mandeville and Pukerau are not. The Council recognises that in the mid-term, reticulation of all these towns will be required, for health reasons and to facilitate continued growth and development.

State Highway 1 passes through Pukerau and State Highway 94 passes through Mandeville. While the through-route function of these roads requires recognition the traffic volumes that result provide opportunities for development of these towns to take advantage of their strategic locations.

Other than within the heart of Waikaka there are no sealed footpaths or kerb and channelling of roads. The perception has been that this is the way the people want it. However, consideration is now required as to whether that should continue, and if it is the wish of these communities to provide for a higher level of service and amenity in the future then planning for it and implementation should now start.

Mandeville

Waikaka

Pukerau

Policy 11   Within the townships of Waikaka, Mandeville and Pukerau the Council will:

(a)   Encourage:

(i)   Commercial and industrial developments to locate within particular areas that are suitable for such development.

(ii)   Provision of landscaping where industrial properties adjoin arterial roads or residential areas to enhance the visual appearance of the site.

(iii)   All land owners to undertake work on their land to improve the appearance of the streetscape in that locality.

(b)   Investigate the need for infrastructural servicing and whether such servicing should be provided.

(c)   Assess the appropriate means of providing for future growth and development in each township and changes that could occur to Council documents and plans to provide for that.

(d)   Assess the desirability of providing sealed footpaths, together with curb and channelling in areas of high pedestrian and vehicle use.

(e)   Provide street lighting at an appropriate standard to ensure safety of residents within the townships during periods of darkness.

4. User Issues

4.1 Introduction

Part 3 of the Streetscape Strategy assessed issues associated with the different towns of the Gore District. Each area has particular circumstances and issues that require consideration. This part of the strategy is intended to focus on the needs of various users groups, being those in vehicles, the pedestrians and the cyclists. With the Gore District having a significant role as providing centres for people to retire to, particular issues arise with regard to the use of mobility scooters, and as a consequence they are considered separately.

The Council recognises that people riding horses are a common activity, particularly on the edge of towns where grazing is available. At this time there appears to be no notable issues arising that require separate consideration of this activity. Those riding horses within urban areas show care for other users and in return expect consideration from other road users, especially drivers of vehicles. That is considered a road safety matter that is better dealt with outside of this strategy.

The use of skateboards, roller blades and scooters is a notable activity by the youth of the District, where road and footpath conditions allow. These activities do not occur at a level that requires consideration in this Streetscape Strategy, other than to recognise that within the main commercial areas of Gore and Mataura they are considered incompatible with the dominance that the Council wishes to provide for pedestrian use of those areas.

4.2 Vehicles

The driver and any associated passengers, as well as the persons who send and receive goods and services are all users of vehicles. Vehicles utilise public roads and can be privately owned, operated to provide public transport, or designed for the cartage of goods, materials or produce. Roads provide for:

(i)   **Mobility**, enabling the movement of people, stock and goods to desired destinations as efficiently as practicable; and

(ii)   **Access**, to adjoining properties by a range of transport modes, including walking, cycling or vehicles.

Roads also provide for:

•   The location of public facilities and amenities, for example, public toilets, telephone booths, drinking fountains, benches, etc.

•   The parking of vehicles.

•   Meeting of people and social interaction.

•   Leisure and cultural activities.

•   Economic activities, including outdoor dining and busking.

•   Street parades and other special events such as market days.

Streets are used in many ways

The functions chosen for a street will determine what type of vehicles, how many vehicles and the types of trip the street will be used for. The choice will be also between the street being the destination or part of the journey. Traditionally the combination of functions chosen for a street determines its place in a hierarchy. In the Gore District the following categories comprise the roading hierarchy:

- **Arterial roads** have as their main function mobility, being the movement of through traffic from one point to another. They are the most heavily trafficked roads and include state highways and the main routes within urban areas. For example, in Gore, Charlton Road and the heavy traffic bypass roads serve as arterial routes providing important links through the town and from one part to another. In Mataura, Forth Street is an arterial road used by traffic heading towards Tuturau.

  Arterial routes also provide access to adjoining land and care is required to ensure that the movement of vehicles to and from land adjoining an arterial route is carried out in a safe manner and without disruption to the flow of traffic on the arterial route. In some cases, such as the State Highway south of Gore, a separate road is provided to ensure safe access to the adjoining land. The Council has rules in its District Plan requiring vehicles to enter and leave an arterial route in a forward direction. In Mataura, Forth Street is an arterial road used by traffic heading towards Tuturau.

- **Collector roads** provide a frame, similar to the bones in a body, which hold together the road network. These roads provide for moderate levels of traffic and connect the various parts of towns. They are the main routes (excluding the arterials) along which people travel to and from school, work and leisure activities. Coutts Road and Broughton Street in Gore and Oakland Street in

Mataura function as collector roads. In addition to this connecting role, collector roads also serve adjoining properties. However, as traffic flows are not as high as on arterial roads the need to regulate movement of vehicles to and from collector roads is reduced.

- **Local Roads** are primarily intended for access, to serve the needs of the people or businesses within them. While some local roads connect to other local roads the volume of traffic is not high, and characteristically there is little traffic on them after 10:00 pm. Many local roads are a "dead-end" or cul-de-sac.

New or upgraded streets need to be designed to ensure that the street performs its intended function. Infrequent but critical traffic such as rapid response emergency service traffic needs to be suitably accommodated. The Council's Subdivision and Land Development Bylaw 2011 sets out the standards required to be provided with any new or upgraded roads.

The current roading hierarchy for the towns of the Gore District is set out in Appendix 1. The Council considers that changes are required to the hierarchy and details of those changes are described in Part 6.2 of this Streetscape Strategy.

Policy 12   The Council will:

    (a)   **Classify roads having regard to the future role of that road in its roading hierarchy and the needs of its users.**

    (b)   **Require any new roads constructed, or roads upgraded as a consequence of any development, to meet the standards for its classification as set out in the Council Subdivision and Land Development Bylaw 2011.**

    (c)   **Manage activities adjoining roads through the provisions of the District Plan.**

    (d)   **Review its roading hierarchy at least once every three years to ensure that roads are appropriately classified.**

    (e)   **Promote and facilitate the construction and use of service lanes adjacent to, and separate from, state highways as a means of access to adjoining land.**

4.3   Pedestrians

Pedestrians are a diverse group with characteristics reflecting the general population. While many pedestrians are fit and healthy, have satisfactory eyesight and hearing, pay attention and are not physically hindered, this is not the case for all pedestrians. Facilities should, wherever possible, be designed for pedestrians with the least level of ability. The concept of universal access removes barriers for those with special needs and ensures pleasant, convenient routes that are beneficial for all pedestrians.[3]

Some pedestrians are at greater risk than others of being involved in a crash, or are more susceptible to serious injury. Four types of pedestrians that are particularly vulnerable in the traffic environment include:

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[3] Source: Land Transport NZ Pedestrian Network Planning and Facilities Design Guide.

- **Elderly** - diminished vision, hearing, slower walking speeds and slower reaction times are factors which affect the ability of older pedestrians to cross the roads safely. Those over the age of 80 are significantly at risk. It is significant that in the Gore District 16.8% of the population is aged 65 years and over, compared with 12.3% of the total New Zealand population. As a consequence, the needs of this group require particular attention.

- **Children** - children are impulsive and can have little or no sense of danger. Children 5 – 9 are the most at risk group.[4]

- **Disabled Persons** - it is estimated that approximately 20% of the population has some form of disability, and approximately 3% of the total adult population is blind or vision-impaired.[5]

- **Intoxicated Persons** - intoxicated pedestrians accounted for 47 fatalities (26% of all pedestrian fatalities), 126 serious injuries (10%) and 236 minor injuries (8%) out of the 4,806 police reported pedestrian incidents in 2005-2009. (Source: Ministry of Transport Pedestrian Crash Fact Sheet 2010).

Recreational walking for leisure and exercise purposes on roads has increased in popularity over the past ten years. Given the level nature of much of the urban areas, with a nearby presence of rising land onto low hills, walking is available for a range of ages and levels of fitness. The compact nature of Mataura and Gore also facilitates walking to and from work, school, shopping and recreation activities.

Key walking routes within Gore and Mataura are shown on Figures 6 and 7.

Issues raised by pedestrians and those that walk include:

- A need to provide for the safe crossing of arterial roads.

- A need to maintain and repair damage to footpaths.

- A lack of facilities at workplaces for changing.

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[4] Source: Ministry of Transport Pedestrian Crash Fact Sheet 2010
[5] Source: 2001 Disability Snapshot, Statistics New Zealand

LEGEND

━━━ KEY WALKING ROUTES

┼┼┼┼ RAILWAY LINE

REF:
DATE: JAN 2012

SCALE 1:20 000 (A4)
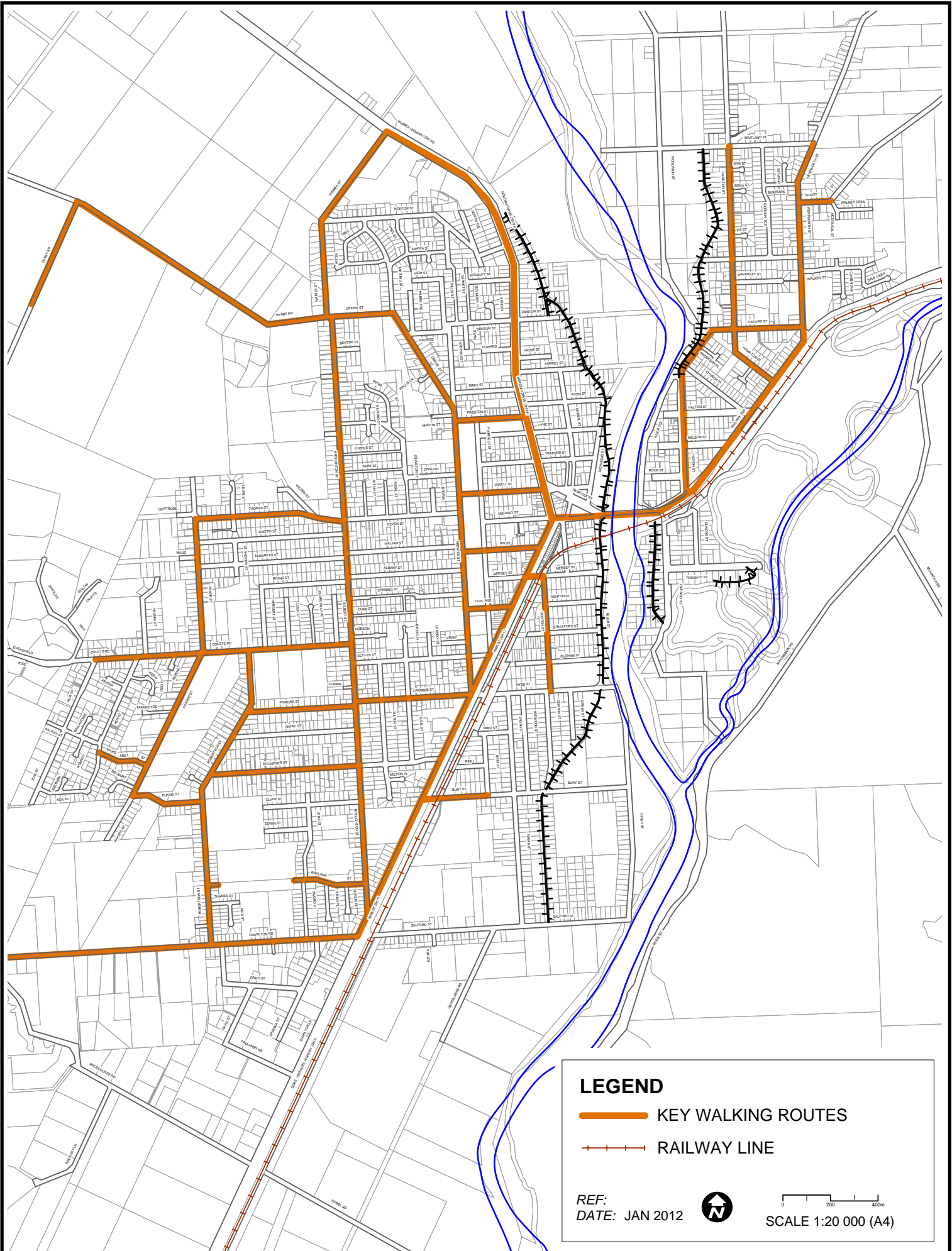
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 6: KEY WALKING ROUTES: GORE

