

A vision for public realm

– Integration of Place and Movement

What is good place

Complexity in cities – tensions in contradictory ideas

Movement and Place Frameworks

A way forward



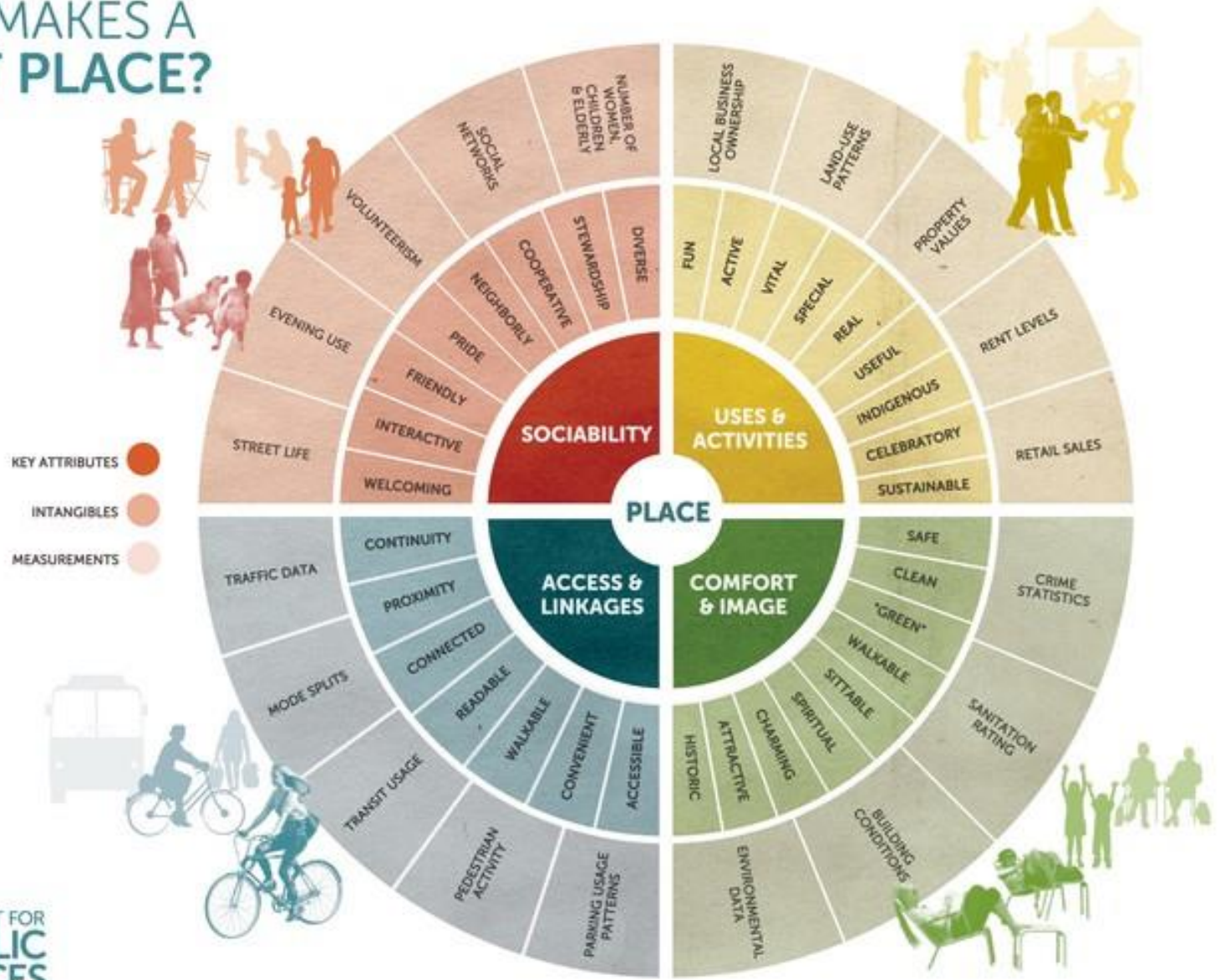
Source: Aotearoa Urban Street Planning and Design Guide

Place vs Movement ??



NBC – fantasy comedy starring Ted Danson and Kristen Bell from 2016

WHAT MAKES A GREAT PLACE?



12 Urban Quality Criteria

Protection

Protection against traffic & accidents — feeling safe

- Protection for pedestrians and cyclists
- Eliminating fear of traffic
- Safe crossings

Protection against crime & violence — feeling secure

- Lively public realm
- Allow for passive surveillance
- Diversity of functions 24/7/365
- Well lit / lighting in human scale

Protection against unpleasant sensory experiences

- Wind/draft
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare

Comfort

Opportunities to walk/cycle

- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone

Opportunities to stop & stay

- Attractive & functional edges
- Defined spots for staying
- Objects to lean against or stand next to
- Facades with good details that invite staying

Opportunities to sit

- Defined zones for sitting
- Pleasant views, people watching
- Good mix of public and café seating
- Resting/waiting opportunities

Opportunities to see

- Reasonable viewing distances
- Unhindered views
- Interesting views
- easy orientation
- Lighting (when dark)

Opportunities to talk & listen

- Low noise levels
- Public seating arrangements conducive to communicating, 'talkscapes'

Opportunities for play & exercise

- Allow for physical activity, exercise, play & street entertainment
- Temporary activities (markets, festivals, exhibitions etc)
- By day and night
- In summer and winter

Enjoyment

Dimensioned at human scale

- Dimensions of buildings & spaces in observance of the important human dimension in relation to senses, movements, size and behaviour

