



Strategy:

8

Future proof the traffic network

Initiatives aimed at improving opportunities to move around in Picton and Waikawa Bay by foot, on bicycle and by car

This strategy includes the following findings and proposed initiatives:

- Upgrade strategy for footpaths in and around the town centre
- Town centre traffic strategy
- Accommodating carparking within the town centre
- Improving opportunities to cross and travel along Waikawa Road by foot or on a mobility scooter

FUTURE PROOF THE TRAFFIC NETWORK

Town centre footpaths

In 'Improving Walkability in Picton', Rodney Tolley (visiting internationally renown 'walkability expert') states that the walkability in the town centre is relatively good, but with scope for improvement. An upgrade strategy (Fig. 5-54) for the footpaths in and around the town centre is designed. This is based on an assessment (Fig. 5-55), which included issues, such as presence of a footpath; state of the footpath; lighting; vegetation; active or inactive building frontage;

Proposed Footpath Strategy

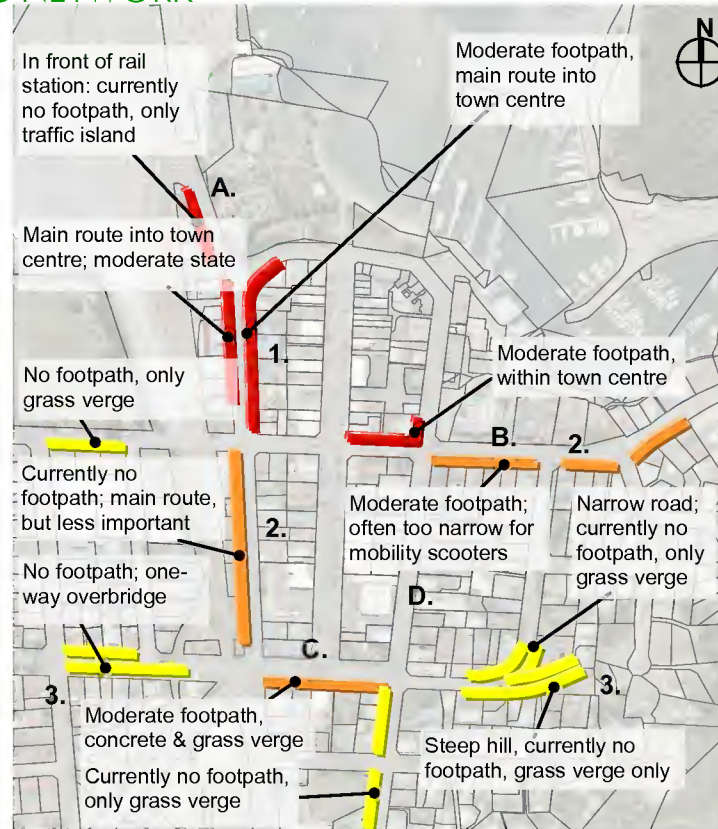
Three levels of priority are indicated, (Fig. 5-54) based on the following principles:

1. Areas without a footpath or with a footpath in a moderate state, that are located within or are important for the town centre.
2. Areas without a footpath or with a footpath in a moderate state, that are located on the periphery of the town centre.
3. Streets or areas without a footpath that are leading into the town centre.

