

“TOD not TAD”

Creating Great Places for People in New Lynn



3 August 2010

Robert Lipka – Team Leader Urban Planning & Design – Waitakere City Council



Dollars & Sense of Walking
Creating Liveable Communities
Conference 2-3 August 2010



Living Streets Aotearoa

www.livingstreets.org.nz



Waitakere City Council
Te Tūāro o Waitākere

Urban Planning and Design Team

Maud
Tim

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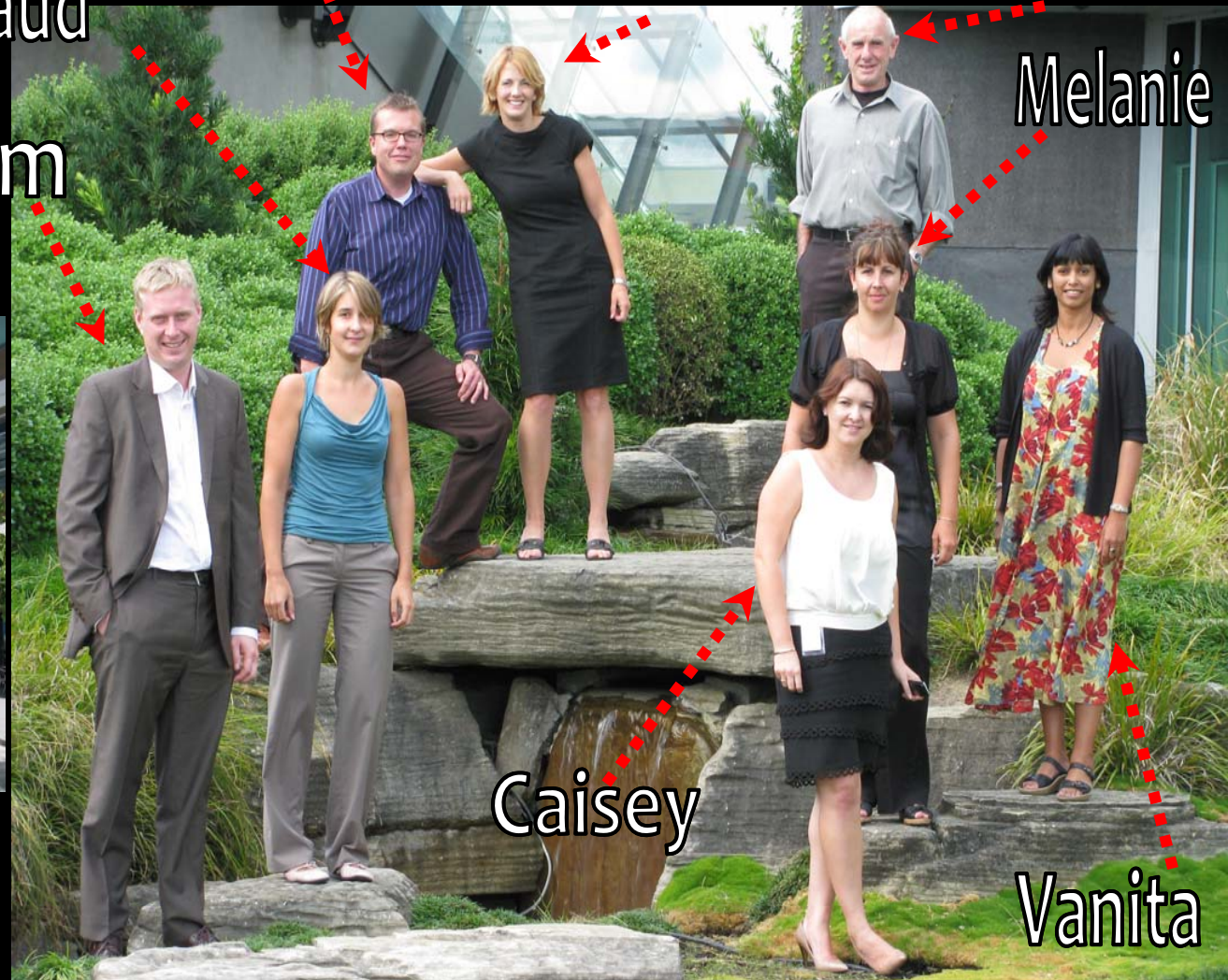
Rochelle