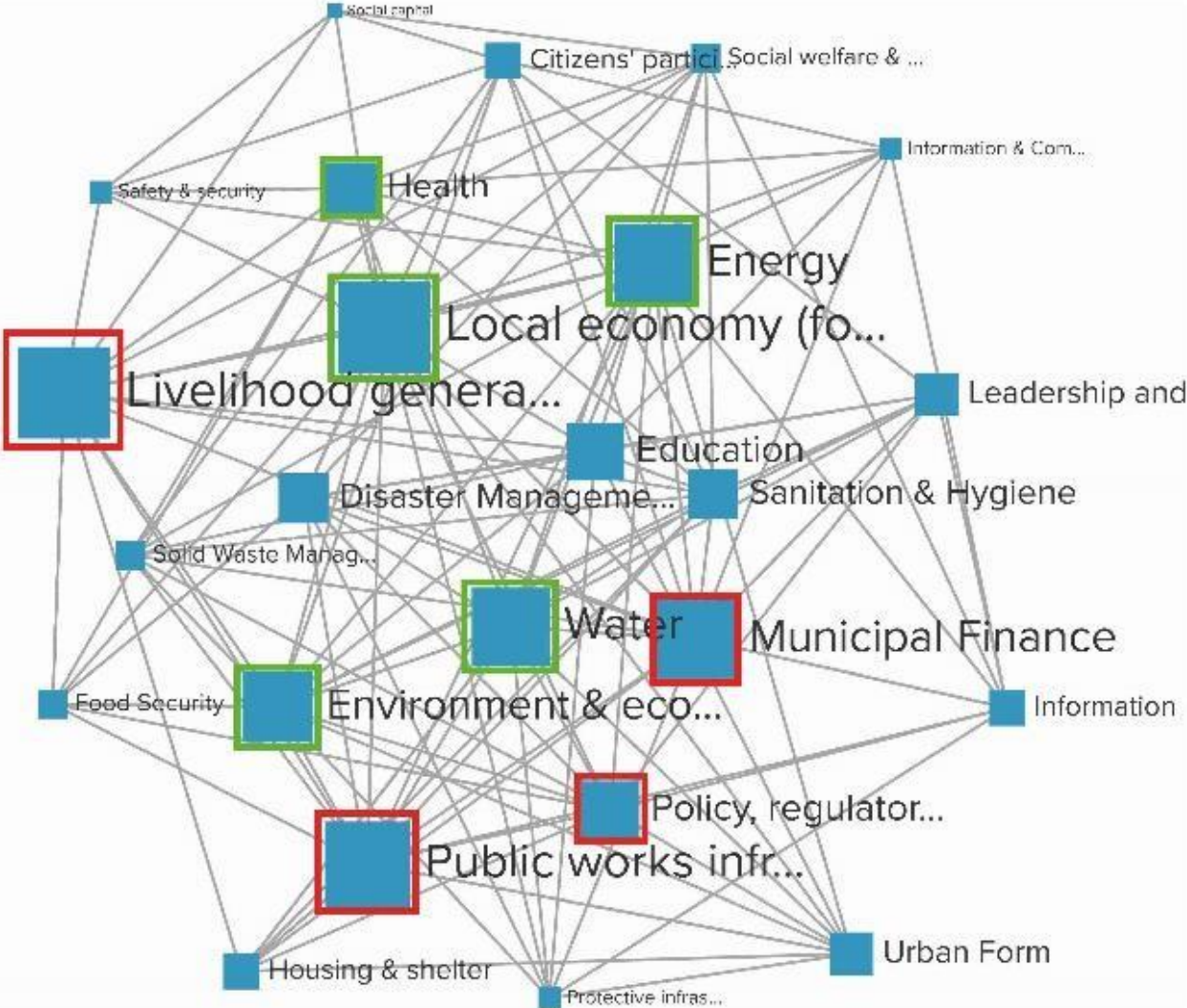
Opportunities to enjoy the positive aspects of climate

- Sun/shade
- Heat/coolness
- Shelter from wind/breeze

Aesthetic qualities + positive sensory experience

- Good design and detailing
- Good materials
- Fine views/vistas
- Rich sensory experiences: trees, plants, water