LEGEND

━━━ KEY WALKING ROUTES

�╀╀╀╀ RAILWAY LINE

REF:
DATE: JAN 2012

SCALE 1:15 000 (A4)
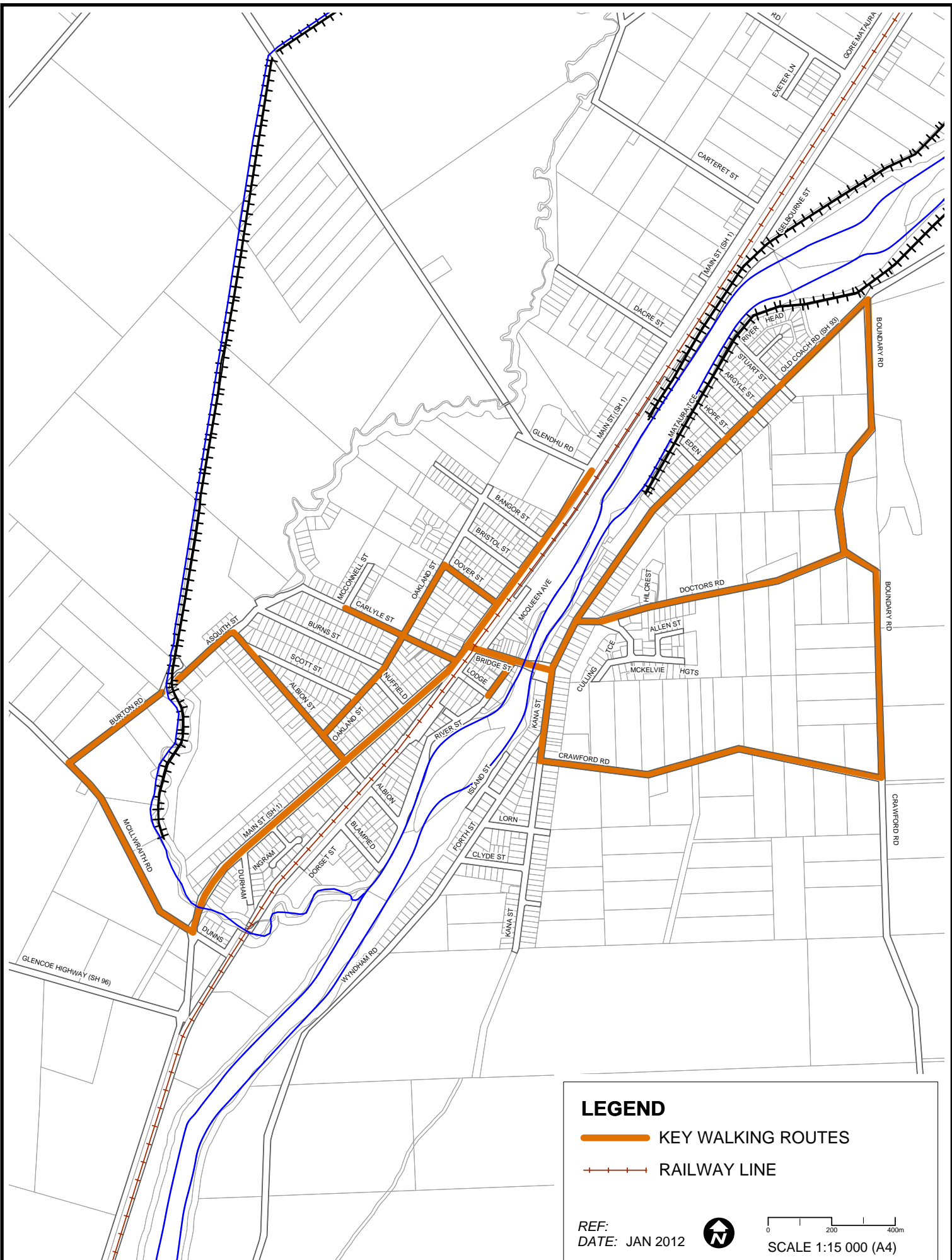
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 7: KEY WALKING ROUTES: MATAURA

- A lack of shelter along some key routes, particularly in the centre of towns.

- A lack of riverside tracks suitable for walking.

- A lack of areas where there is encouragement to walk a dog.

- Vegetation and trees overgrowing and overhanging footpaths.

- Vehicles parking on or across footpaths.

- Gravel spilling out onto the footpath from some driveways.

- An absence of footpaths on parts of some streets.

<div style="border:1px solid blue; padding:10px;">

Policy 13 **The Council will enhance pedestrian activity and walking by:**

(a) **Identifying key pedestrian and walking routes (including those used by school children, the elderly, shoppers, commuters, people walking the dog, those exercising etc) and providing a level of amenity (including footpath width and street furniture) on those routes appropriate to their purpose and use.**

(b) **Using bylaw provisions to require sealing of vehicle accesses for a distance of five metres back from legal road boundaries**

(c) **Investigating the construction of a riverside walk and cycle track along the western side of the Mataura River from Surrey Street to Hyde Street, utilising the existing stop bank and passing beneath the road and rail bridges.**

(d) **Investigating, and where practical promoting options for the safe movement of pedestrians across the Waimumu Stream at the State Highway 1 bridge.**

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4.4 Cyclists

Cycling generally has two main purposes:

(1) **Utility cycling** involves making a journey for the main purpose of doing an activity at the journey's end, such as work, education or shopping. Time, directness and perceived safety are important considerations for utility purpose trips.

(2)   Leisure cycling is done for enjoyment and exercise. It usually takes place at off-peak periods. Leisure cyclists include sports training cyclists, recreation riders and cycle tourists. It also includes children playing on their bikes near their homes. Sports cyclists training tend to be fitter and travel at faster speeds and longer distances than others, frequently into rural areas along frequently used routes.

To assist those learning to ride a bike the Gore Lions Club has constructed a learning road layout on Clyde Park adjacent to Richmond Street.

Along routes of high cycling use it is appropriate to separate cyclists from motor vehicles. Traditionally this has taken the form of creating cycle lanes on roadways. In areas of high use and where traffic is fast moving or there is an elevated risk to cyclists (such as on bridges that cross rivers and streams) a higher degree of safety can be achieved by:

- Use of rumble edge to delineate the division between traffic and cycle lanes.

- Adopting different road surfaces or colours to highlight priority for cyclists.

- Constructing formed cycleways separated from traffic, as could be undertaken on the road edge between Gore and Mataura and the Mataura River bank.

- Cyclists and pedestrians sharing footpaths.

Key existing and proposed cycling routes are shown on Figure 8 for Gore and Figure 9 for Mataura.

Issues raised by cyclists are similar to those raised by pedestrians and those who walk, and include:

- A need to provide for the safe crossing of arterial roads.

- A need to maintain and repair damage to the edges of roads.

LEGEND

┬┬┬┬┬	STOPBANK
━━━━	SUGGESTED WORKING PARTY CYLE LANES
▨▨▨	SCHOOL ZONES
🚌	SCHOOL BUS LANE

REF:
DATE: JAN 2012

SCALE 1:20 000 (A4)
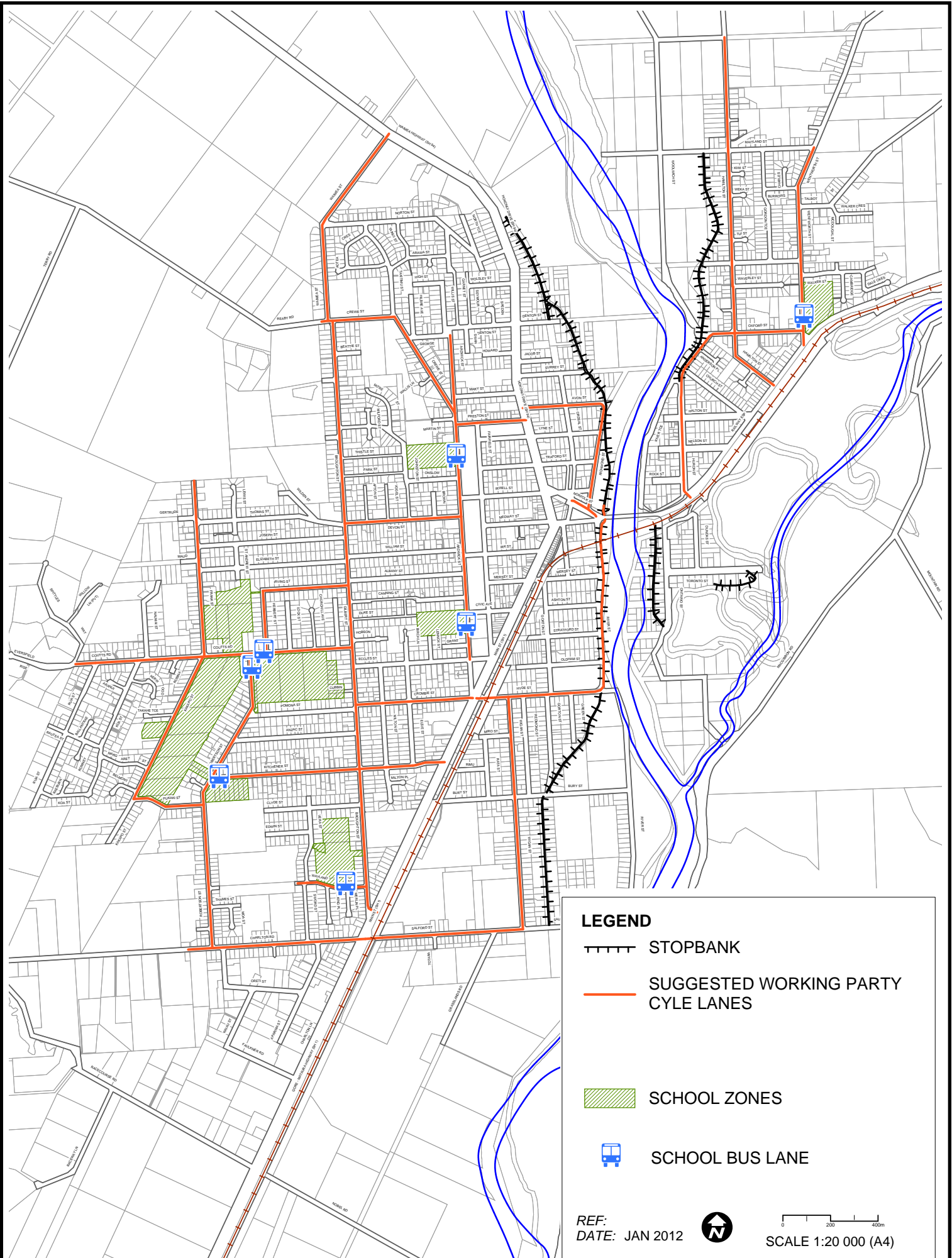
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 8: KEY EXISTING AND PROPOSED CYCLE ROUTES: GORE