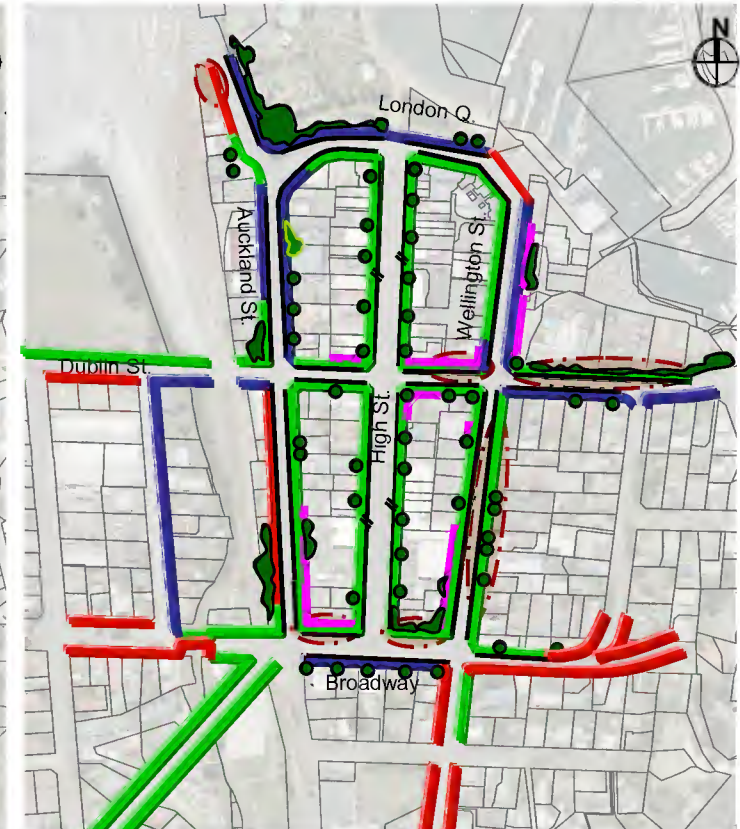
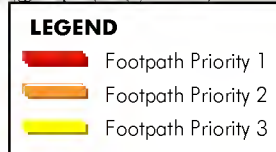
Proposed Lighting Strategy

Lighting improvements should be made in the following streets and with the following priority:

- A. Around the railway station as part of the footpath upgrade;
- B. Waikawa Road, northern side, immediately east of High Street;
- C. Northern side of Broadway, between Auckland and Wellington Streets;
- D. Eastern side of Wellington Street, south of Waikawa Road.



ABOVE FIG. 5-54: footpath upgrade strategy



ABOVE FIG. 5-55: footpath analysis



FUTURE PROOF THE TRAFFIC NETWORK

Town centre traffic strategy

A traffic strategy for Picton's town centre is designed in order to improve safety and amenity for pedestrians, users of mobility scooters, and cyclists; improve the flow of traffic; and increase the car parking capacity within the centre. Figure 4-57 illustrates this strategy.