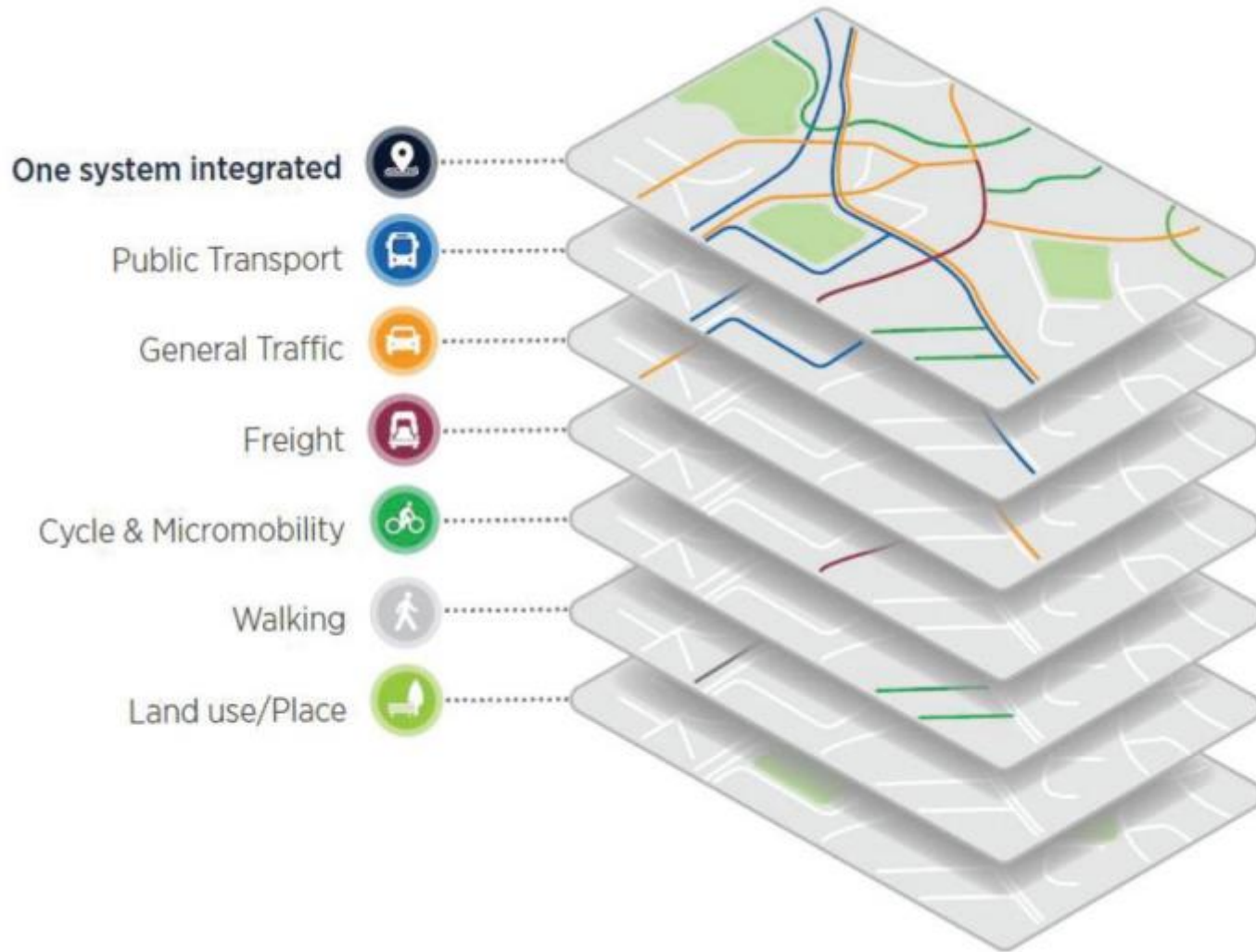
City as a complex system



Systems with high indegree centrality (drivers)

Systems with high outdegree centrality (followers)

Overall Urban System's interdependencies

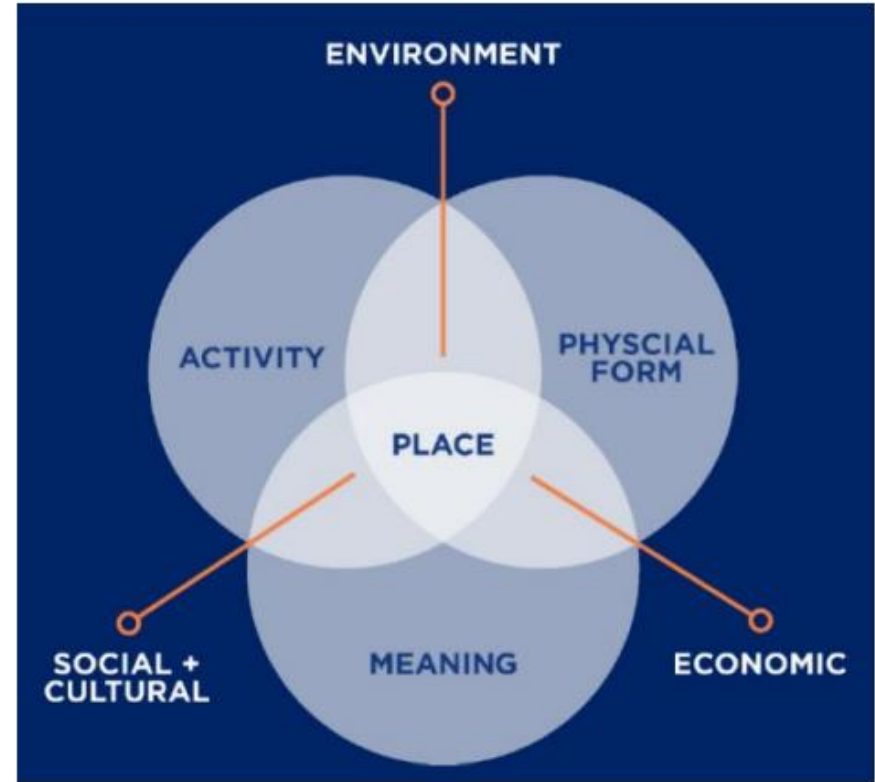
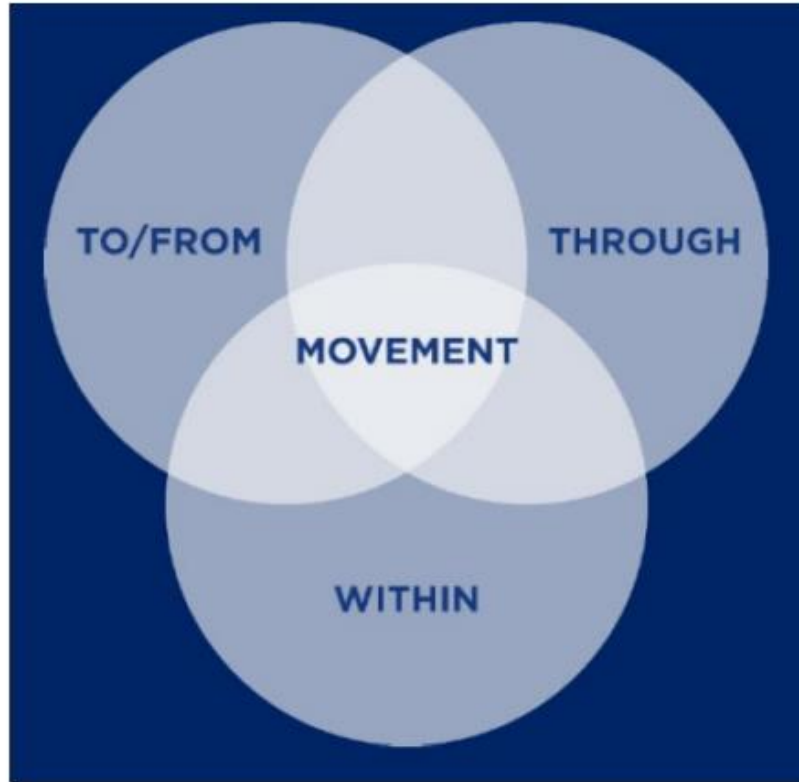