LEGEND

┬┬┬┬┬	STOPBANK
────	SUGGESTED WORKING PARTY CYLE LANES
▨	SCHOOL ZONES
🚌	SCHOOL BUS LANE

REF:
DATE: JAN 2012

SCALE 1:12 500 (A4)
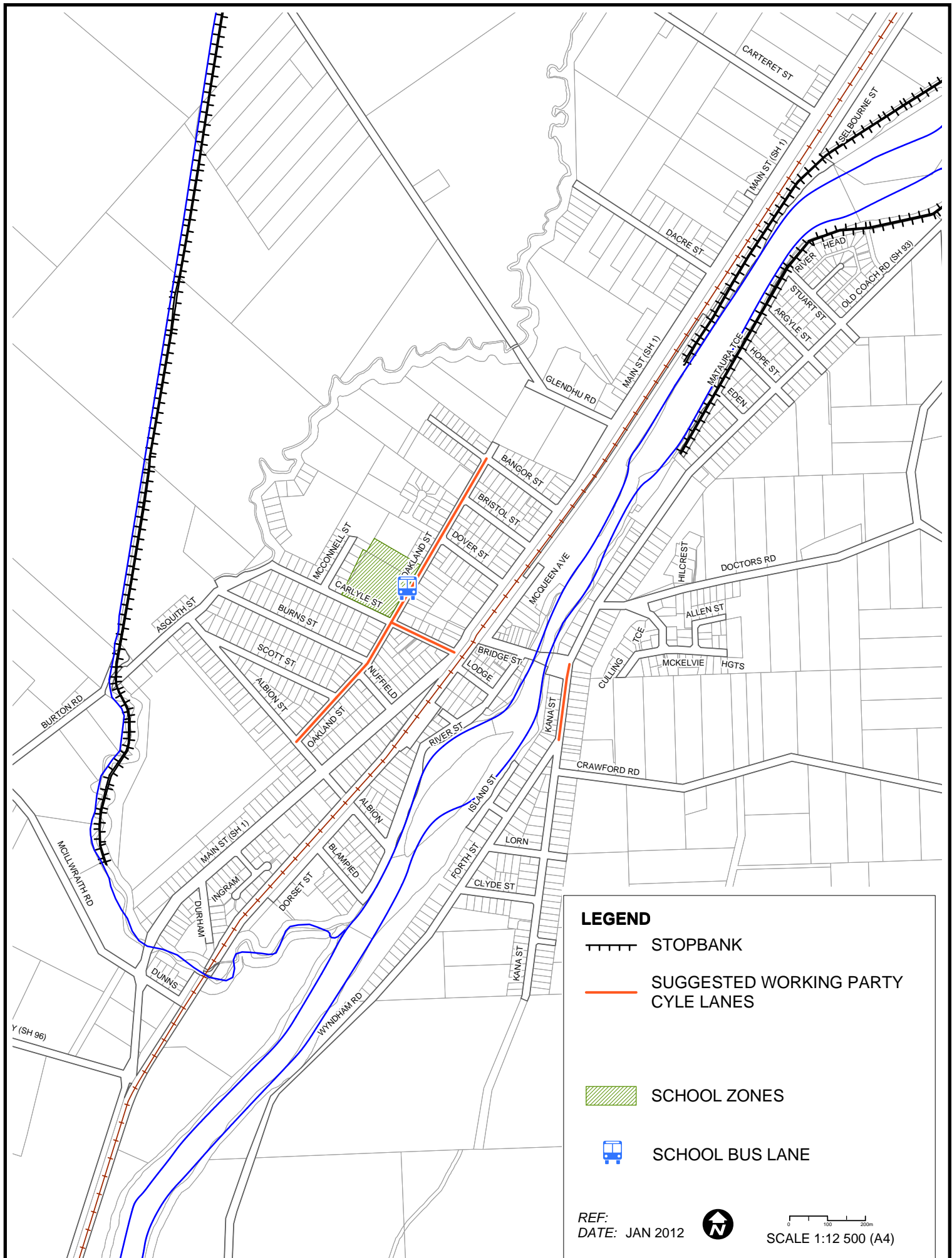
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 9: KEY EXISTING AND PROPOSED CYCLE ROUTES: MATAURA

- A lack of facilities at workplaces for changing.

- A lack of a riverside track suitable for cycling.

- Safety concerns at traffic islands and across bridges.

- A lack of courtesy by motorists.

- Insufficient facilities for the secure and sheltered parking of cycles.

Policy 14 **The Council will enhance cycling within the District by:**

(a) **Implementing safety enhancements on key cycling routes (including those used by school children, commuters, those exercising etc).**

(b) **Allowing the use of footpaths, where these are available, by cyclists across road bridges.**

(c) **Investigating, and where practical implementing, options for the safe movement of cyclists:**

  (i) **Across the Waimumu Stream bridge on State Highway 1.**

  (ii) **Between Kana Street (State Highway 93) and Main Street (State Highway 1) at Mataura.**

  (iii) **Along State Highway 1 between Huron Street and Hokonui Drive/Main Street, including through roundabouts.**

  (iv) **At the southern end of Ardwick Street connecting to and across Main Street (State Highway 1).**

  (v) **At the intersection of Broughton Street and Coutts Road.**

(d) **Undertaking education programmes in conjunction with other agencies promoting a sharing of the road by all road users.**

(e) **Supporting the principle of the construction of a cycleway from Gore to Mataura separated from vehicular traffic.**

(f) **Providing cycle racks within town centres and at Council recreational facilities.**

(g) **Encouraging businesses to provide cycle racks for staff and, where appropriate, for clients and customers.**

(h) **Working with education institutions to promote cycling.**

(i) **Investigating the construction of a riverside walk and cycleway along the western side of the Mataura River from Surrey Street to Hyde Street, utilising the existing stop bank and passing beneath the road and rail bridges.**

4.5   Mobility Scooters

The Gore District, at 16.8%, has a larger proportion of its population over the age of 65 than the New Zealand average of 11.4%. The Gore township has a key role as a retirement centre. A high number of elderly people live on the flat ground near the town centre. This area is very suitable for use of mobility scooters.

Mobility scooters are motorised vehicles which provide a means of transport, mainly on footpaths, for those that have difficulty walking. The majority of users are elderly, however there are also some younger users who are unable to walk significant distances and would otherwise be severely restricted in their activities.

Mobility scooters are a relatively new form of transport and although they provide significant improvements to the lives of their users, they are also increasingly causing issues for others, including:

- There is little regulation of the machines or their use. In the absence of rules drivers can act unpredictably creating a hazard.

- There is no standardisation of machine components such as wheel size and as a result in some situations obtaining repairs can be a problem.

- Footpaths and other infrastructure on which scooters travel, cross or park were mostly designed and constructed long before scooters came on the scene. As a result difficulty can arise when vehicles cross streets on drop crossings. Footpath cambers and gradients may not be appropriate, and the design of existing pram crossing at intersections may not be appropriate for mobility scooters.

- Footpaths are generally too narrow for scooters to coexist satisfactorily with pedestrians. A minimum footpath width of 2 metres is needed to accommodate mobility scooters, while the current Gore District Council standard footpath width is 1.4 metres.

- There may be potential conflict between the design requirements for mobility scooter users and other footpath users such as the visually impaired. Mobility scooter speeds can be excessive and create a hazard for such other users and motorists exiting properties.

- Relatively small user groups may require large amounts of infrastructure expenditure to upgrade infrastructure.

- Railway crossings can potentially trap wheels of mobility scooters.

- Provision of mobility scooter parking facilities may need to be considered at existing facilities or proposed facilities where scooter users are likely to congregate.

- Training in scooter use and possibly in the choice of a suitable scooter needs to be undertaken.

- Identification of routes most likely to be travelled by scooters is needed.

- Upgrading of primary scooter route infrastructure needs to take place.

These issues are becoming increasingly significant. National crash records for the period from 2005 to 2009 show that 10 wheeled pedestrians (description used by the Ministry of Transport) were killed. During the same period 123 wheeled pedestrians were injured.

Local customer service requests from mobility scooter users regarding problems they have with the existing infrastructure are also becoming more common. With the aging of our population these issues will increase unless they are appropriately addressed.

Policy 15 **In responding to the needs of mobility scooter users the Council will:**

(a) **Encourage mobility scooter users to:**

(i) **Undertake appropriate training on the safe use of the scooter.**

(ii) **Seek advice on the models that are suitable within the Gore District.**

(b) **Advocate the introduction of standards and regulation at a national level applying to the production and operation of mobility scooters within public areas, and the infrastructure associated with their use.**

(c) **Assess and consult with users of mobility scooters:**

(i) **On how best to provide for their use within the Gore District.**

(ii) **As to the design of pathways and other infrastructure associated with their use.**

(iii) **To identify routes most likely to be used by mobility scooters.**

(iv) **To assess undertaking appropriate works to facilitate the use of mobility scooters.**

---

5. Other Issues

5.1 Introduction

In addition to issues that arise in particular parts of the District (discussed in Part 3 of the Streetscape Strategy) and issues that relate to users (considered in Part 4 of the Streetscape Strategy) specific matters have arisen over time that require assessment. These arise from the effects of particular activities that generate high levels of traffic (vehicle and pedestrian) and requests that the Council receives to use areas within streets for private use. These matters are dealt with in this part.