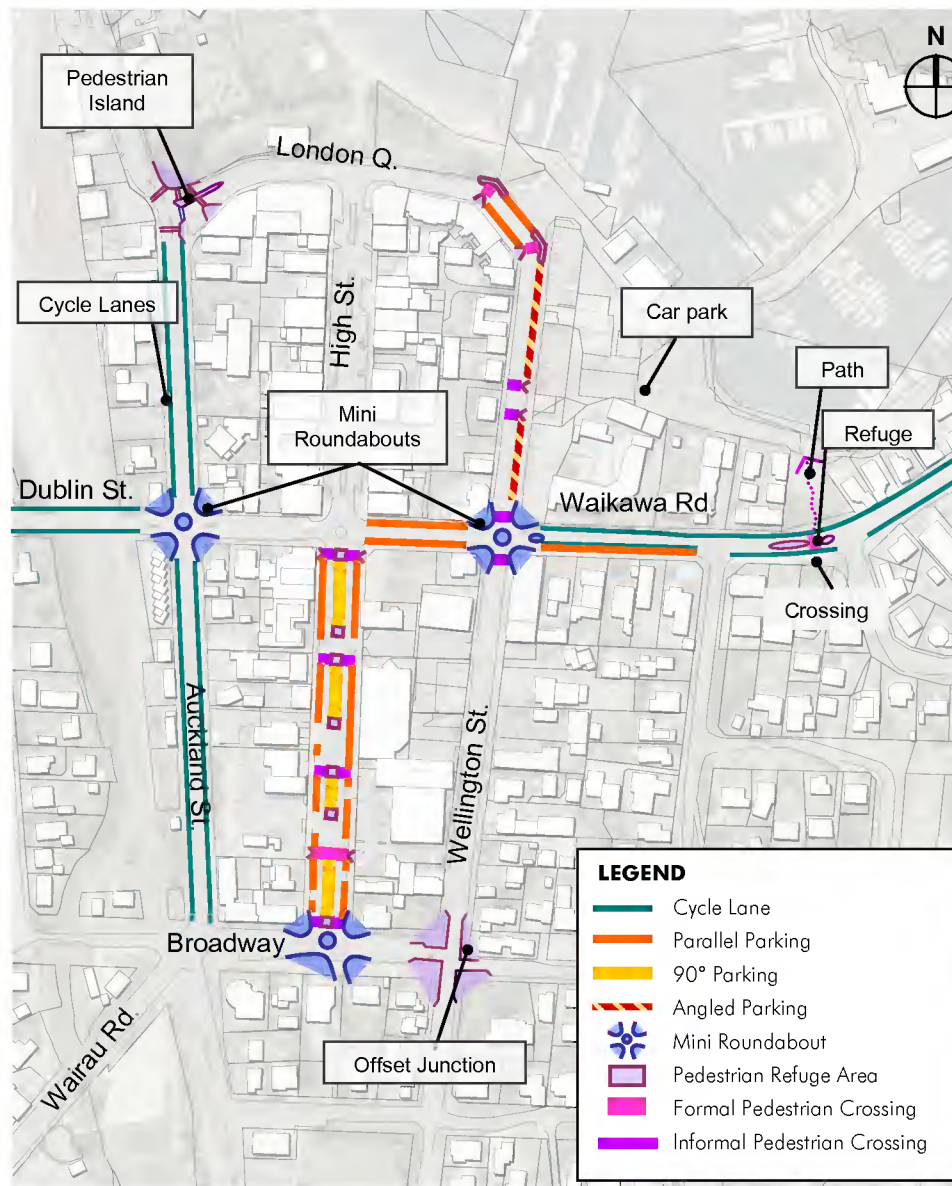
Key elements include:

- In order to improve the flow of vehicle traffic and avoid delays, three mini-roundabouts are proposed. It should be noted that roundabouts are generally not suitable for high-pedestrian areas, but the alternative, traffic light controls, would be unrealistically unaffordable. Roundabouts similar to the current one in the intersection of High Street and Waikawa Road are proposed, which appear to work well, due to the slow traffic speeds as a result of their limited size.
- Parallel or angles on-street parking is proposed for several streets, thereby reducing the need for expensive and space consuming off-street carparks. The proposed upgrade of Upper High Street (refer to Strategy 2: Increase the Vitality of the Town Centre) includes perpendicular parking in the central median. Provision of overflow parking should be considered for the rail land near Dublin Street. If feasible, this could be suitable for parking for ferry passengers.
- Several crossings and refuges for pedestrians and users of mobility scooters are indicated for areas with high pedestrian use or pedestrian desire lines. The proposed opportunity to cross Waikawa Road by foot or on a mobility scooter is recommended due to the presence of retirement villages in this area.
- It is recommended that mobility-scooter ramps on main routes, including Waikawa Road, Broadway, and Auckland Street will be assessed on their safety aspects.



ABOVE FIG. 4-56: Current situation in Auckland Street

- It is recommended that the State Highway status of Auckland Street (refer to Figure 4-56) be transferred to Kent Street, so that Auckland Street can be managed by the Council rather than NZTA, and higher amenity for pedestrians and cyclists can be delivered as part of the town centre network.
- A comprehensive cycle strategy for Auckland Street, Waikawa Road, other main routes and the town centre is provided on the following pages.