Integration

Tensions between contradictory ideas:

- Public vs private
- Order vs incident
- Future vs past
- Quality vs quantity
- Growth vs stability
- Movement vs place





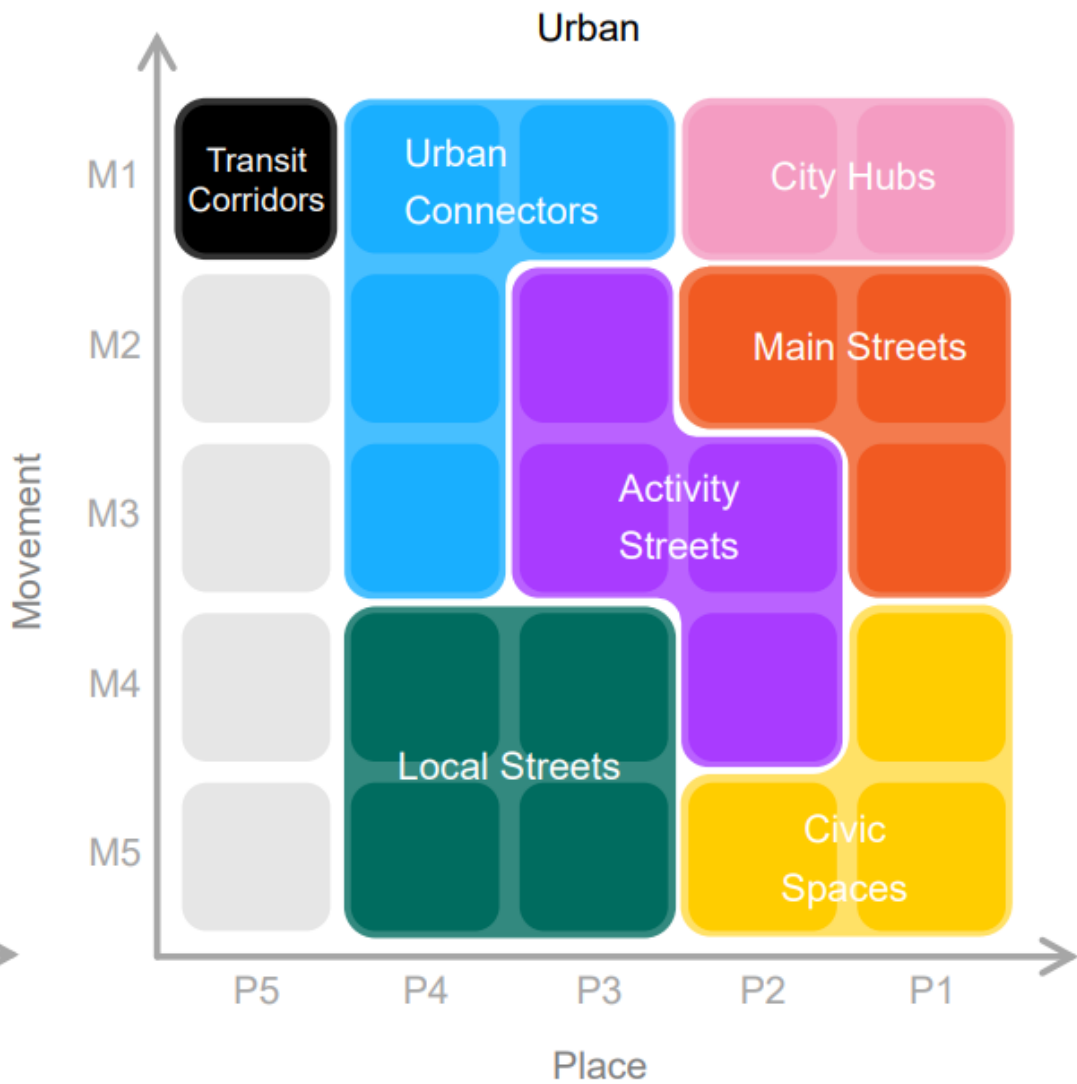
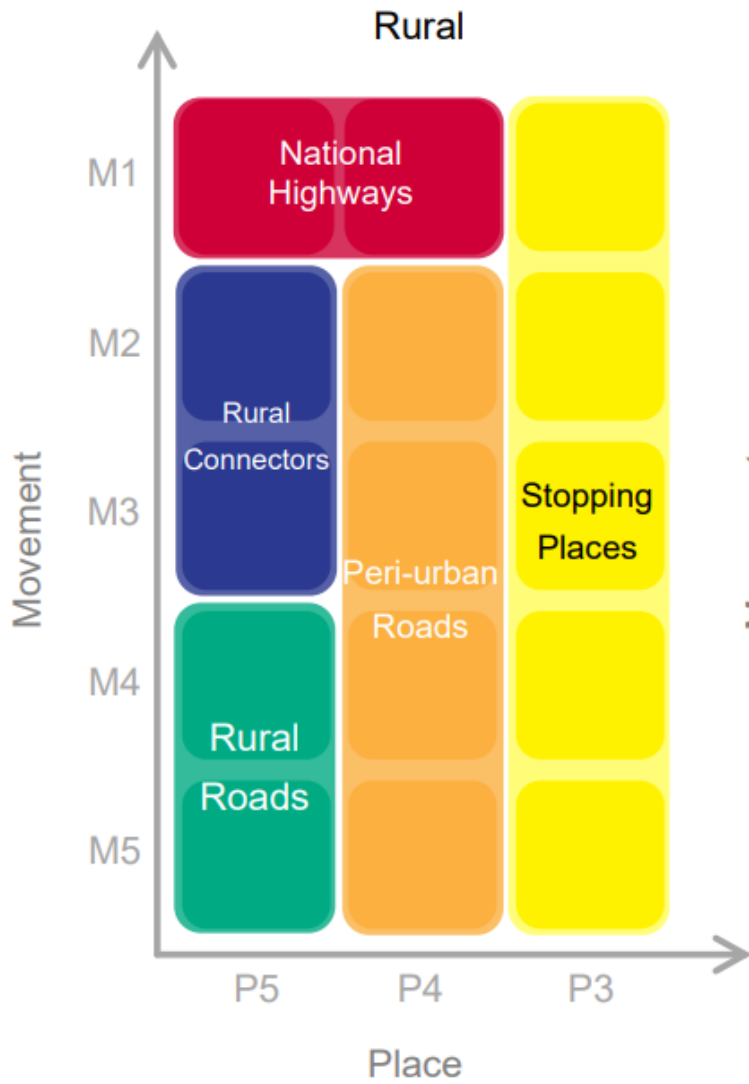
Source: Austroads | Transport for New South Wales