5.2 Significant Land Uses

5.2.1 Education and Day Care Activities

The arrival and departure of children from schools, kindergartens and day care centres is a potentially hazardous activity. This is exacerbated by the concentration of activity over a short time period. The past twenty years has seen a reduction in walking and cycling to school and increased use of motor vehicles for drop off and pick up.

Various measures have already been adopted to reduce the risk of injury to children during these times. Considerable effort is made by schools with pedestrian crossings being controlled, and reduced tolerance by Police to exceeding of the speed limits of vehicles past schools. Further initiatives are required to strengthen the work already carried out.

> **Policy 16**   **The Council will enhance the safety of children in the vicinity of schools, kindergartens and child care facilities by:**
>
> **(a)**   **Implementing safety enhancements on key walking and cycling routes to and from these activities including provision of cycle lanes.**
>
> **(b)**   **Promoting use of Day-Glo jackets by children walking to preschool and primary school.**
>
> **(c)**   **Encouraging schools and preschools to implement a traffic safety plan, providing for the safe movement of children, vehicles and buses.**
>
> **(d)**   **Where appropriate, introducing and encouraging policing of school zones within which slower speed limits apply and/or less tolerance is given to drivers who travel above the posted speed limit.**
>
> **(e)**   **For education facilities, encouraging at existing sites, and requiring at new sites, provision for the on-site drop off and pick up of students by both car and bus.**

5.2.2 Churches, Funeral Parlours, Hospitals and Rest Homes

All of these activities share a common feature in the form of vehicle parking with peak parking demand often exceeding parking available on site. For churches and funeral parlours problems arise during services. It is frequently not known how many people will attend funerals, weddings or other special occasions, but when numbers are high, drivers of vehicles will frequently park in locations that are inappropriate or inconvenient to others. If the site is on an arterial road, or services are taking place at a time when traffic volumes are higher than normal the impact can be greater.

During visiting times at hospitals and rest homes, parking demand exceeds what is provided on-site. Kerbside parking is then utilised in adjoining streets, frequently to the annoyance of residents in that locality. Similarly, staff associated with such activities frequently park their vehicles on nearby streets, rather than on the site where the activity is undertaken. The Council recognises that such activities are legally established, and will seek to work with them to alleviate the effects arising from these issues.

> **Policy 17** **The Council will:**
>
> (a)   **Encourage activities that attract high numbers of vehicles over limited periods of time to have in place contingency plans so as to minimise adverse impacts on surrounding areas.**
>
> (b)   **Reassess the requirements for visitor and staff parking for hospitals and rest homes, and if appropriate amend the requirements of the District Plan.**
>
> (c)   **In cases where local residents express concern at the impact of activities on roadside parking in their area, seek to resolve those issues with the management of those facilities.**

5.2.3 Commuter Parking

Commuter parking in Gore is becoming more noticeable over recent time. Areas available for free parking near the centre of town and streets such as Fairfield Street are filling with parking by workers early in the day. Provided that parking continues to be available for those persons coming to town on business the Council does not view this issue with concern. It will require ongoing monitoring and if necessary the introduction of time or metered parking restrictions in areas where Council considers short term parking should be given priority. Clause 3.4 Parking of the Roading Bylaw 2011 is used to regulate areas where parking restrictions apply. Any changes to the current free parking areas would be undertaken by amending that bylaw.

Policy 18   The Council will:

(a)   **Monitor use of roadsides and free parking areas within Gore to ensure that parking is conveniently available for those seeking short term parking in the town.**

(b)   **In consultation with adjacent land owners and occupiers amend where appropriate any controls on parking.**

(c)   **Amend the Land Transport Bylaw 2008 where changes are required to the areas where restrictions on parking apply.**

5.3   Utilities and Other Structures in Legal Roads

Roadways within Gore and Mataura are used for locating necessary infrastructure and providing other utilities which provide public benefit. These include:

- Water, sewage and stormwater infrastructure with associated pump stations.
- Power lines and telephone cables, some of which are overhead and others underground.
- Post and telephone boxes.
- Telecommunication installations.
- Directional and regulatory road signage.
- Rubbish bins.

Various statues are also located in roadways in Gore and Mataura. In the future there is also the possibility of cable TV, high speed internet cables and speed or security cameras also occupying roadways.

All of these utilities and structures are seen by the community as necessary or desirable. However, they can give rise to adverse effects on the movement of people and vehicles and create an adverse visual impact. In some cases national legislation, such as National Environmental Standards under the Resource Management Act 1991 and the Utilities Act 2010, allows structures to occupy the legal roadway, including traffic signage and telecommunication facilities.

Subject to conditions existing power lines are able to be upgraded and extended without the need for any approvals. This limits the extent to which the Council can manage such installations.

Policy 19 **In relation to utilities and other services in legal roads, the Council will:**

   (a) **Require all new infrastructure cabling to be located underground within residential and commercial areas and along main arterial routes within urban areas.**

   (b) **Promote the undergrounding of existing infrastructure cabling within residential and commercial areas and along main arterial routes within urban areas where practical.**

   (c) **Ensure that any above ground infrastructure, including cabinets and poles, do not interfere with the movement of pedestrians or by their location and size, create a hazard to road users.**

   (d) **Require fast food outlets to provide refuse disposal bins on roadways in the vicinity of their premises.**

   (e) **Assess on a case by case basis the appropriateness of erecting statues on public roads.**

5.4   Encroachments onto Legal Roads

5.4.1 Occupation of Legal Roads by Planting

A number of property owners have extended plantings on their land onto the adjoining legal road. In some cases such planting extends to the footpath edge, while in other cases where there is no footpath, plants extend to the edge of the sealed road surface. Such plantings, if of suitable species and appropriately maintained, enhance both the adjoining property and the general streetscape. This can have both public and private benefit.

Provided that public safety is not compromised, for example, by restricting views of motorists or interfering with the movement of people along the road edge, then planting in this manner is considered acceptable. The erection of fences or hedges, or structures within the legal road is not supported. That in effect privatises the land, bringing benefit without appropriate cost to the adjoining land owner.

Where owners wish to extend planted areas in this way there shall be a licence to occupy entered into with the Council and subject to such conditions as may be agreed. Conditions are likely to relate to:

- The species and associated impacts on any underground services.
- The height of plantings that may be appropriate.
- Provision for ongoing maintenance.
- Removal of plantings on sale of the land, unless the new owner agrees to continuation of conditions.

No annual fees will be charged to occupy land in this way.

> **Policy 20** In considering any request to provide planting on legal road by adjoining property owners or interest groups the Council shall give regard to:
>
> (a) The function of the road and the level of use it receives.
>
> (b) Any impacts on the movement of vehicles, cyclists, pedestrians and other users of that road.
>
> (c) Potential road safety issues that may arise as a result of any planting.
>
> (d) The character of the road and adjoining sites, and how any proposed planting will impact on that character.
>
> (e) How the planting will integrate with the general streetscape and any other such planting or trees on the roadway in the locality.
>
> (f) Planting of avenues of identical trees rather than a variety of species types and sizes.
>
> (g) Whether the planting will give rise to shading or icing of the roadway.
>
> (g) Effects the planting may have on the life and maintenance of the adjacent road infrastructure.

5.4.2 Utilising Legal Roads for Vehicle Parking

Most streets have sufficient width to enable property occupiers to park vehicles on the formed legal road outside of their property. Periodically, the Council receives requests to modify the existing roadside to provide further parking. This occurs most often in residential areas where a strip of grass is located between their property boundary and the formed carriageway.

It is the Council's view that where vehicle parking cannot be located on the formed roadway it should, where practicable, be provided on private property. Only in exceptional circumstances would the Council allow grassed areas to be converted to street-side parking. The Council will however, consider individual requests on a case by case basis.

> **Policy 21** **In considering any request to provide parking on legal roads by adjoining property owners or interest groups the Council shall give regard to:**
>
> **(a) The function of the road and the level of use it receives.**
>
> **(b) The practicality of providing vehicle parking on the adjoining property.**
>
> **(c) The size of the area subject to the request, and the need for that area for the intended use.**
>
> **(d) Possible traffic calming options for the street and the means by which these can provide for, or remove the need for, additional vehicle parking.**
>
> **(e) Any impacts on the movement of vehicles, cyclists, pedestrians and any other users of that road.**
>
> **(f) The character of the road and adjoining sites, and how any proposed changes will impact on that character.**
>
> **(g) How change will impact on the general streetscape.**

(h) The ground surface to be created, and the means by which runoff will be disposed. (Note that sealing is preferred as gravel can spill out onto the road and create a nuisance).

(i) Action that can be taken to off-set the loss of natural and permeable ground conditions, including payment of a financial contribution to provide streetscape enhancements in that or any other location.

6. Shaping the Future

6.1 Introduction

At an implementation level consideration is required as to what can be done to improve the streetscape amenity and to make streets safer to all of the users. This part of the Streetscape Strategy identifies changes that the Council considers are appropriate to the roading hierarchy in the towns of Gore and Mataura.   No changes are proposed to the hierarchy in the other towns of Waikaka, Mandeville and Pukerau.

This part of the strategy identifies various actions that can be taken to achieve better looking, safer and more environmentally friendly street environments. These latter works will be promoted by the Council wherever practicable, both in existing developed areas and in new subdivisions.

6.2 Road Hierarchy

Appendix 1 shows the current roading configurations for all towns in the District and the existing roading hierarchy for the towns of Gore and Mataura. For the latter two towns, changes to the hierarchy are considered appropriate, taking into account changes to traffic flows over time and reassessment of the future functions of some roads[6]. Figures 10 and 11 show the proposed new roading hierarchy for Gore and Mataura.

Changes to the roading hierarchy of significance are as follows:

Gore

- Falconer Road from local road to collector road – this will require widening and sealing of Falconer Road, including an upgrade of the storm water pipe across the road at the Waiau Street corner.
- Broughton Street from arterial to collector road.
- Waimea Road from arterial to collector road.
- Ardwick Street (from Crewe Street to George Street) from collector to local road.
- Medway Street from collector to local road.
- Mersey Street (from Main Street to Fairfield Street) from collector to local road.
- Civic Avenue from collector to local road.
- Bury Street (from Wigan Street to State Highway 1) from local to collector road.
- Salford Street (from Wigan Street to State Highway 1) from local to collector road.
- Woolwich Street from road to local road.

It is also proposed that Charlton Lane be extended from Falconer Road to Racecourse Road, so as to facilitate enhanced and safe access to those allotments that currently front State Highway 1.

---

[6] For a description of categories in the roading hierarchy refer to section 4.2 pages 28-30.