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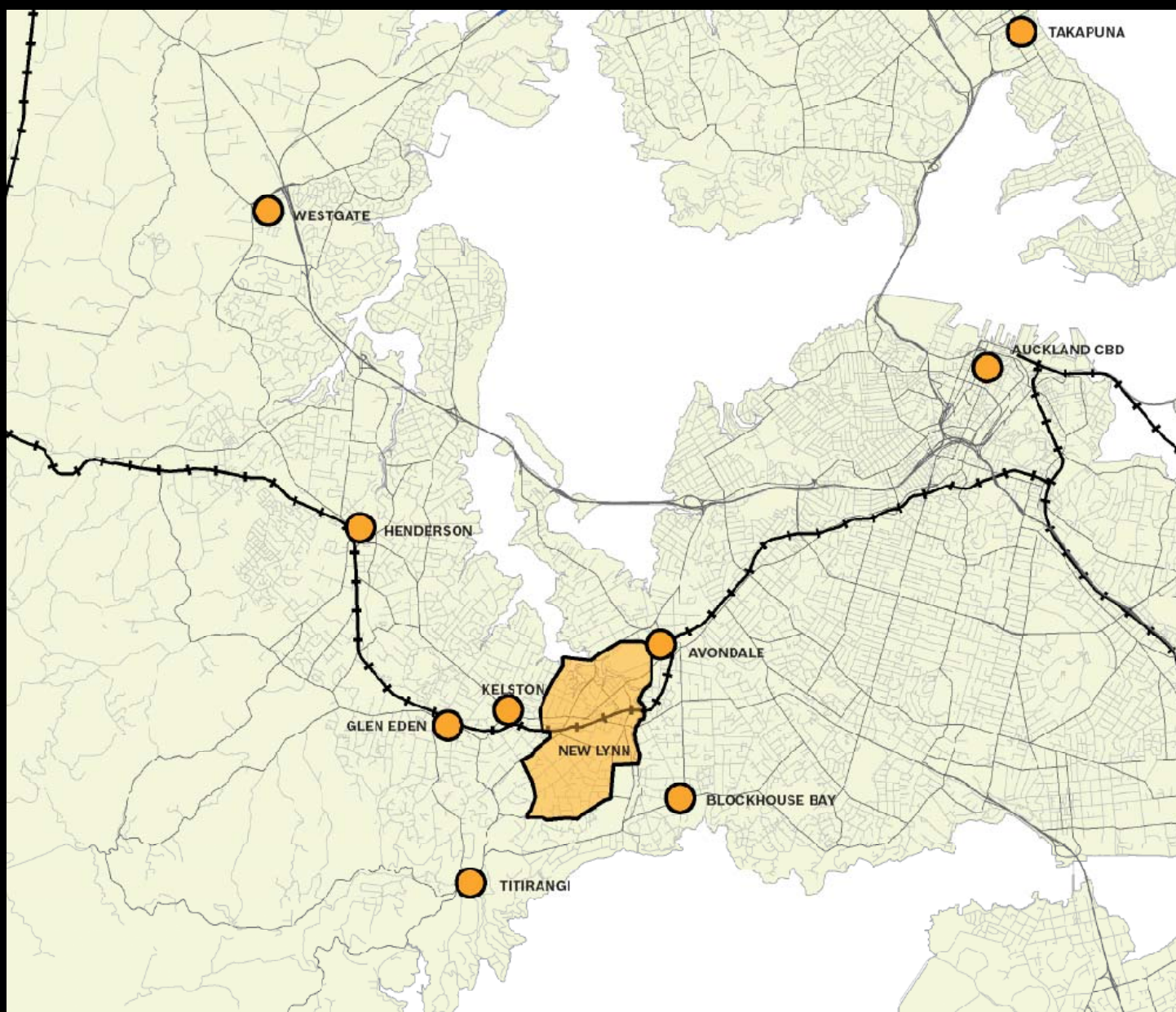
Caisey

Vanita





New Lynn's strategic setting



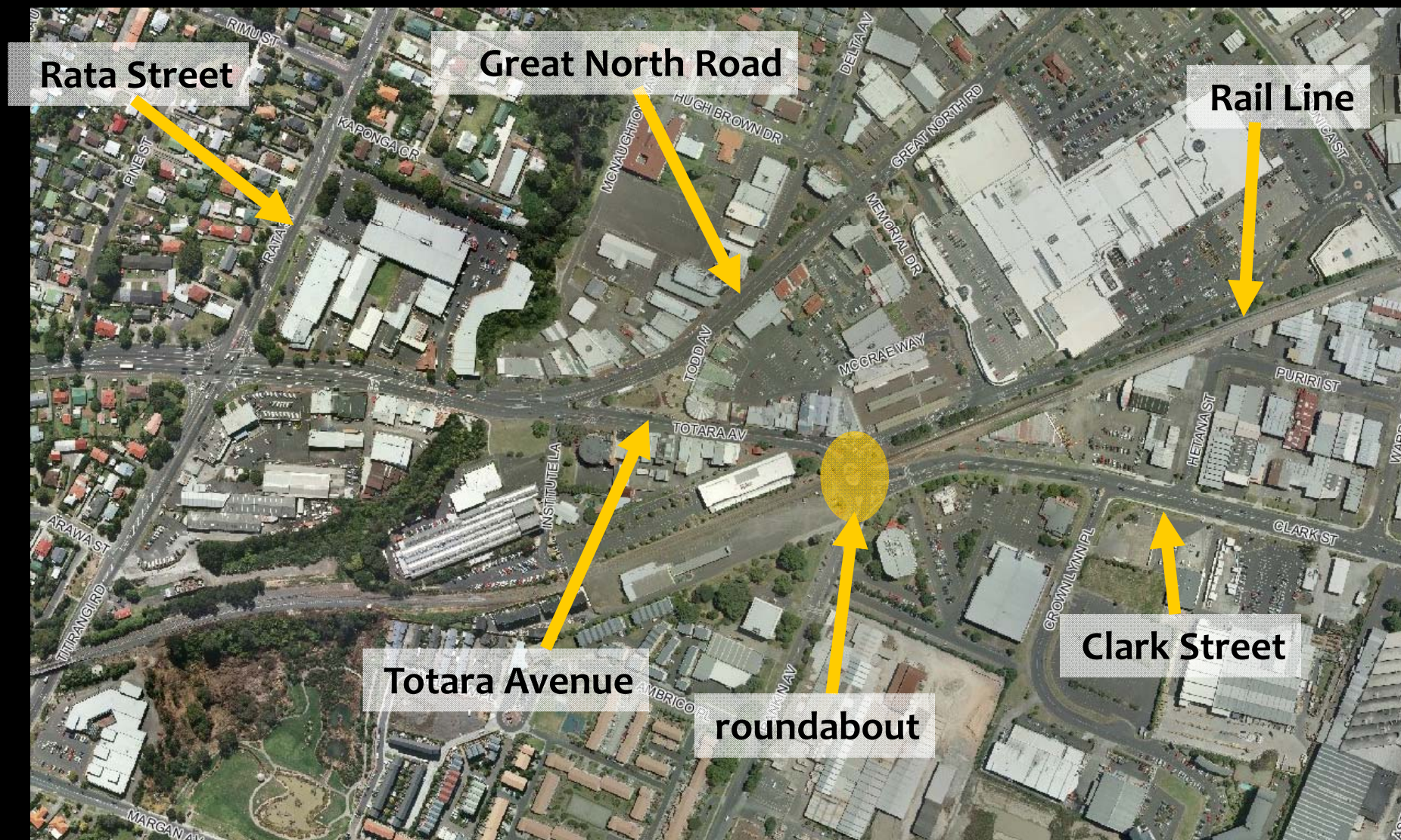


New Lynn Urban Plan study area





Aerial of New Lynn





Dominance of the car in New Lynn





Low density residential





Natural heritage in New Lynn





Retail in New Lynn





Retail in New Lynn





Industrial in New Lynn



Trenching of the rail line & connections



New Lynn Station circa 2006





New Lynn Station circa 2008





New Lynn Station opened 1 Aug 2010!