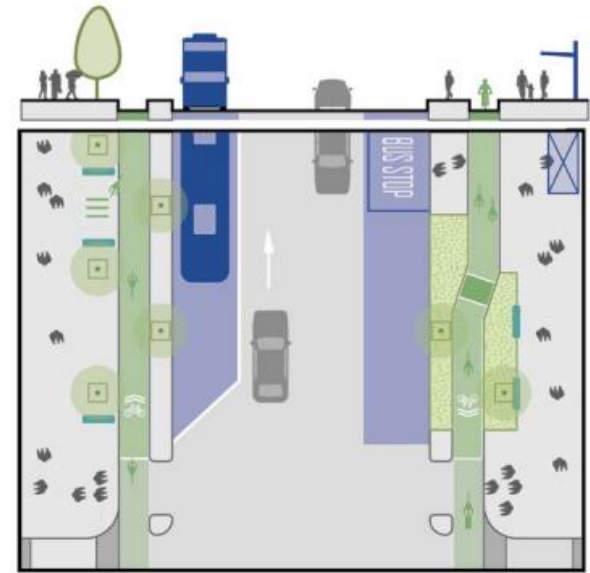
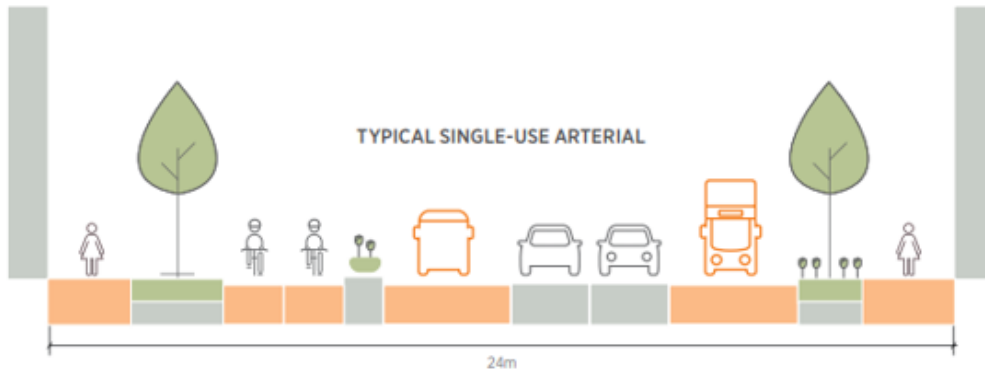
100 people:
bus/pedestrians – 48sqm

bikes – 111sqm

cars – 418sqm



Thorndon Quay, Wellington



Bus and bike connector

Priorities:



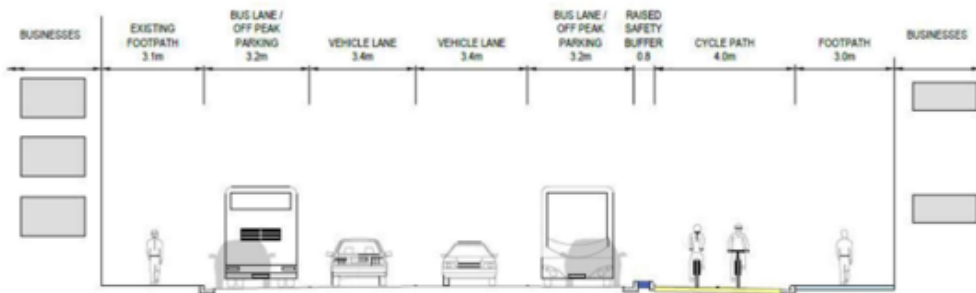
Safe and appropriate speed limit:



Key features:

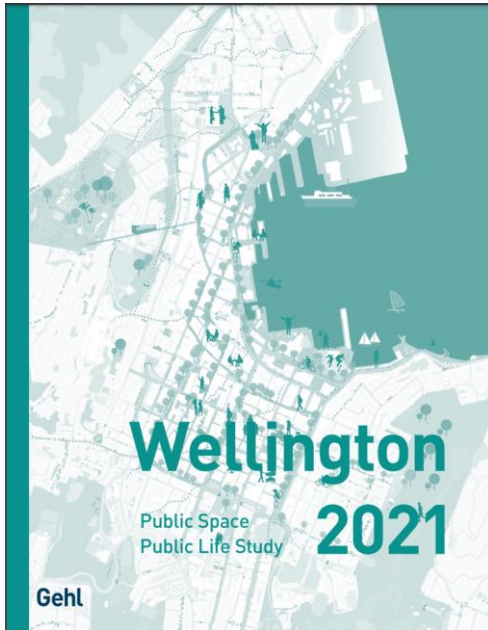
- Prioritises the movement of space efficient modes, through dedicated bus lanes and protected cycle facilities
- Encourage vibrant on-street activity and amenity for workers, residents and visitors through flexible street furniture, landscape buffers and WSUD
- Removal of on-street parking and slip lanes, simplify intersections.