ABOVE FIG. 4-57: Town centre traffic strategy

FUTURE PROOF THE TRAFFIC NETWORK

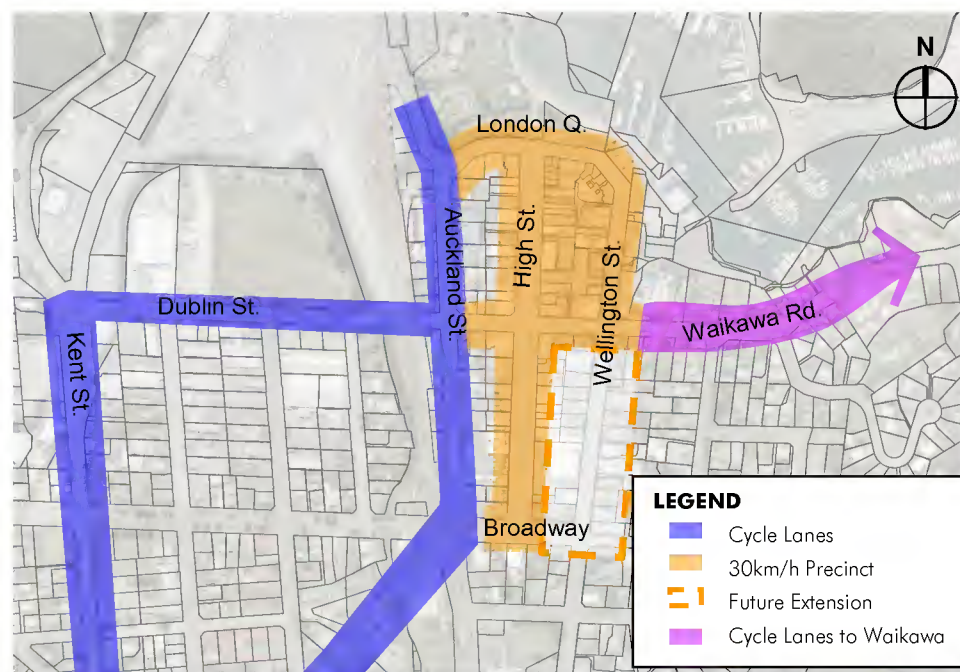
Cycle strategy

As discussed under Strategy 7, Picton and Waikawa accommodate a comprehensive off-street cycle network. It is proposed to complement this with an on-street cycle network. Specific focus is on the town centre (Fig. 4-58), which is integrated with the wider network (Figure 4-59). This strategy uses two approaches to accommodate on-street cyclists:

- Type 1. Providing dedicated on-street space for cyclists
- Type 2. Reducing the speed limit to increase safety for cyclists and provide a more pleasant cycling environment

This contains the following elements:

- It is proposed to implement a 30km/h zone in the precinct between Auckland and Wellington Streets to increase cyclist safety.
- On-street cycle-lanes along the main routes of Auckland Street, Dublin Street, Kent Street, Wairau Road, and Waikawa Road (more detail on the following pages)
- On-street cycle lanes in both Surrey Street and Sussex Street to connect the proposed cycle lanes on Waikawa Road with the off-street network of Victoria Domain.



ABOVE FIG. 4-58: Town centre cycle strategy



ABOVE FIG. 4-59: Cycle strategy integrated with the recreational cycle and walking network

FUTURE PROOF THE TRAFFIC NETWORK

Waikawa Road

Waikawa Road forms the spine that connects Picton with Waikawa. Many demands are placed on this road, including:

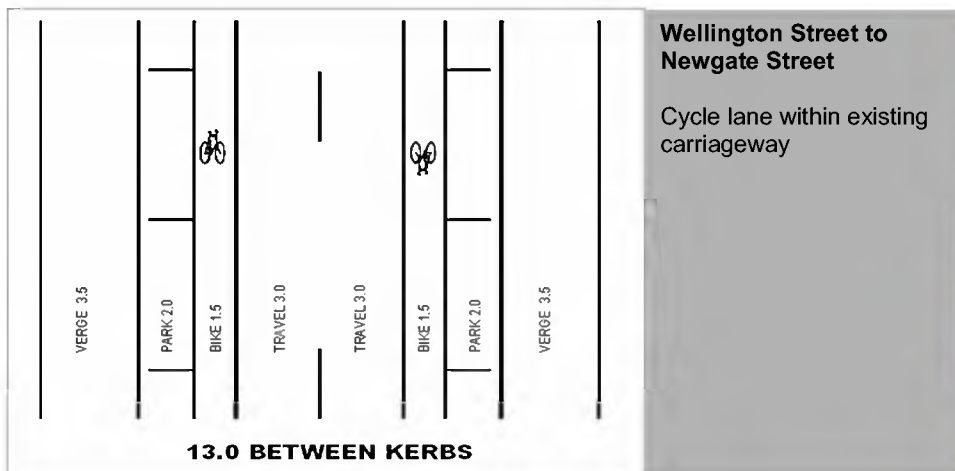
- General traffic function for Waikawa
- School traffic to and from Queen Charlotte College
- Vehicles towing boats to and from the marina
- General traffic function for settlement beyond Waikawa
- Logging trucks
- Parking for users of the marina (towards the north-eastern end)
- With the future development of Endeavour Park, more traffic will be added to this road.

As an alternative, secondary, connection to Waikawa is not a feasible option, the focus should be on improving the existing situation. Proposals include:

- On-street cycle lanes;
- Local parking ban; and
- Two pedestrian crossings.

On-street cycle lanes

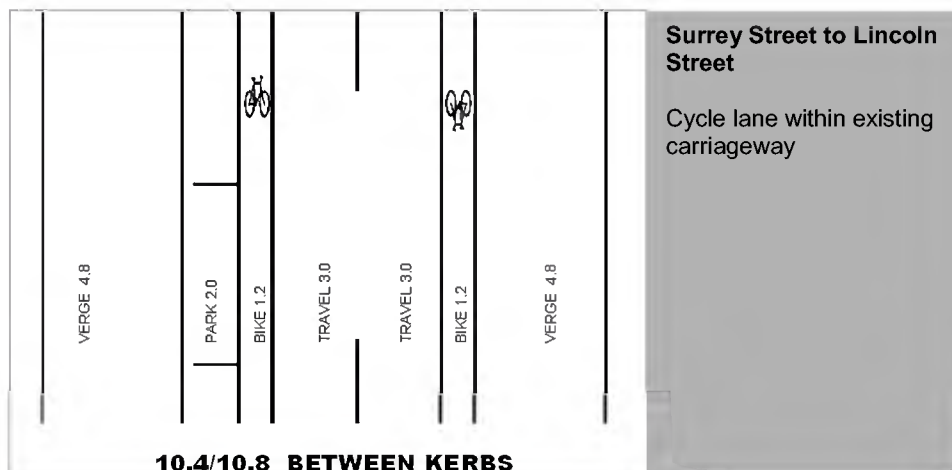
The situation along Waikawa Road varies, but cycle lanes can be fitted between the kerbs between Picton town centre and the College. The following sections can be



Wellington Street to Newgate Street

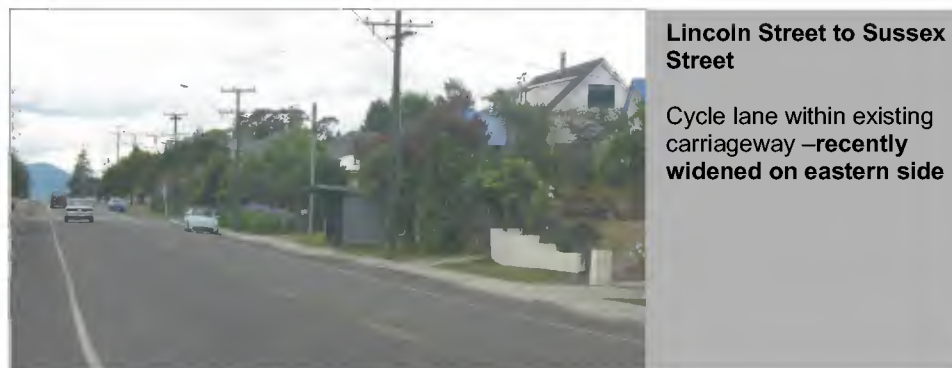
Cycle lane within existing carriageway

distinguished between:



Surrey Street to Lincoln Street

Cycle lane within existing carriageway



Lincoln Street to Sussex Street

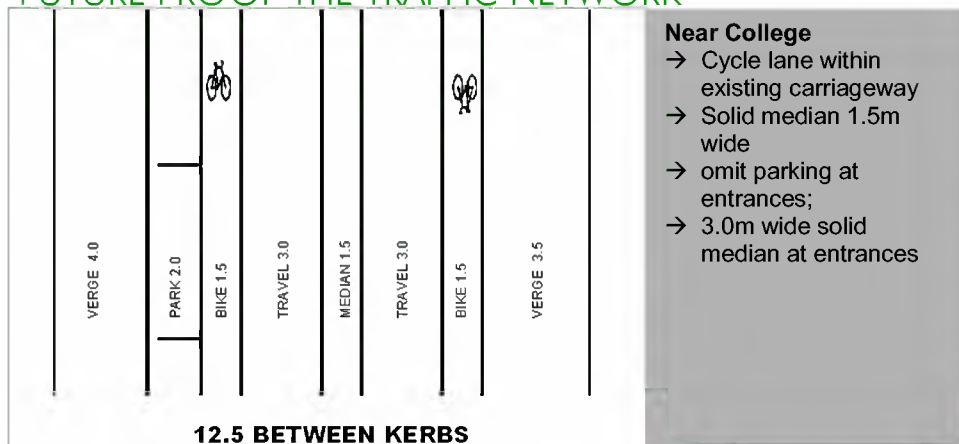
Cycle lane within existing carriageway –recently widened on eastern side



East of Leicester Street to College

Cycle lane within existing carriageway

FUTURE PROOF THE TRAFFIC NETWORK



Near College

- Cycle lane within existing carriageway
- Solid median 1.5m wide
- omit parking at entrances;
- 3.0m wide solid median at entrances

Local parking ban

North of the Queen Charlotte College Waikawa Road is narrower. For this area it is recommended to ban parking on the eastern side for two reasons:

- The topography on the eastern side does not allow for safe parking, without taking up too much road space. This impacts on the flow of traffic, particularly truck movement.
- Although there is less school traffic to require cycle lanes, leaving enough space for safe cycling is recommended.



North of College

- No works
- Ban parking on eastern side

Pedestrian crossings

With the increasing amount of traffic on Waikawa Road, it is recommended that the crossing opportunities are improved. All intersections South of Leicester Street should be assessed on their safety and convenience aspects for pedestrians and users of mobility scooters.

Two key areas to improve pedestrian crossing are:



Newgate Street

- Construct a pedestrian crossing with refuge to connect with the footpath through Fisherman's Reserve
- Focus on mobility-scooter safety as this route is used by residents of the nearby retirement village
- This proposal links in with the proposed walkway on the waterfront



Near Suffolk Street

- Construct a pedestrian refuge at the existing pedestrian crossing

FUTURE PROOF THE TRAFFIC NETWORK

Cycling environment

The streetscape experience along the proposed on-street cycle routes of Dublin Street, Wairau Road, Auckland, and Kent Streets is assessed by way of the following photos.



Dublin Street/ Waikawa Road to east of Wellington Street

Introduce 30km/h zone to improve:

- cycle safety
- pedestrian amenity
- crossing opportunities



Auckland Street (SH1)

- Move State Highway status to Kent Street, to be able to manage as a street with town centre amenity
- Construct cycle lane within the existing carriageway
- Combine with proposed footpath upgrades



Wairau Road (SH1)

Construct cycle lane within the existing carriageway



Kent Street (SH1)

Construct cycle lane within the existing carriageway