Transit oriented development versus Transit adjacent development



Characteristics of TOD Versus TAD

Transit Adjacent Development New Lynn today	Transit Oriented Development New Lynn in the future
<ul style="list-style-type: none"> • Suburban street pattern 	<ul style="list-style-type: none"> • Grid street pattern
<ul style="list-style-type: none"> • Lower densities 	<ul style="list-style-type: none"> • Higher densities
<ul style="list-style-type: none"> • Dominance of surface parking 	<ul style="list-style-type: none"> • Limited surface parking and efficient parking management
<ul style="list-style-type: none"> • Limited pedestrian and cycling access 	<ul style="list-style-type: none"> • Pedestrian- and bicycle-oriented design
<ul style="list-style-type: none"> • Mainly single-family homes 	<ul style="list-style-type: none"> • Mixed housing types, including multi-family
<ul style="list-style-type: none"> • Segregated land uses 	<ul style="list-style-type: none"> • Horizontal (side-by-side) and vertical (within the same building) mixed use
<ul style="list-style-type: none"> • Gas stations, car dealerships, drive-through stores and other automobile-focused land uses. 	<ul style="list-style-type: none"> • Office and retail, particularly on main streets.



TRANSIT ORIENTED VERSUS ADJACENT (RENNE, 2009)

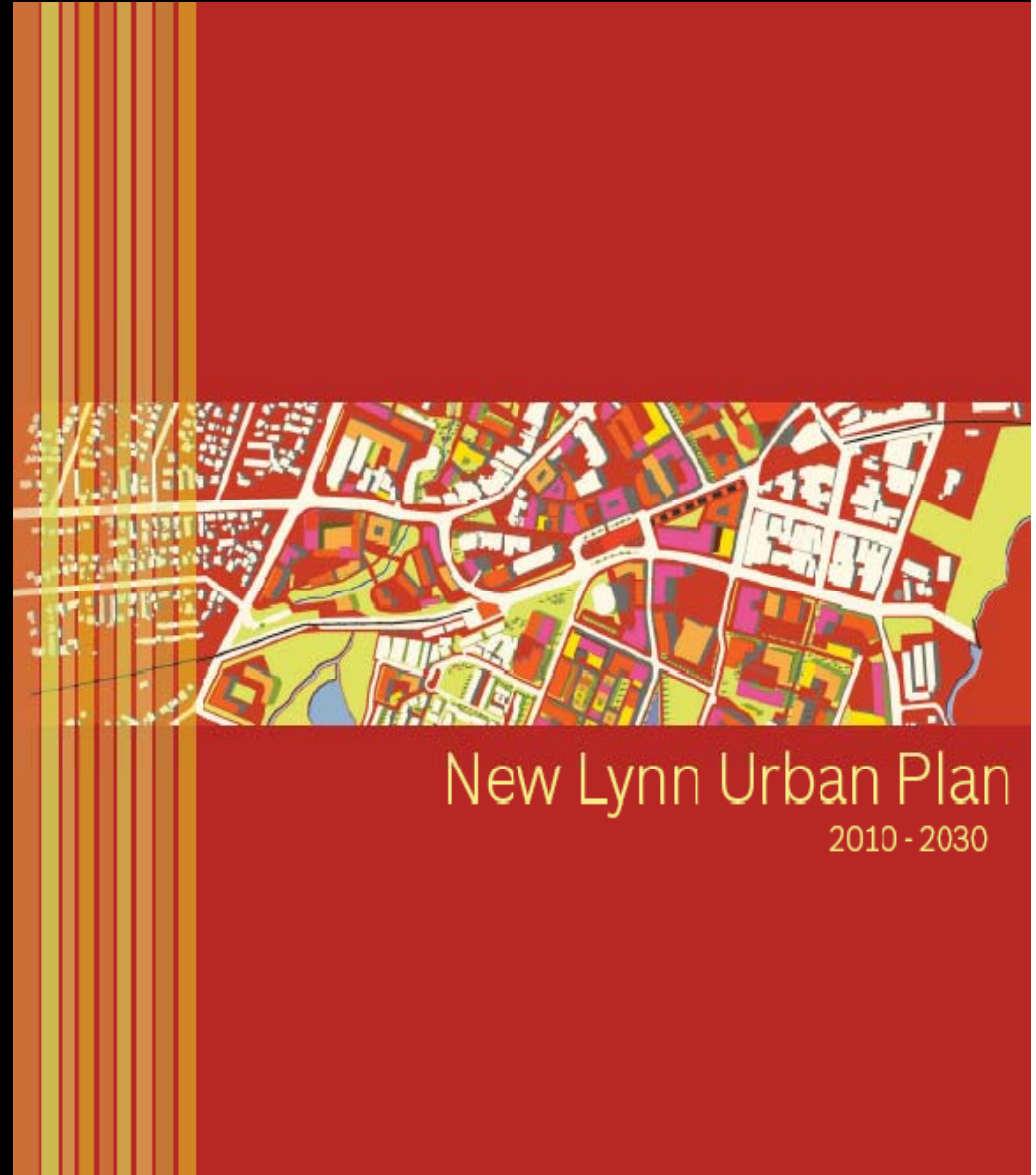
New Lynn Urban Plan

A comprehensive visionary document

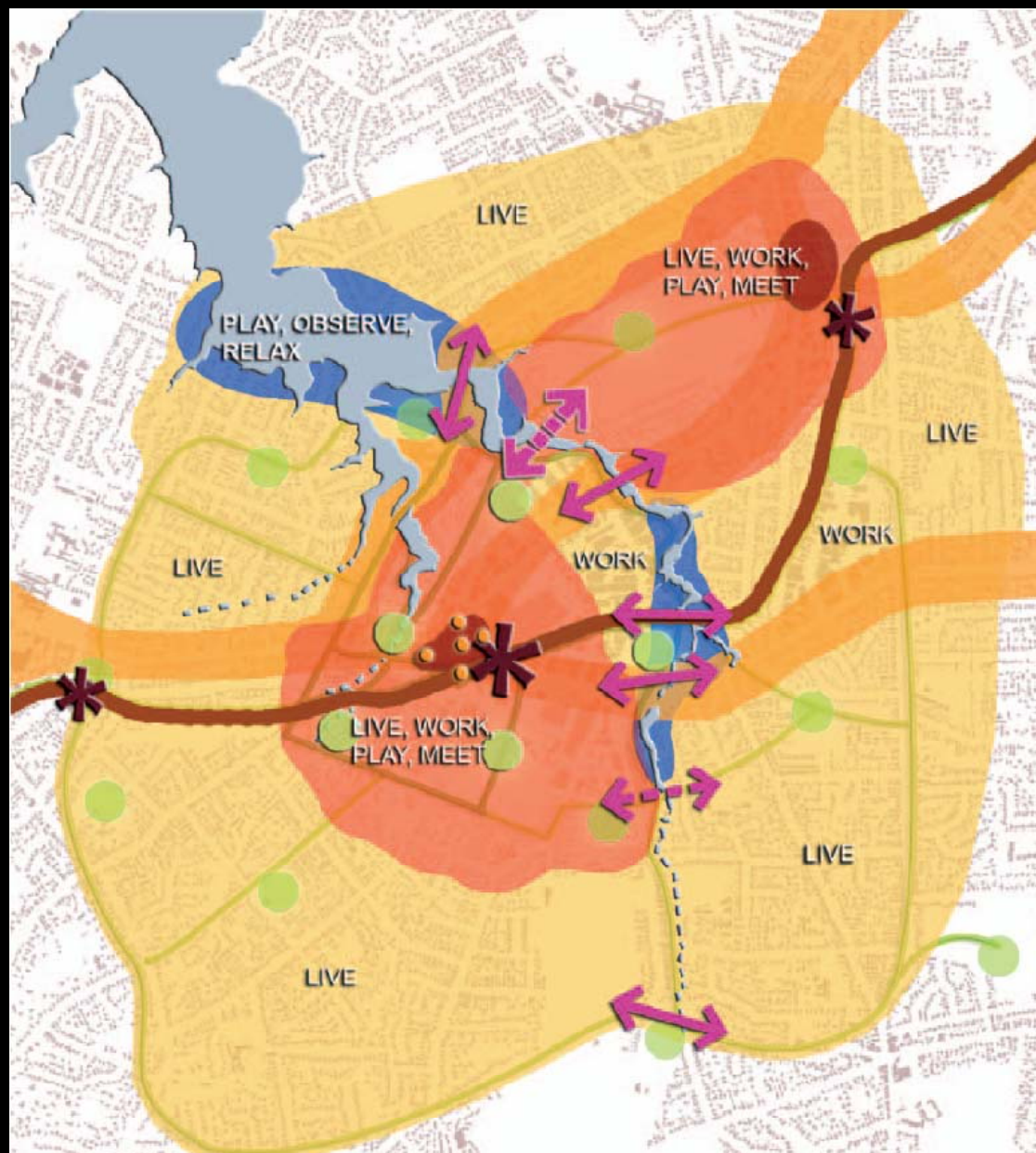
To create a unique sustainable urban place centred on a world class transit interchange with a population of **20,000 residents and 14,000 workers**.

It is a **vibrant and cosmopolitan place** reflective of the rich diversity of the community.

It is a **place of exceptional quality** and the location of choice for **people to work, live and play**.



New Lynn Urban Plan vision strategy



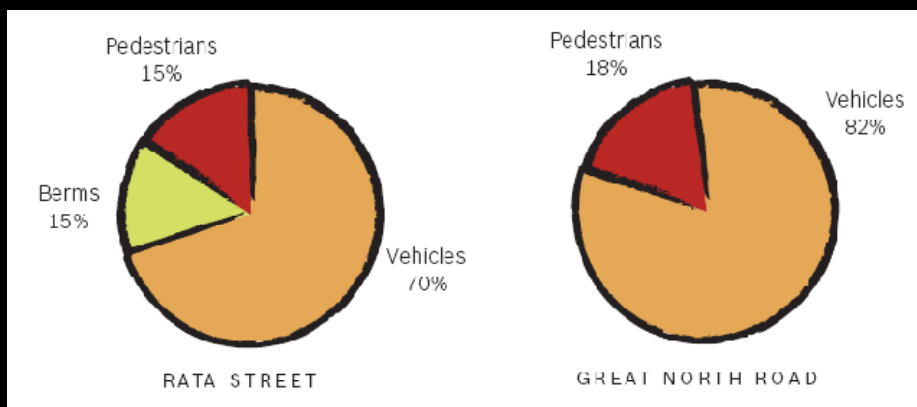
Five strategic objectives in the Urban Plan

- Open Space
- **Movement and Connectivity**
- Economic
- Development
- Social Infrastructure

How Pedestrians are treated today!

The pedestrian experience is extremely poor:

- substandard footpaths
- few safe crossing points
- full of large blocks with only a few pedestrian accessways.