AT Urban Street & Road Design Guide -24m corridor



LGWM – Thorndon Quay – 24 m corridor

A People-First Approach



Gehl Architects promote for the betterment of public life: *“Our work is based on the human dimension. The built environment’s effect on social interaction between people. People experience the city using all of their senses”.*



Walking

We walk at an average of 5km per hour and we experience many details at this speed. A 5-minute walk can feel longer or shorter depending on the level of variation when walking along facades and public spaces.



Hearing

A positive and low sound-scape is important for human well-being and communication.



Smelling

A desirably scented environment is stimulating and can positively affect our emotional state.

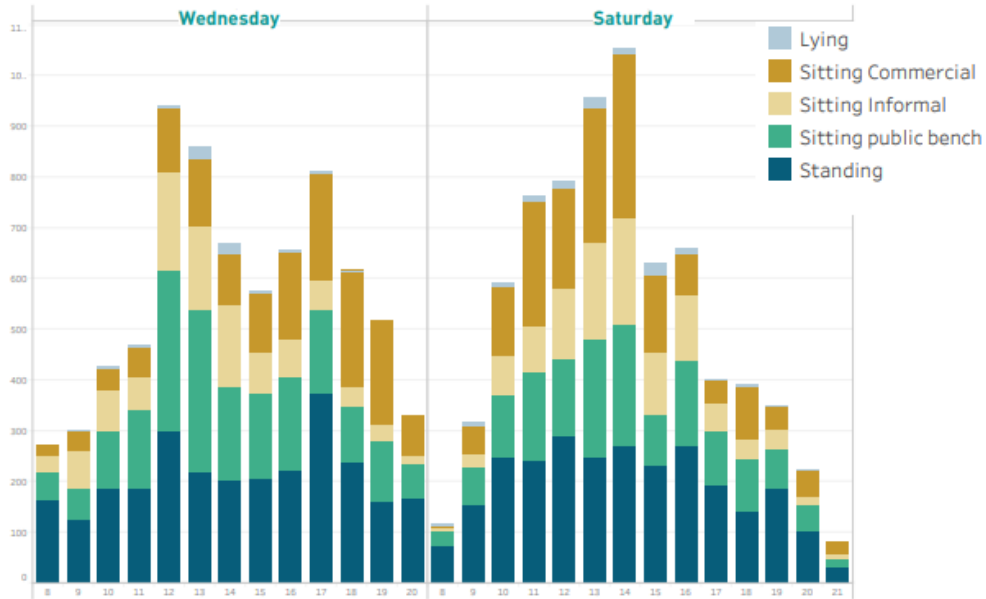


Our senses are mainly horizontal and our sight range is limited when we look upwards.

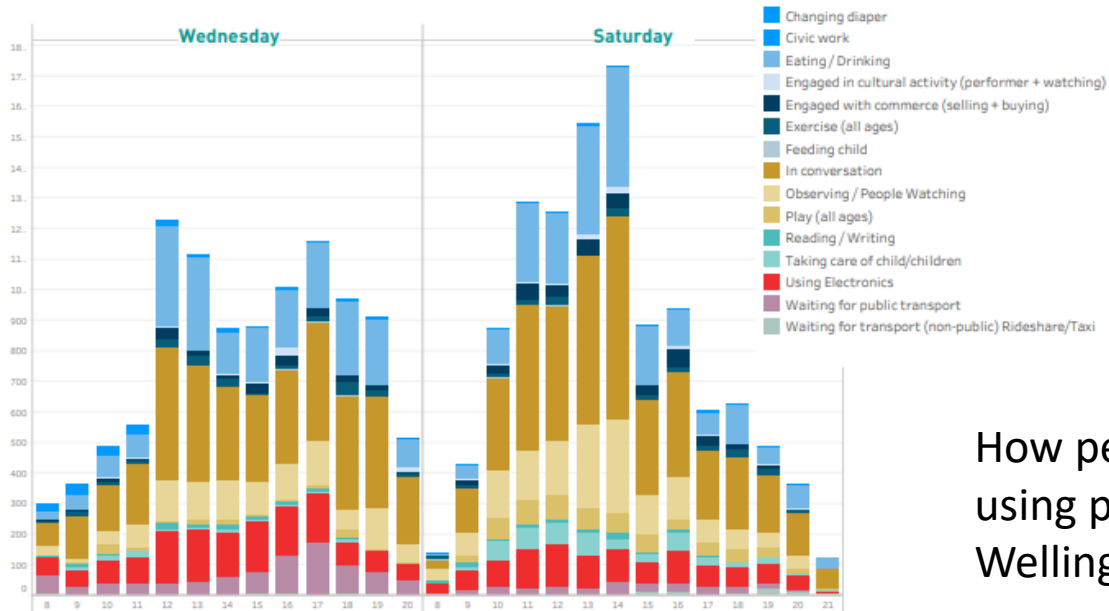


Distances play an important role when we experience cities and social contact increases when we get closer.