PROPOSED ROAD HIERARCHY

STATE HIGHWAY
ARTERIAL
COLLECTOR
LOCAL
PRIVATE

REF:
DATE: JAN 2012

SCALE 1:25 000 (A4)

0   400m   800m
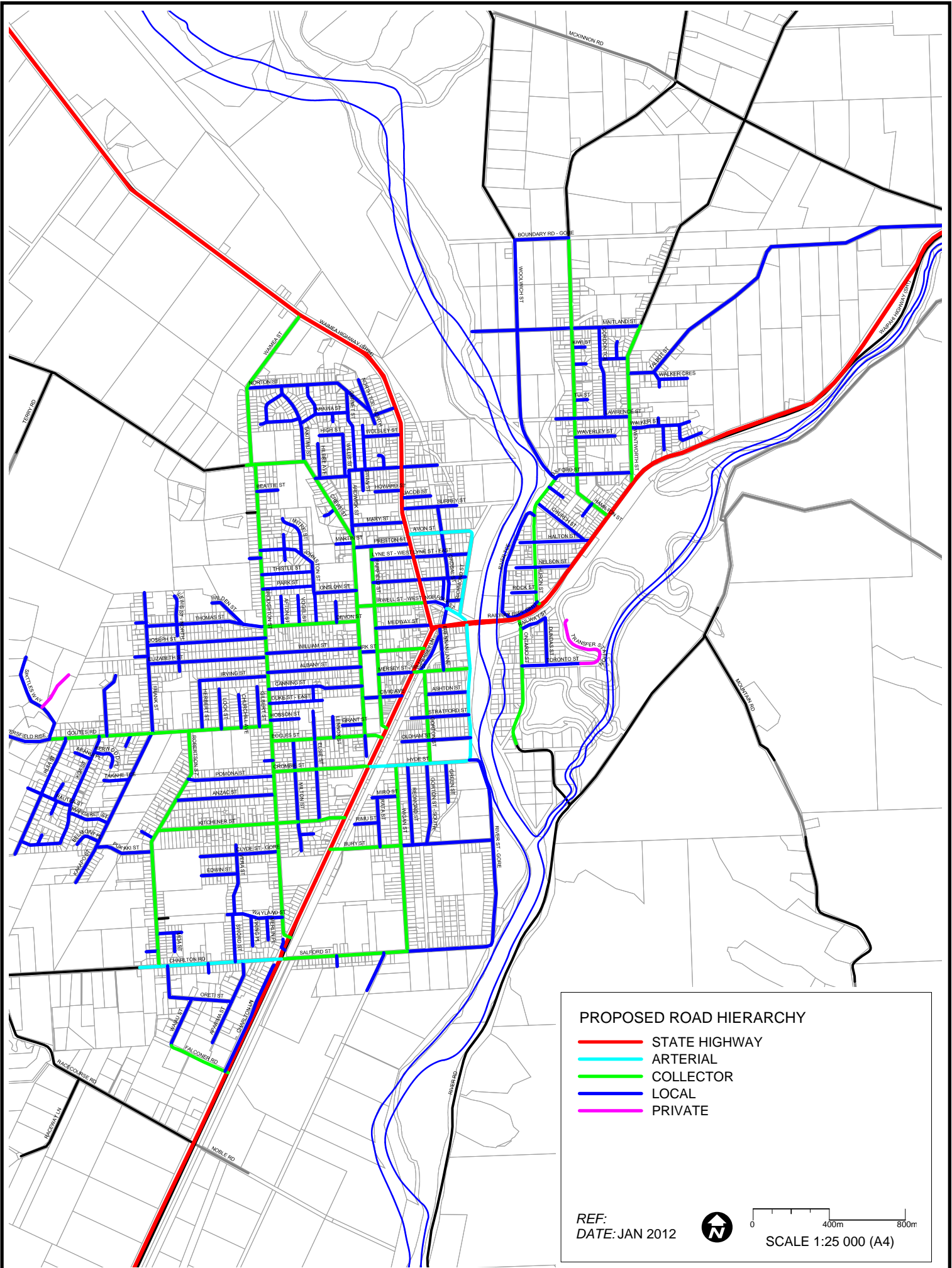
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 10: PROPOSED ROAD HIERARCHY: GORE

PROPOSED ROAD HIERARCHY

STATE HIGHWAY
ARTERIAL
COLLECTOR
LOCAL
PRIVATE

REF:
DATE: JAN 2012

SCALE 1:17 500 (A4)

0   200   400m
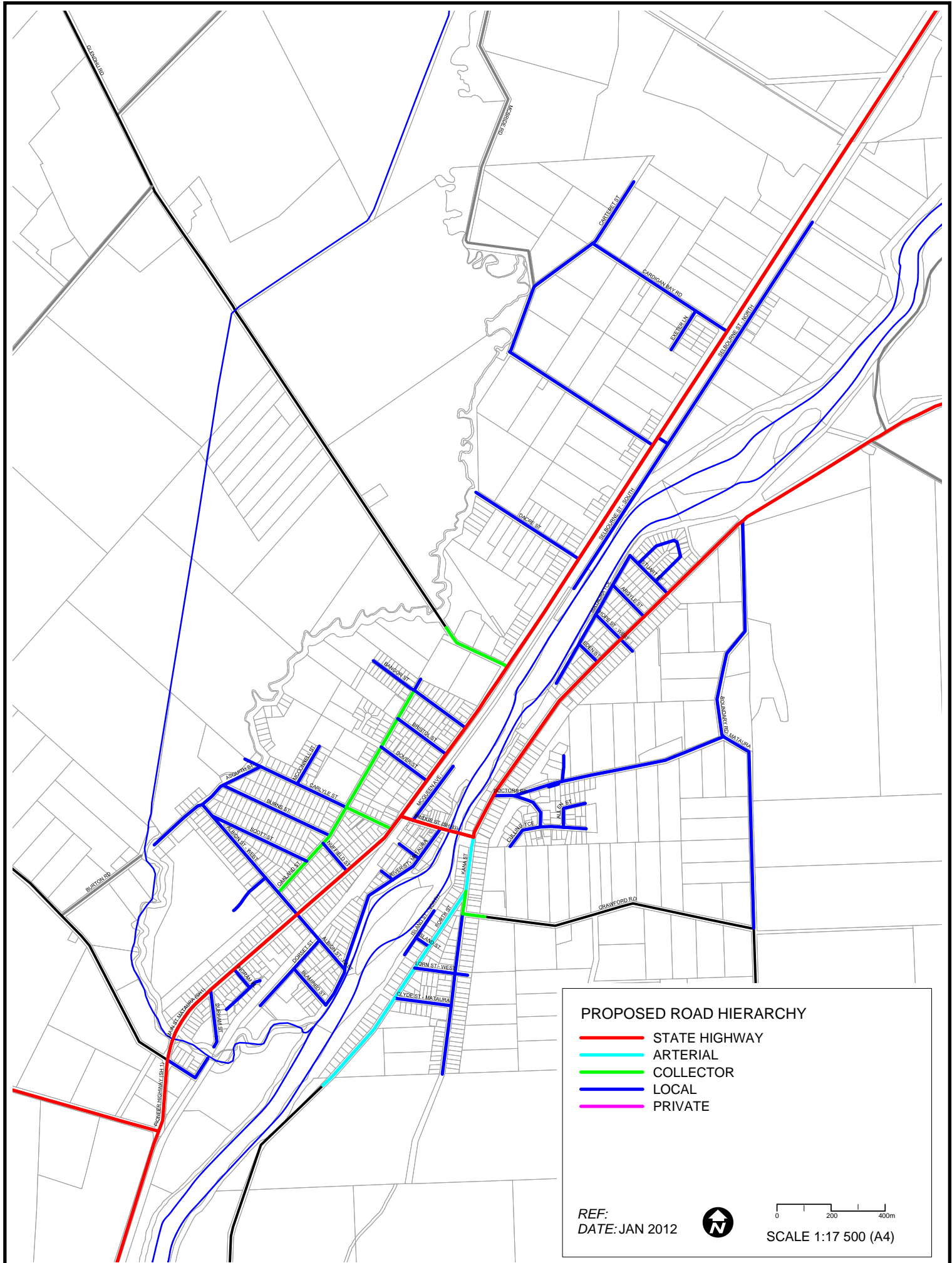
GORE DISTRICT STREETSCAPE POLICY 2011
FIGURE 11: PROPOSED ROAD HIERARCHY: MATAURA

- Kana Street (from Crawford Street to Lorn Street) from collector to local road.
- Doctors Road (Old Coach Road to Culling Terrace) from collector to local road.
- McQueen Avenue from collector to local road.
- Albion Street (Main Street SH1 to Oakland Street) from collector to local road.
- Carlyle Street (from Oakland Street to end) from collector to local road.
- Bangor Street (Main Street SH1 to Oakland Street) from collector to local road.

As noted in Policy 8 it is proposed to investigate options for enhancing the existing commercial area of Mataura. That will include the option of diverting heavy traffic to and from the south along an alternative route such as River Street and Albion Street.

The status of roads in the hierarchy will impact on the approach that the Council adopts in managing traffic in those areas. For example, local roads may be subject to measures to reduce the speed and numbers of vehicles using those roads. Pomona Street and Anzac Street are examples where this is seen as desirable. Part 6.4 of the Streetscape Strategy identifies a number of traffic calming techniques that could be used to achieve this.

Changes to the hierarchy as set out above, once adopted, will necessitate amendments to the District Plan as that plan presently contains rules that require the movement of vehicles to and from arterial roads to be in a forward direction. Amending the status of Broughton Street to a collector road will enable such movements to now take place.

6.3   Road Layout Options

As development has taken place in the towns of the District, different standards have been applied at different times, resulting in different layouts in different streets. For example:

- Some roads are sealed, while others have gravel. Some have footpaths on both sides of the road, others on one side and yet others with no footpaths.

- Footpaths are constructed in concrete, bitumen of gravel.

- Some streets have trees, while others do not, and where there are trees some are close to the road carriageway, while others have trees between the carriageway and footpath and yet others have trees between the footpath and property boundary.

- Some streets have grassed areas between property boundaries and the carriageway. The location of that grassed area can vary in being located between the property boundary and footpath and the footpath and carriageway. A similar pattern can occur with strips of gravel, and mixtures in configuration between gravel and grass.

- Formed kerbs and channels can also vary in location, with most abutting the carriageway and others setback with grassed or gravel areas between.

The following table and photographs illustrate the various layout combinations that can occur. For each layout, an indication is given as to the suitability of that layout as an arterial, collector or local street.