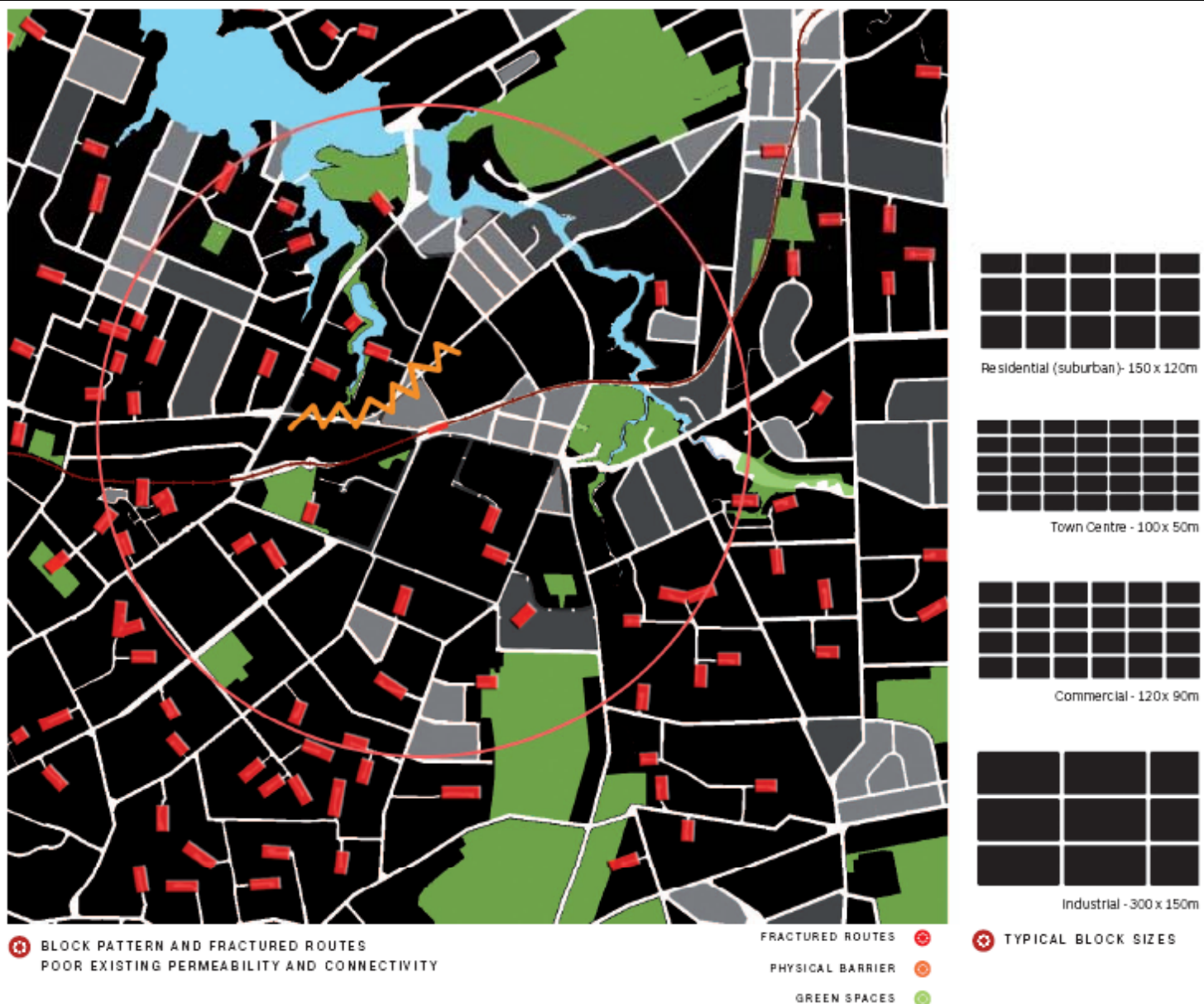


“Without tackling traffic and movement there seems to be no plausible hope of activating the public realm.”

Beyond Green, Sustainability and Transformation in New Lynn, 2009



Block sizes in New Lynn



Strategic Objective Movement and Connectivity

To ensure that New Lynn is an easier and more enjoyable place for all to travel around and through, particularly as a pedestrian and cyclist.