Posture

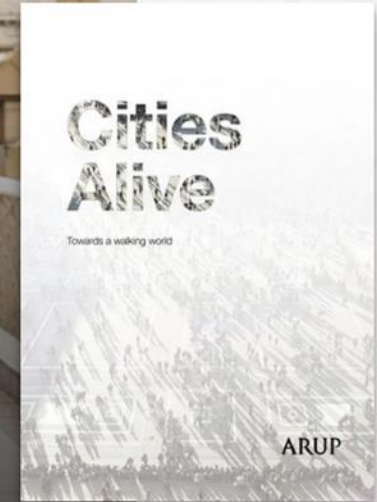


Activity



How people are using places- Wellington Waterfront

Cities Alive: Towards a walking world



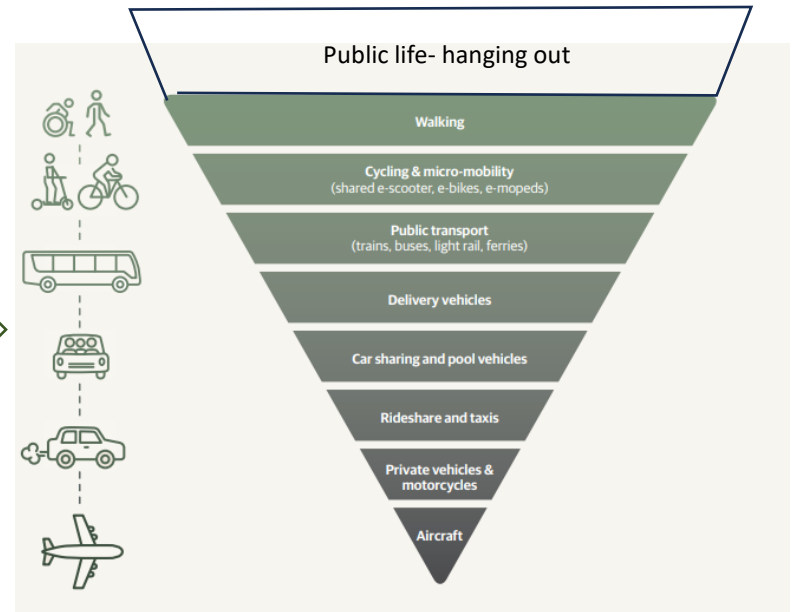
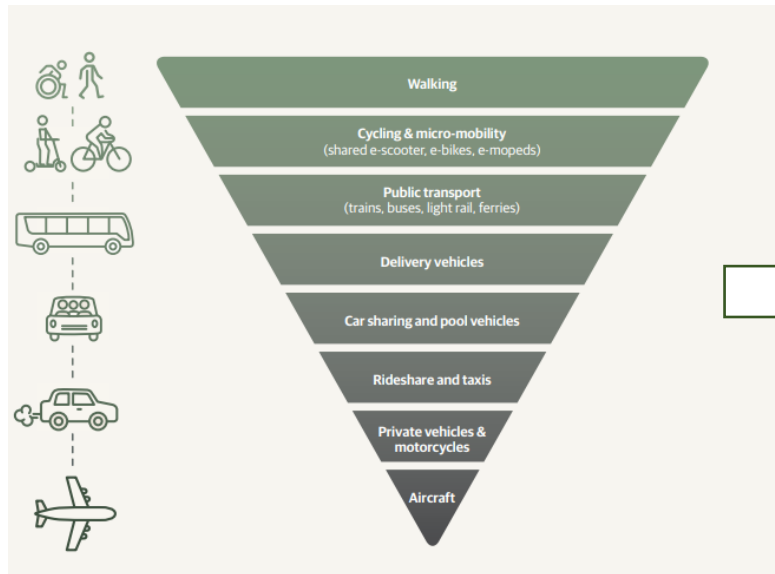
Findings for walking that it improves, among other things, **traffic safety, community identity, tourism, stormwater management, transit effectiveness, urban competitiveness and connection to cultural heritage**; it **reduces obesity, other chronic diseases, health-care costs, crime, traffic congestion, maintenance costs, fossil fuel dependence, air pollution, ambient noise and microclimates**; and it **increases life spans, neighborhood vitality, worker creativity, social interaction, intergenerational connectedness, community inclusivity, employment rates, economic productivity, local investment, property values, efficiency of land use, public engagement, civic responsibility, urban resiliency, beauty, and happiness.**



Urban centre Urban Suburban Enterise Peri-urban Rural



Source: Austroads | New South Wales



Integration of movement and importance of place



Sweden's Street Moves project – integrating scooter/cycle parking with seating

The ultimate goal is hugely ambitious: a rethink and makeover of every street in the country over this decade, so that “every street in Sweden is healthy, sustainable and vibrant by 2030,” according to Street Moves’ own materials.



transitional



permanent



Absolutely Positively
Wellington City Council
Māori: Heke Ki Pōneke

Bike network plan
Adopted 10 March 2022

An essential step
towards Te Atakura
and great places
for everyone.