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 1 & 2

1

ARTERIAL ☑   COLLECTOR ☑   LOCAL ROAD ☑
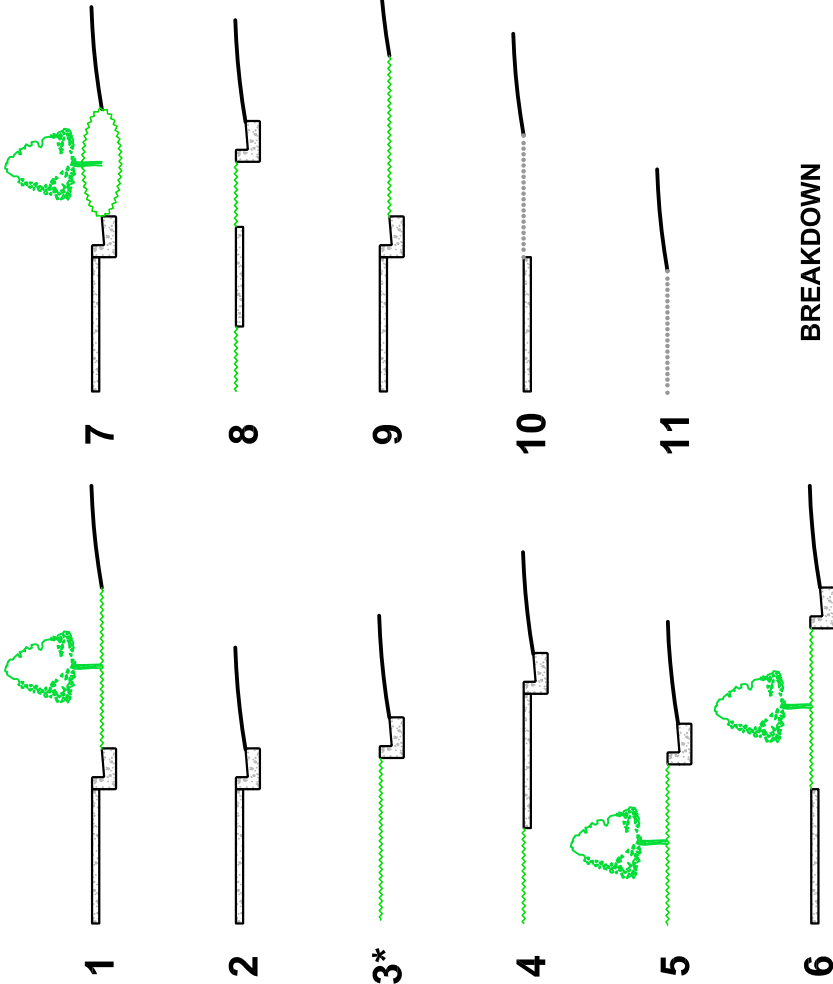
1   2   3*   4   5   6   7   8   9   10   11

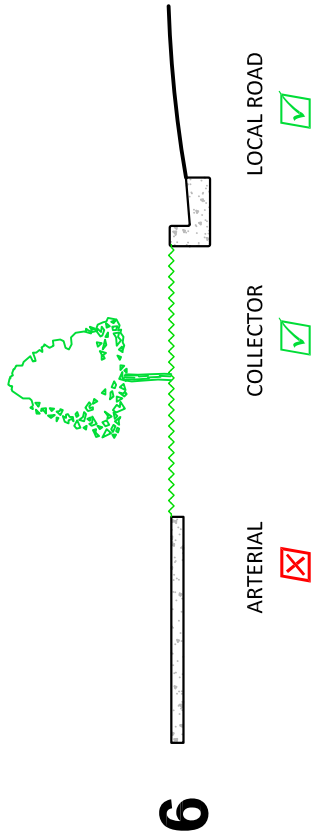**LEGEND**
FOOTPATH
KERB
GRASS SURFACE
GRAVEL SURFACE
UNDESIRABLE

BREAKDOWN

ARTERIAL:
1 2 6

COLLECTOR:
1 2 4 5 6 8 11

LOCAL ROAD:
1 2 3* 4 5 6 7 8 9 10 11

* WHERE OTHER OPTIONS ARE NOT PRACTICALLY AVAILABLE.
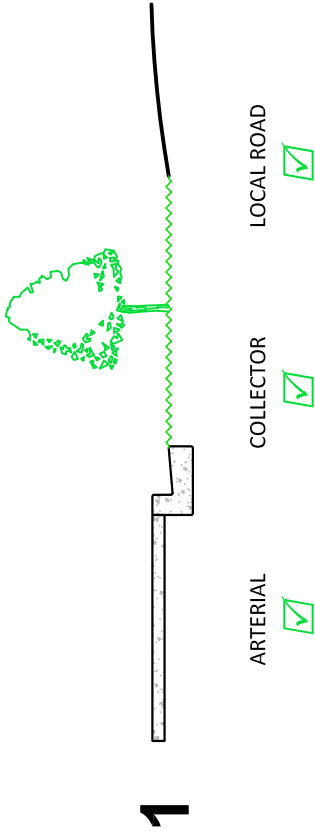
DESIRABLE STREETSCAPE LAYOUTS. NOT ALL ENCOMPASSING, ASSUMING THAT ADJOINING LANDS ARE PRIVATELY OWNED.

LEGEND

- ⬭ FOOTPATH
- ⌐ KERB
- —— GRASS SURFACE
- ⋯⋯ GRAVEL SURFACE

3*

	ARTERIAL	COLLECTOR	LOCAL ROAD
	☒	☒	☒

2

	ARTERIAL	COLLECTOR	LOCAL ROAD
	☑	☑	☑

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 2 & 3

Gore
District Council

5

ARTERIAL ☒ COLLECTOR ☑ LOCAL ROAD ☑

4

ARTERIAL ☒ COLLECTOR ☑ LOCAL ROAD ☑

LEGEND

- FOOTPATH
- KERB
- GRASS SURFACE
- GRAVEL SURFACE

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 4 & 5

Gore
District Council

6

ARTERIAL ☒
COLLECTOR ☑
LOCAL ROAD ☑

7

ARTERIAL ☒
COLLECTOR ☒
LOCAL ROAD ☑

LEGEND

☐ FOOTPATH
⌐ KERB
——— GRASS SURFACE
·········· GRAVEL SURFACE

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 6 & 7

Gore
District Council

9

ARTERIAL ☒ COLLECTOR ☒ LOCAL ROAD ☒

8
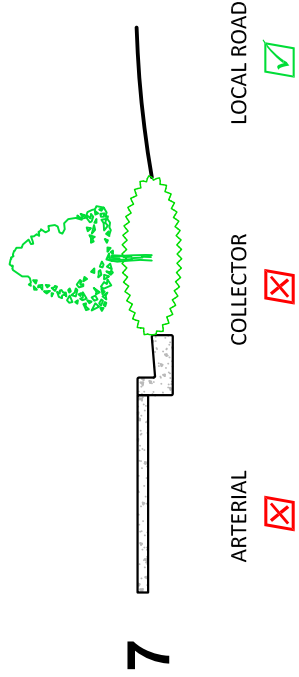
ARTERIAL ☒ COLLECTOR ☑ LOCAL ROAD ☑

LEGEND

FOOTPATH
KERB
GRASS SURFACE
GRAVEL SURFACE

Gore
District Council

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 8 & 9

10

ARTERIAL   COLLECTOR   LOCAL ROAD

☒   ☒   ☒

11

ARTERIAL   COLLECTOR   LOCAL ROAD

☒   ☒   ☒

LEGEND

FOOTPATH
KERB
GRASS SURFACE
GRAVEL SURFACE

Gore
District Council

GORE DISTRICT STREET SCAPE POLICY 2011
STREET CONFIGURATIONS: OPTIONS 10 & 11

6.4 Traffic Calming Techniques

Traffic calming seeks to reduce vehicle speeds, improve safety and enhance amenity within the areas it is undertaken. It can be achieved by **education**, **enforcement** and **engineering** and within the Gore District a mix of the three is appropriate.

Traffic calming seeks to alter the behaviour of motorists by encouraging use of alternative routes (volume controls) and by slowing their speeds on those routes where calming is undertaken (speed controls).

Volume controls include:
- Making roads one way along their entire length or at intersections.
- Closing roads at one end, effectively creating a cul-de-sac.
- Restricting classes of vehicles that can use a road, for example, excluding heavy vehicles.
- Restricting times of the day when certain vehicles can enter an area, such as for goods delivery.

Regulatory speed control measures such as Stop and Give Way signs at intersections and lower speed limits or lower tolerances of exceeding the allowable speed limit over sections of road are readily accepted by the community and effective in the vicinity of sensitive land uses, particularly schools. Such a technique can be applied to any type of road, be it classified as an arterial, collector or local road. However, regular policing is necessary to ensure compliance.

Psychological speed control measures are associated with an actual narrowing of the road carriageway or undertaking initiatives that make it appear the carriageway is narrower, such as by:
- The planting of trees.
- Different and lower level street lighting to areas elsewhere.
- Use of different road surfaces, either in materials used and colours of surfaces.

Physical speed control measures are used on roads where low traffic volumes are being encouraged, or in places where high priority is being given to pedestrians, such as in main commercial areas. Physical devices used for traffic calming can be divided into three broad categories:

- Vertical deflections are raised segments that force drivers to slow down in order to minimise unpleasant bumping or vibration. These include speed humps and raised pedestrian crossings.

- Horizontal deflections are either lateral shifts in the roadway that create turns, or constrictions of the roadway that cause drivers to lower speeds in order to manoeuvre safely through the deflection. These include roundabouts and chicanes.

- Horizontal narrowing is used to create a slower environment, by use of kerb line alterations and centre island narrowing.

Techniques for traffic calming are evolving over time. The following diagrams illustrate a range of the techniques that are currently available[7]. Which technique

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[7] From RSS 21 Traffic Calming Devices Land Transport Safety Authority ISSN 1174-7161

is adopted will be dependent on the particular circumstances of the street, in particular its classification and the range and type of transport modes that need to be provided for.

Road humps

Photo 1

Photo 2

Photos 1 and 2, above, show two different approaches to marking road humps. In Photo 1, markings are used to highlight the presence of the ramps. In Photo 2, no markings are used on the ramps and it is difficult to tell that the pedestrian crossing is actually on top of a raised platform.

Photo 1 shows a road hump used in isolation. Although this approach is very effective for reducing the speed of vehicles at a given location, it will have little effect on vehicle speeds along the rest of the road and can create some adverse noise problems. Placing pedestrian crossings on top of road humps helps to reduce speed and conflict, if marked correctly.

Speed cushions

Photo 3

Photo 4

Speed cushions are not widely used in New Zealand. Photos 3 and 4 show examples of permanent and temporary speed cushions in Hamilton.

Pedestrian refuges

Pedestrian refuges are widely used on all types of road. Photo 5 shows the use of a coloured road surface to highlight the presence of the crossing location. The use of colour in this way has to be done carefully because it can give an impression to pedestrians that they have a right of way over traffic. Photo 6 shows the use of barriers to direct pedestrians in the middle of the road.

Photo 5

Photo 6

Surface treatments

Photo 7

Photo 8

Surface treatments are most commonly used on local roads. Photo 7 shows the use of a contrasting surface colour to highlight the presence of a platform. Photo 8 shows the use of block work to emphasise to drivers that they are in a shopping area. In schemes such as that shown in photo 8, care has to be taken to ensure that the road surface provides a suitable contrast to the footpath surface, for the visually impaired.