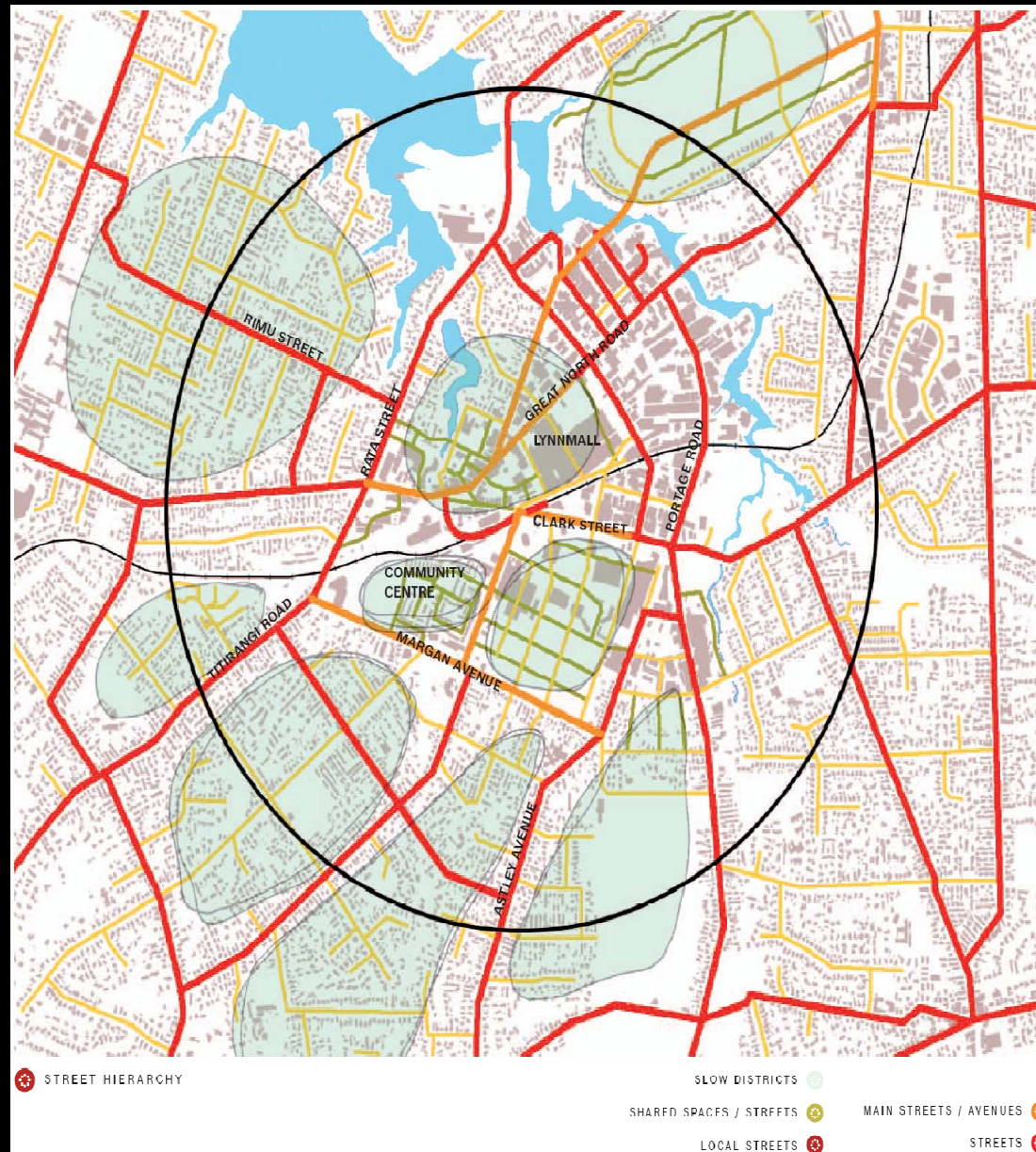


“...what marks a country as civilized is not a good system of highways. Instead, what marks a country as civilized is a good system of sidewalks.”

Enrique Penalosa - former mayor of Bogota, Columbia.

Movement and Connectivity

Key Move #1 - Street Hierarchy



Movement and Connectivity

Key Move #1 - Street Hierarchy



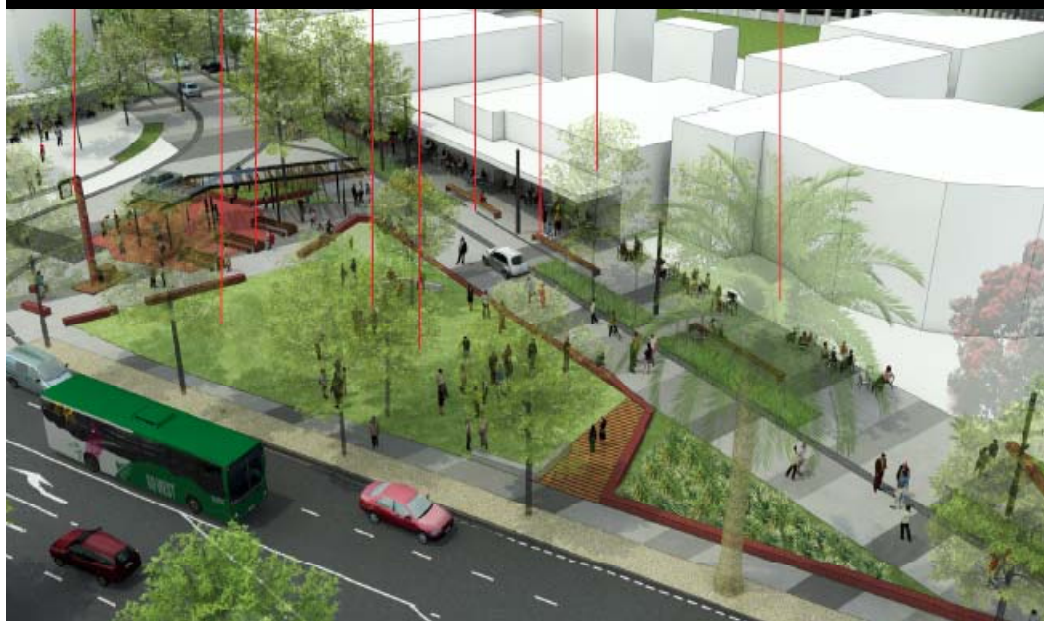
Movement and Connectivity

Key Move #2 – Walkability



New or improved streets should include:

- Footpaths min 1.8m;
- Crossing facilities every 100m in the centre and 150m outside;
- Automatic phasing and increased green time for all signalised crossings;
- remove all 'free left' turns

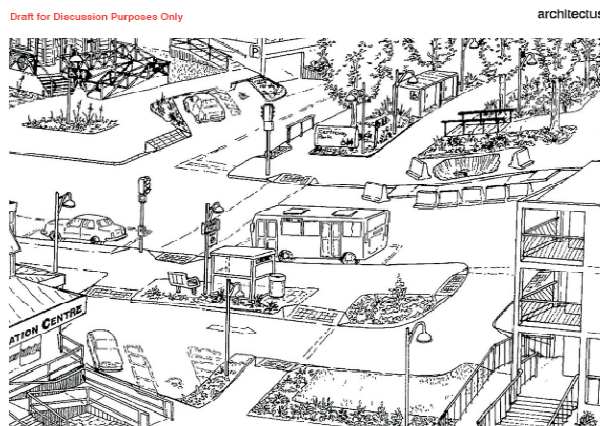


Movement and Connectivity

Key Move #2 – Walkability



- Improve street lighting;
- Plant trees and provide street furniture to improve amenity;
- Follow barrier free and universal access principles;
- **Make it easier to cross at intersections controlled by stop or give way signs.**



Barrier-Free Waitakere
Design Manual
Waitakere City

December 2009 | Version 2

Pedestrians are treated poorly here...