Paneke Pōneke



Te Āti Awa Taranaki Whānui has been working in partnership with Wellington City Council to bring a te ao Māori perspective to the development of the city's bike network







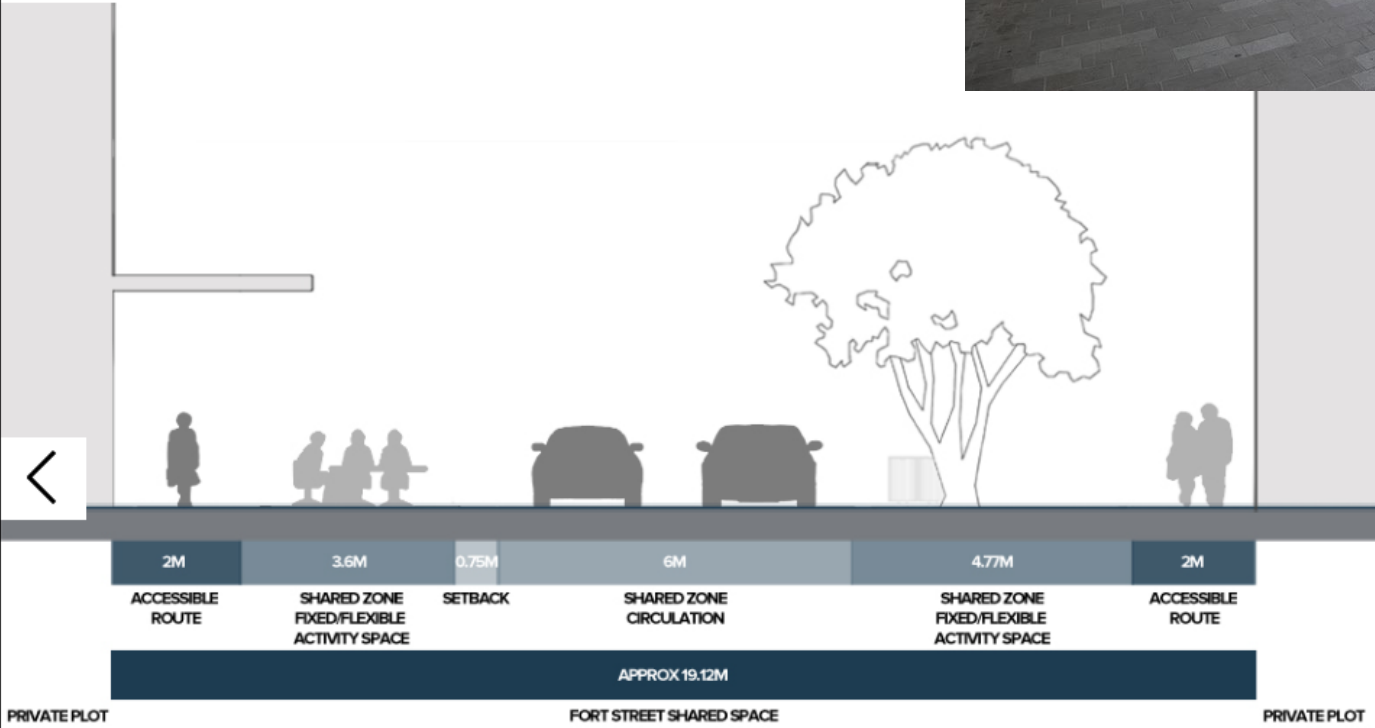
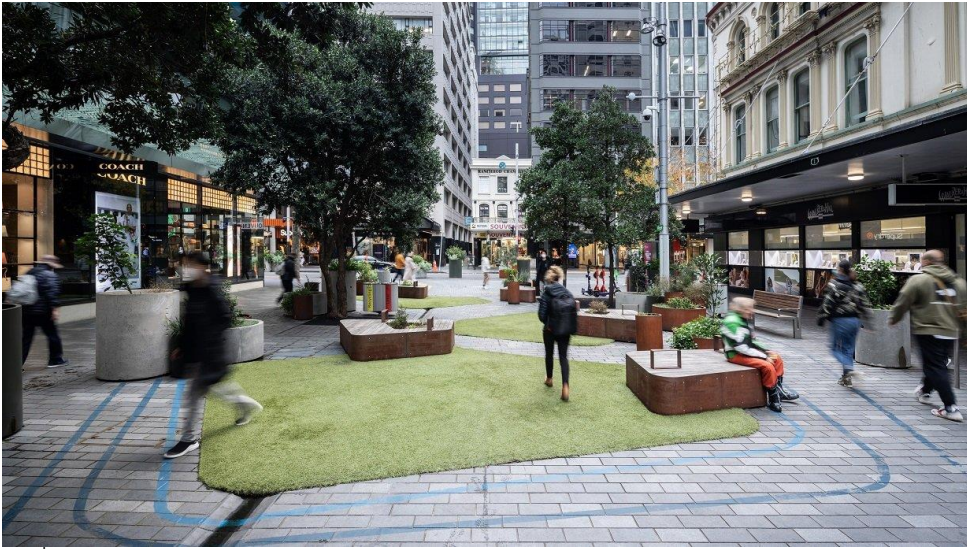
Tahitai – Isthmus Group



Enhancing place – more than one outcome:

- cycleway
- enhanced pedestrian
- enhanced city experience
- a more robust land to sea connection

Comes at a price!



Shared space
– Fort St Auckland



Wellington Waterfront
shared space solutions
- a 25 year experiment



JASMAX
Fale Malae Trust

Wellington Waterfront - Frank Kitts Park/Fale - The future?

Vision summary

An attractive public space network

This chapter combines and summarizes the previous three key moves into a holistic public space network plan. The plan shows the vision of how Wellington can become better connected and grow a network of unique and varied public spaces that reflect the local identities, and all together deliver varied experiences for all users and ages, during all times of day and year.

An attractive public realm is a pre-requisite for a future population growth where more people of more diverse backgrounds share the same spaces.

An attractive public realm is likewise a pre-requisite for a well-functioning public transport system.

Actions:

- 1 The blue, the green, and the Golden Mile
- 2 A public space network
- 3 Develop street types
- 4 Fine grain and laneways

“The planned transformation of the Golden Mile will create a vibrant and welcoming place to live, work and play as well as make it safer to walk, bike and scoot. Fewer vehicles will mean wider footpaths, better public transport and make it a safer and more pleasant place to walk, shop and dine.”

Source: LGWM webpage for the Golden Mile transformation project