Kerb line alterations

Photo 9

Photo 10

Kerb line alterations are used on all types of road. Photo 9 shows how the radius of an intersection has been reduced to lower entry speeds from the side road. Photo 10 shows the use of kerb line alterations and central islands to create a chicane effect. The visual impact of such schemes has to be taken into consideration, to aid their acceptance by the public.

Coloured road surface

Coloured road surfaces can be used to highlight areas of conflict to drivers, as in Photo 11, or to enhance other measures, such as central hatching, as in Photo 12. The choice of colour is very important and there should be consistency throughout road networks and between neighbouring road networks.

Photo 11   Photo 12

Reduced road space

Photo 13   Photo 14

Reducing the width of road available to vehicles is the most common type of traffic calming device used. Photo 13 shows road markings being used to achieve this. Photo 14 shows mature planting being used to achieve the same effect in a CBD. When using planting, as in photo 14, care needs to be taken to ensure that safety is not compromised by reducing intervisibility between drivers and other road users.

Traffic signs

Photo 15   Photo 16

Signs can be used to indicate, to drivers, a change in the area they will be driving through. This can either be done on a local, neighbourhood basis, as in Photo 15, or at a gateway to an urban area, as in photo 16. Care needs to be taken with the design of the signs and the message they convey. For example, the meaning of the sign in Photo 15 is not clear.

Chicanes

Photo 17

Photo 18

Chicanes are used on all types of road, but to a far lesser extent than some of the more popular devices. They can be effective at reducing speed on wide streets. Because of their design, chicanes can cause problems for cyclists when drivers try to squeeze past at the narrow points. The use of central islands also has to be carefully considered, so additional hazards are not introduced into the road. Chicanes can be viewed as a challenge by drivers who like to race on the road, which can lead to safety and noise concerns.

Platforms

Photo 19

Platforms can be used to provide crossing points for pedestrians, as in Photo 19. They are mainly used on local roads. As with road humps, ramps need to be clearly marked, to maximise the speed-reducing effect.

Intersections

Altering intersections can also help reduce speed. Photo 20 shows a roundabout being used to reduce speed. In photo 21, the priority at an intersection has been changed and kerb line alterations have been undertaken to emphasise the change. Raising the road level at intersections can also help to reduce speed and minimise any conflicts that may occur, as illustrated in photo 22.

Photo 20

Photo 21

Photo 22

Provision for cyclists

Photo 23

Photo 24

As mentioned previously, traffic calming devices that rely on a reduction in road width can cause problems for cyclists. One remedy is to provide a channel for cyclists, as shown in photo 23. When channels like this are provided next to the kerb, the location of adjacent gullies must be considered. In photo 24, the proximity of the gully to the road narrowing negates the usefulness of the channel for cyclists.

6.5   Green Infrastructure

Green infrastructure seeks to minimise large impervious surfaces as are typically found within the street environment and to treat storm water runoff using low impact environmental design techniques. Soft rather than harsh, planted rather

than sealed streetscapes result. Ecological corridors for birds and wildlife habitat can also be provided. Techniques that can be adopted can include:

- Use of swales, ponds, and rain-gardens to temporarily retain and gradually dispose of storm water.

- The use of semi-permeable pavers and other permeable surfaces can contrast with concrete and asphalt, creating greater visual interest within the streetscape.

- Wide-spread low impact technology can significantly reduce the quantity and improve the quality of water and materials discharging to creeks and rivers.

Swales are of particular benefit. They can serve as part of a storm water drainage system and can replace kerbs, gutters and storm sewer systems. Swales are best suited for residential, industrial, and commercial areas with low flow and smaller populations.

Swales can have significant environmental benefits but they do have limitations. Swales can reduce peak flows, remove pollutants and promote runoff infiltration, and they tend to have lower capital costs. However, vegetated swales are typically ineffective in, and vulnerable to, large storms, because high-velocity flows can erode the vegetated cover.

Appendix A

Current Streetscape Configuration

Current Road Hierarchy

LEGEND

KERB BOTH SIDES AT SEAL EDGE
KERB BOTH SIDES, ONE SIDE AT SEAL EDGE AND GAP AT OTHER
KERB BOTH SIDES AND GAP FROM SEAL EDGE ON BOTH SIDES
KERB ON ONE SIDE AT EDGE OF SEAL
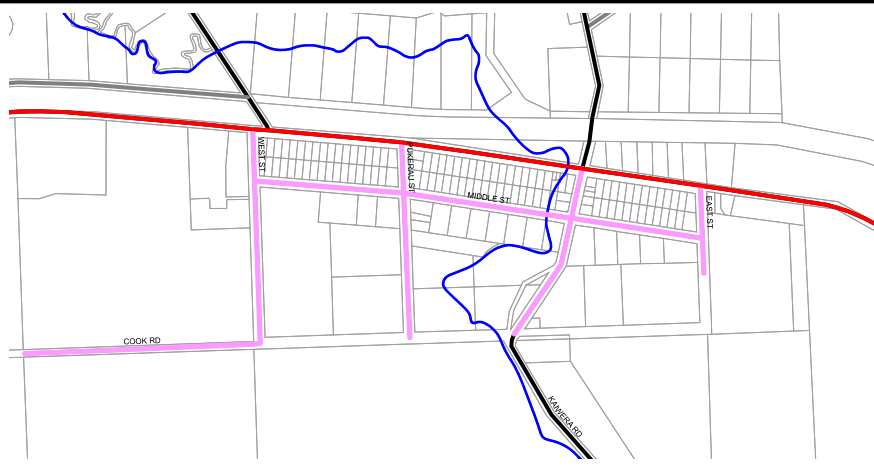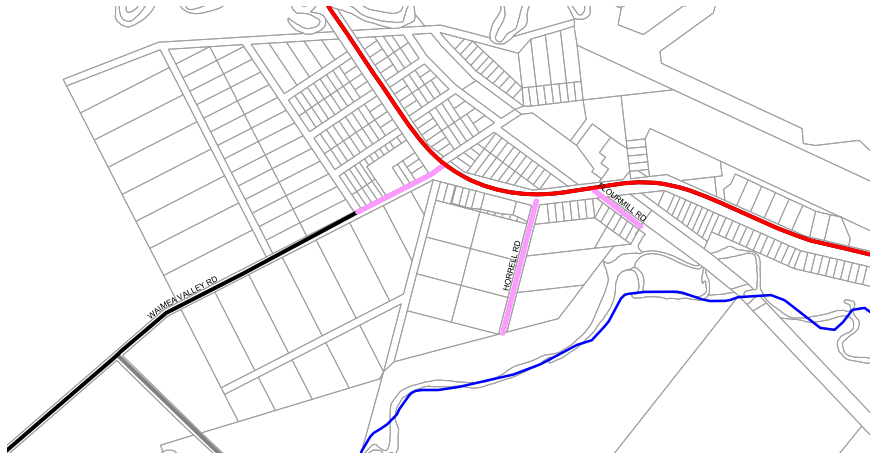KERB ON ONE SIDE AND GAP TO SEAL EDGE
NO KERBS

REF:
DATE: JAN 2012

SCALE 1:12 500 (A4)
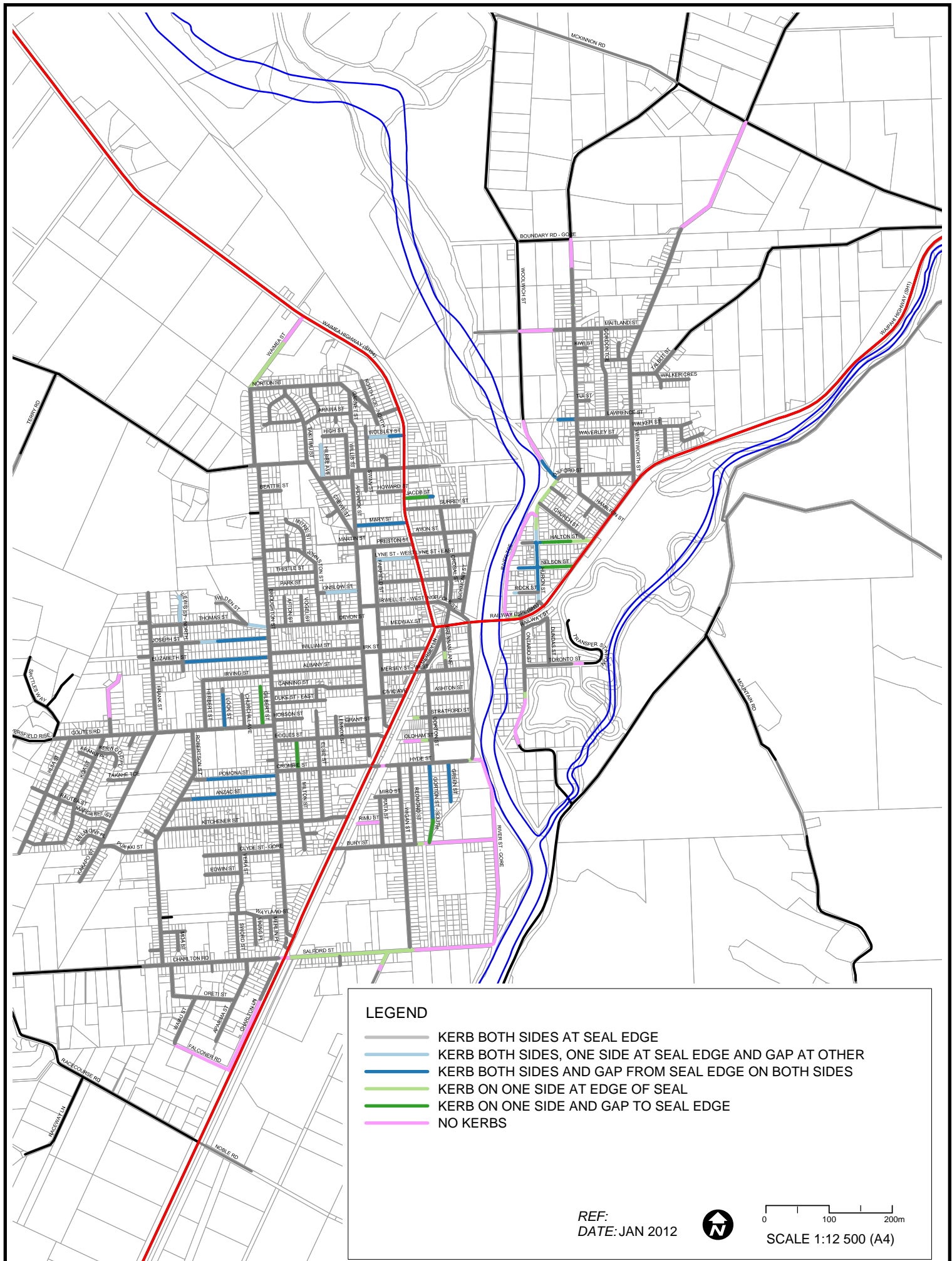
0   100   200m
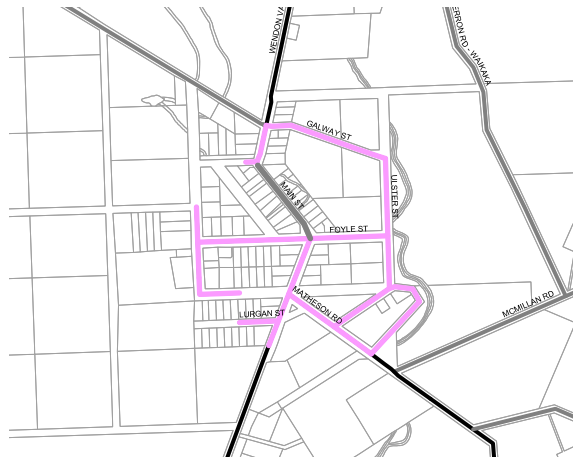
GORE DISTRICT STREETSCAPE POLICY 2011
CURRENT STREETSCAPE CONFIGURATION: GORE