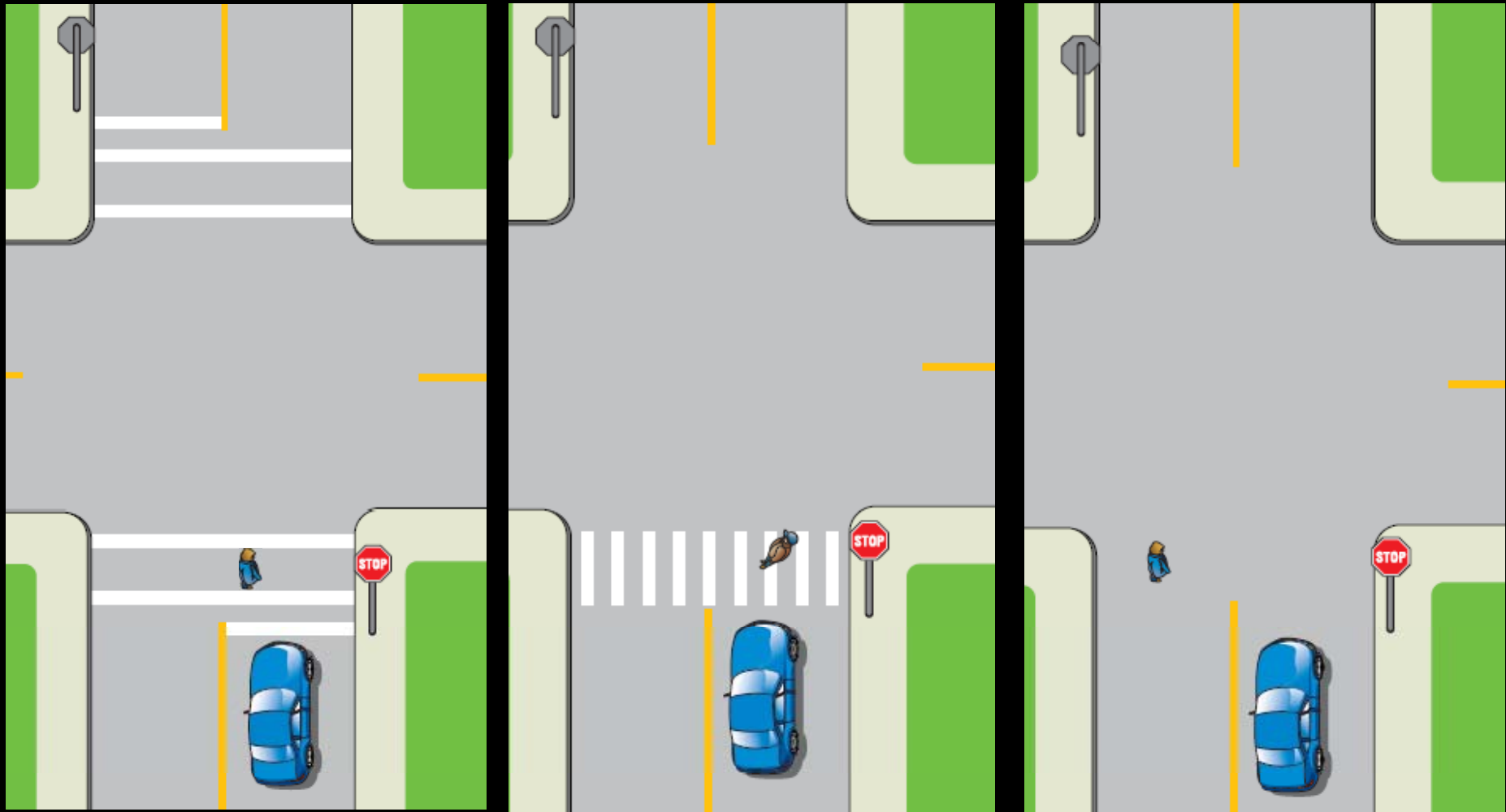
Peds actually have rights in other places!



Typical crossing in suburban Toronto

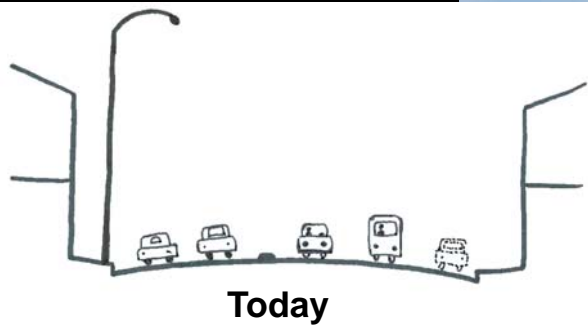


Vehicles must yield to pedestrians at all of these crossings!

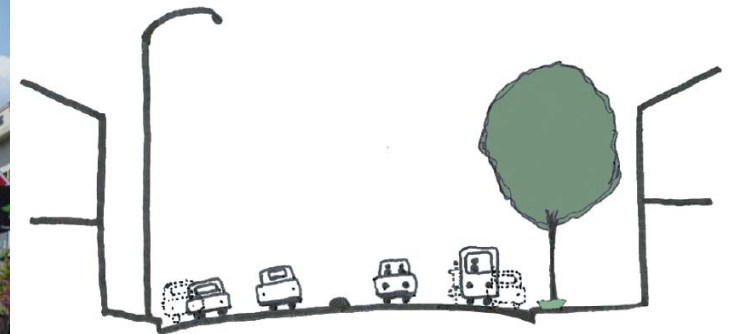


Movement and Connectivity

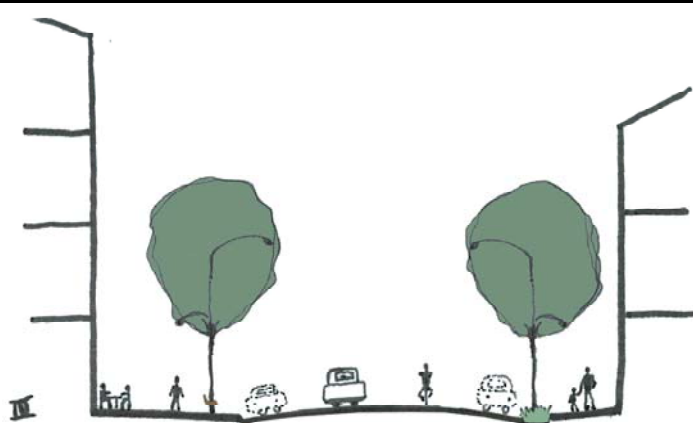
Key Move # 3 – Put the “Great” back in Great North Rd



Today



First steps to an improved Great North Road
(clearways and street trees introduced)

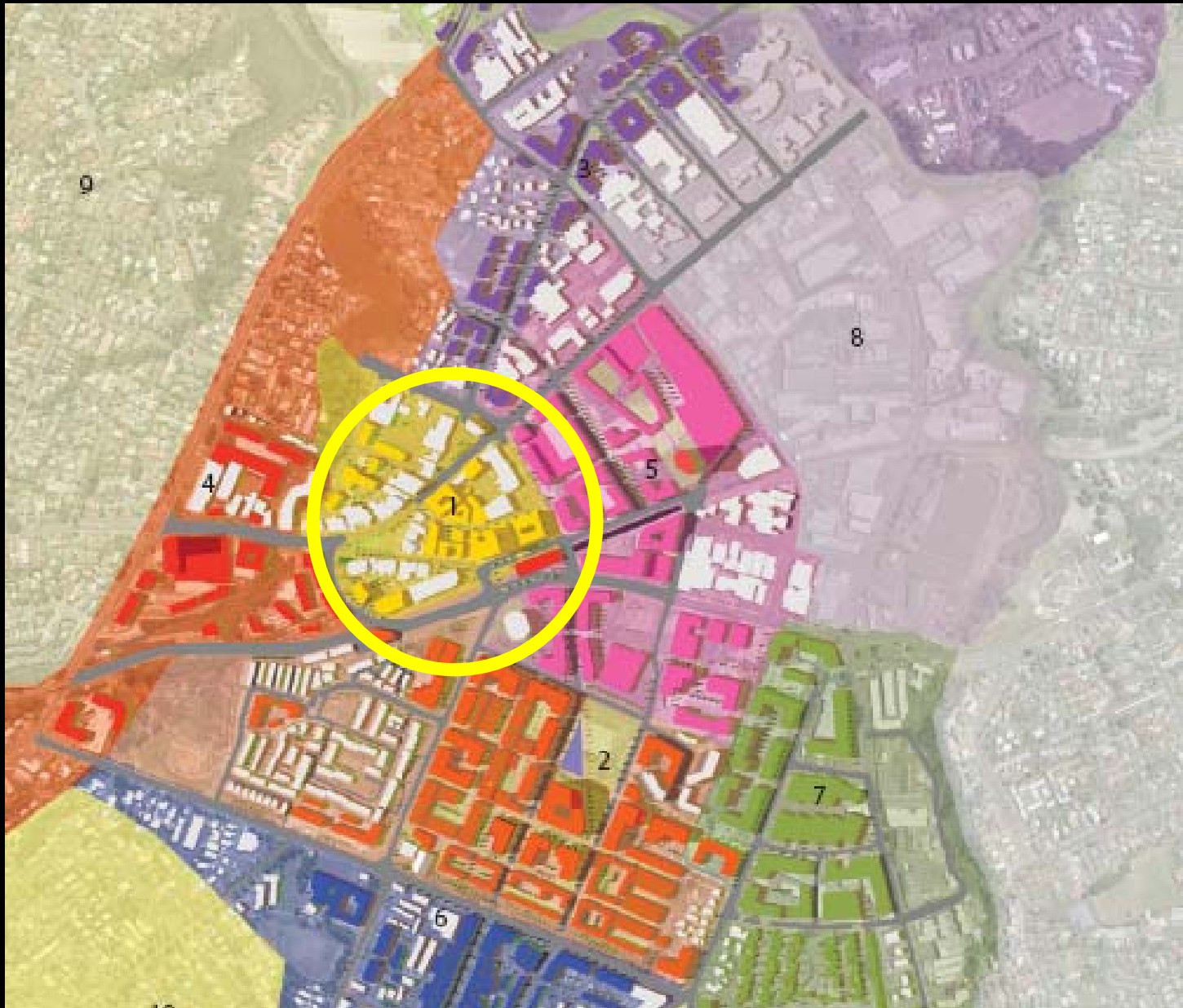


Potential for a more radical transformation
(more street trees, reduce number of lanes)





New Lynn Urban Plan Precincts



Shared space for Totara Ave. west!



5

Before – looking east down Totara to Clark St.



4

After – looking east down Totara to Clark St.



3

Before – looking east down Totara towards Clark St.



2

After – looking looking east down Totara towards Clark St.



New Lynn; TAD or TOD?

A true TOD requires many of these ped improvements:

Minor changes

- wider footpaths
- more crossings/kerb extensions
- tighter turning radii
- auto ped phasing/longer green
- on-street car parking

Major changes

- transport/land use coordination
- taking space from the car
- improve design of streets
- 'accessible journey' principles
- ped friendly road code



New Lynn in 2030?



**“Restore human legs as a means of travel.
Pedestrians rely on food for fuel and
need no special parking facilities.”**

Lewis Mumford, Internationally renowned writer on cities and architecture, NYC