LEGEND

— KERB BOTH SIDES AT SEAL EDGE
— KERB BOTH SIDES, ONE SIDE AT SEAL EDGE AND GAP AT OTHER
— KERB BOTH SIDES AND GAP FROM SEAL EDGE ON BOTH SIDES
— KERB ON ONE SIDE AT EDGE OF SEAL
— KERB ON ONE SIDE AND GAP TO SEAL EDGE
— NO KERBS

REF:
DATE: JAN 2012

SCALE 1:17 500 (A4)

0   100   200m

GORE DISTRICT STREETSCAPE POLICY 2011
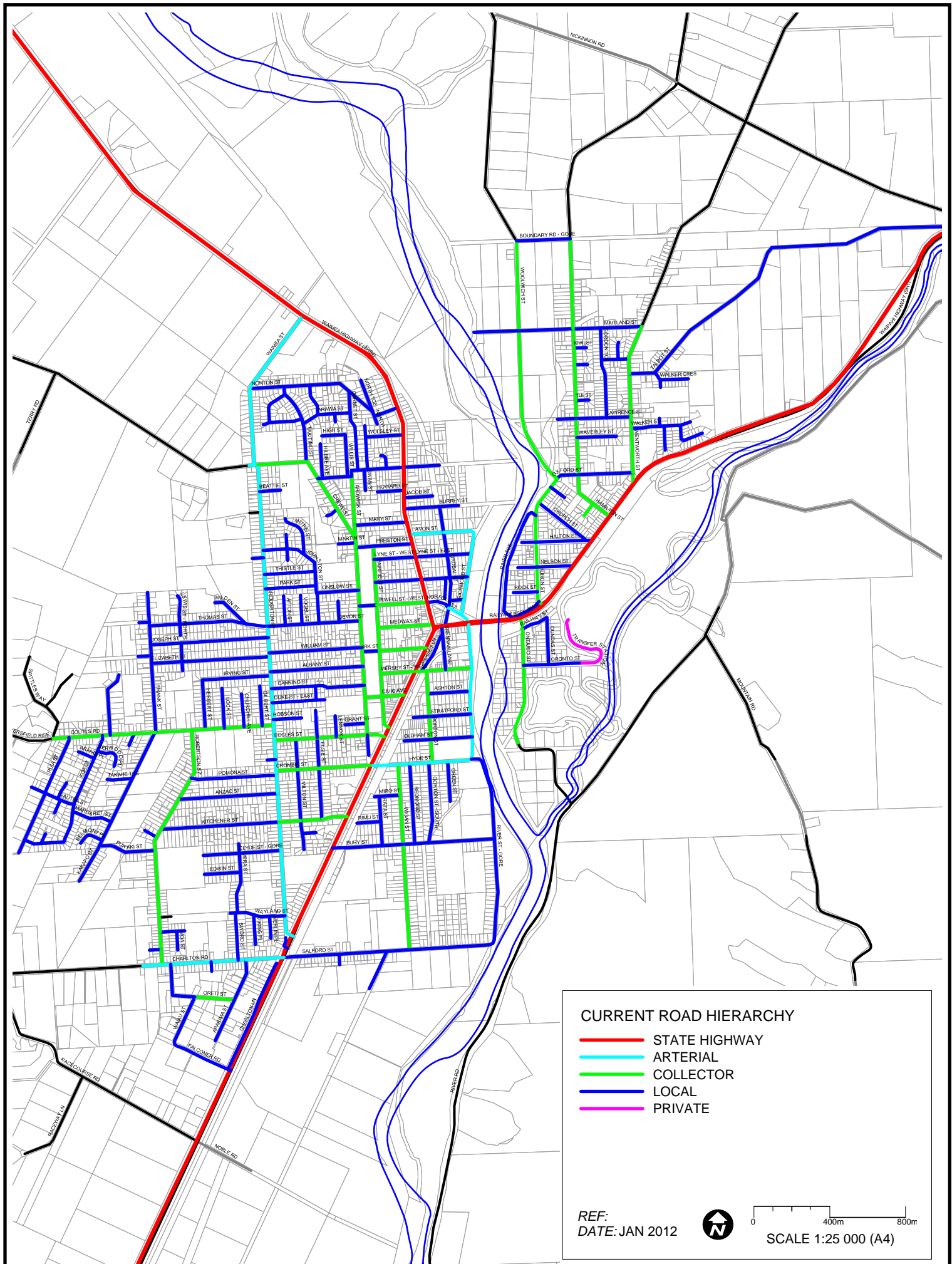**CURRENT STREETSCAPE CONFIGURATION: MATAURA**

PUKERAU

MANDEVILLE

WAIKAKA

LEGEND

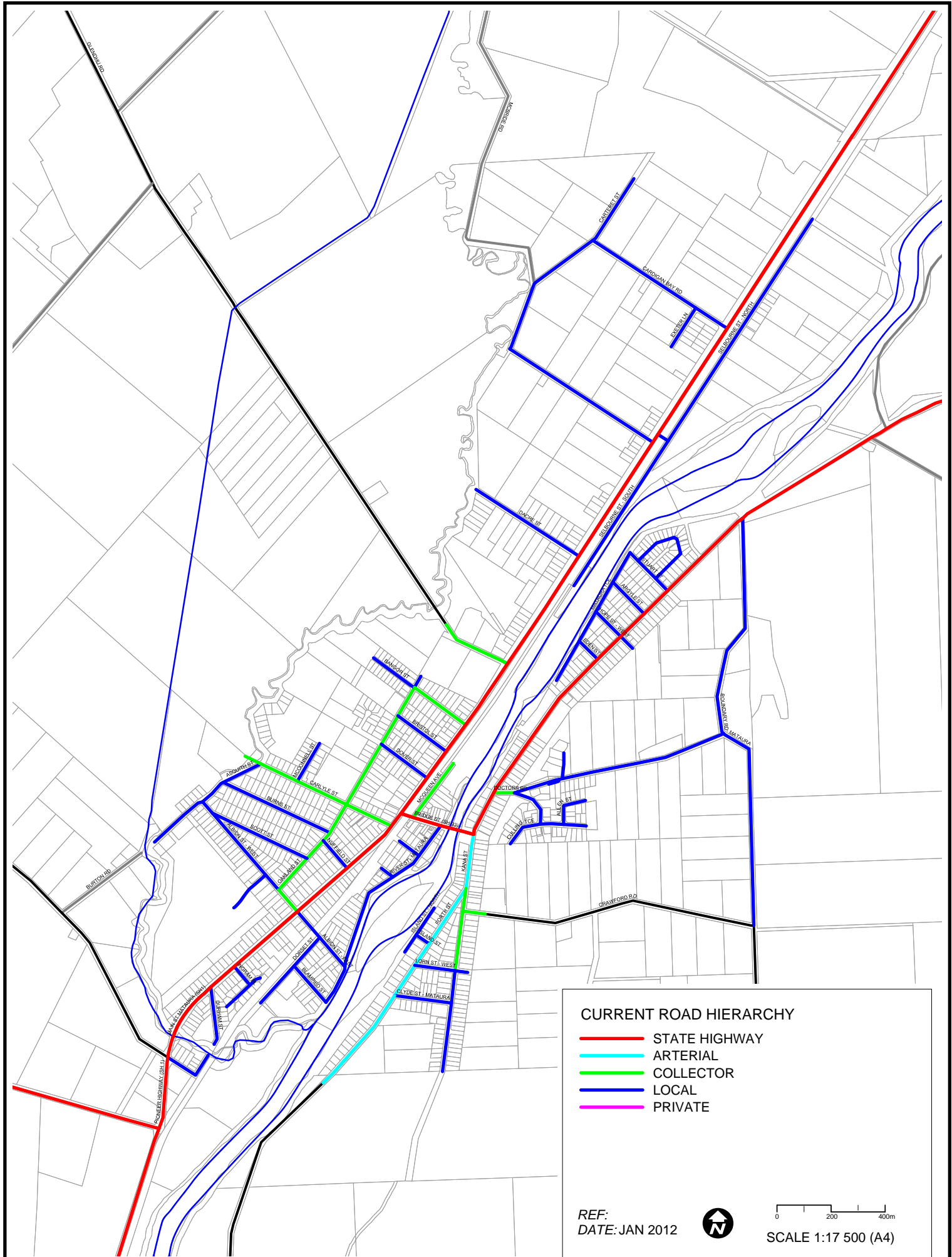|	
⎯⎯⎯	KERB BOTH SIDES AT SEAL EDGE
⎯⎯⎯	KERB BOTH SIDES, ONE SIDE AT SEAL EDGE AND GAP AT OTHER
⎯⎯⎯	KERB BOTH SIDES AND GAP FROM SEAL EDGE ON BOTH SIDES
⎯⎯⎯	KERB ON ONE SIDE AT EDGE OF SEAL
⎯⎯⎯	KERB ON ONE SIDE AND GAP TO SEAL EDGE
⎯⎯⎯	NO KERBS

REF:
DATE: JAN 2012

N

SCALE 1:2 000 (A4)

0   200   400m

GORE DISTRICT STREETSCAPE POLICY 2011
**CURRENT STREETSCAPE CONFIGURATION:
PUKERAU, MANDEVILLE & WAIKAKA**

CURRENT ROAD HIERARCHY

—— STATE HIGHWAY
—— ARTERIAL
—— COLLECTOR
—— LOCAL
—— PRIVATE

REF:
DATE: JAN 2012

0   400m   800m
SCALE 1:25 000 (A4)

GORE DISTRICT STREETSCAPE POLICY 2011
CURRENT ROAD HIERARCHY: GORE

CURRENT ROAD HIERARCHY

————	STATE HIGHWAY
————	ARTERIAL
————	COLLECTOR
————	LOCAL
————	PRIVATE

REF:
DATE: JAN 2012

SCALE 1:17 500 (A4)

GORE DISTRICT STREETSCAPE POLICY 2011
CURRENT ROAD HIERARCHY: MATAURA