

## THE PEOPLE

### ANALYSIS SUMMARY

CHRISTCHURCH HAS A FINE PHYSICAL STRUCTURE FOR INVITING MORE PEOPLE TO WALK, SPEND TIME, AND CYCLE IN THE CITY CENTRE. THE STREETScape AND THE PUBLIC OPEN SPACES BASICALLY HAVE THE FACTORS THAT ARE NEEDED FOR CREATING A LIVELIER CITY. WHAT IS MISSING MAY BE SUMMARIZED AS: INVITATIONS AND VARIATION IN NEW AND EXISTING SPACES AND STRENGTHENED CONNECTIONS BETWEEN STREETS AND SPACES.

ON THE FOLLOWING PAGES, A NUMBER OF THE ISSUES ARE LISTED THAT OUGHT TO BE ADDRESSED IN ORDER TO CREATE A CITY CENTRE THAT MEETS THE DEMANDS, CHALLENGES AND ASPIRATIONS OF THE 21<sup>ST</sup> CENTURY.

THE LIST PROVIDES A SUMMARY OF THE TWO ANALYSIS CHAPTERS OF THIS REPORT; 'THE CITY' AND 'THE PEOPLE'.

## SUMMARY OF 'THE CITY'

- EVERYTHING IN THE CITY CENTRE IS WITHIN REASONABLE REACH FOR PEDESTRIANS
- GOOD ACCESS TO GREEN AREAS FOR RECREATIONAL PURPOSES
- INCOMPLETE PEDESTRIAN NETWORK
- UNEXPLOITED POTENTIAL OF LANES
- LACK OF OPEN SPACE NETWORK AND HIERARCHY
- LACK OF STREET DISTINCTION
- HIGH TRAFFIC VOLUMES AND TOO MUCH PARKING RESULT IN LOW PEDESTRIAN QUALITY
- FEW PEOPLE USE PUBLIC TRANSPORT
- HEAVY BUS TRAFFIC THROUGH THE CENTRAL SQUARE AND LIMITED WAITING FACILITIES IN GENERAL
- LACK OF BICYCLE NETWORK BUT FINE POTENTIAL FOR DEVELOPING A CYCLING CULTURE
- A CITY CENTRE WITH MANY HISTORIC BUILDINGS AND VERANDAHS AS A CHARACTERISTIC BUILDING FEATURE
- MANY ATTRACTIVE AND ACTIVE GROUND FLOOR FRONTAGES
- UNCOORDINATED PUBLIC ART

## SUMMARY OF 'THE PEOPLE'

- FEW PEOPLE LIVING IN THE CITY CENTRE
- HIGH DENSITY OF STUDENTS
- FEW PEOPLE WALK DURING DAYTIME; VERY FEW PEOPLE WALK IN THE EVENING ON A WEEKDAY
- LESS PEOPLE WALK ON A SATURDAY
- THE CITY CENTRE HAS LIMITED NUMBERS OF PEOPLE WALKING ON PEDESTRIAN STREETS COMPARED WITH OTHER CITIES: ADELAIDE, PERTH, SYDNEY AND COPENHAGEN
- LOW PEDESTRIAN PRIORITY WITH LONG WAITING TIMES AT CROSSINGS AND MANY UNNECESSARY FOOTPATH INTERRUPTIONS
- LOW RANGE OF AGE GROUPS REPRESENTED IN THE CITY CENTRE; TOO FEW CHILDREN AND ELDERLY PEOPLE
- NO FACILITIES FOR CHILDREN
- FEW ACTIVE PUBLIC SPACES AND LITTLE DIVERSITY IN ACTIVITIES; HARDLY ANY CHILDREN PLAYING AND VERY LITTLE PHYSICAL ACTIVITY
- EVENING ACTIVITIES IN SELECTED AREAS; DOMINATED BY RESTAURANTS AND BARS
- LIMITED EVENTS IN THE WINTER
- MANY BENCHES BUT NOT WHERE THEY ARE NEEDED; LACK OF PUBLIC SEATING ALONG PEDESTRIAN ROUTES
- CAFÉ SEATING - OUTDOOR SERVING CONCENTRATED IN SMALL AREAS; FEW OUTDOOR CAFÉ SEATS COMPARED WITH OTHER CITIES





# RECOMMENDATIONS



### WHAT ARE THE KEYS TO SUCCESSFUL PUBLIC LIFE?

THE EXPERIENCE OF A LIVELY CITY IS RELATED TO PEOPLE USING THE PUBLIC REALM AT VARIOUS TIMES, AND FOR VARIOUS ACTIVITIES. THUS TWO FACTORS INFLUENCE THIS EXPERIENCE:

- 1) NUMBER OF PEOPLE
- 2) THE SPAN OF TIME PEOPLE SPEND IN THE PUBLIC REALM

URBAN ACTIVITY IS A QUESTION OF 'NUMBER OF PEOPLE' MULTIPLIED BY 'TIME SPENT'. A SPACE WITH FEW PEOPLE WALKING SLOWLY OR SPENDING LONGER PERIODS OF TIME IN A SPACE WILL BE PERCEIVED AS JUST AS LIVELY AS A SPACE WHERE A LARGE AMOUNT OF PEOPLE RUSH THROUGH. SOME IMPORTANT PRINCIPLES CAN BE DERIVED FROM THIS, FORMING THE BASE OF THE MINDSET USED IN THE DEVELOPMENT OF THIS REPORT.

- **LONG TERM STAYS MAKE LIVELY CITIES**

The activity level will rise remarkably when pedestrians or people indoors are tempted to spend time in inviting and comfortable public spaces. The extent of stationary and recreational activities has the largest impact on the activity level in a public space.

- **BALANCE BETWEEN ROAD USERS CREATES LIVELY CITIES**

When traffic volumes are low and traffic moves slowly there tends to be more public life and more opportunities to meet in the public spaces. A good balance between the road users can often be achieved by inviting people to walk, cycle or use public transport instead of the car.

- **A VARIATION OF PLACES CREATE LIVELY CITIES**

Smaller gestures inviting people to stay in nice places can tempt passers-by to linger for a while. Informal spaces can invite people to stay during breaks and outdoor serving areas can encourage people to spend time in public spaces with possibilities for recreation and refreshment. An inviting space offers good comfort, sun, views, other people, shelter, and a respect for human scale. A balance between active and calm places is important to invite many user groups.

- **A STRONG PEDESTRIAN NETWORK MAKES LIVELY CITIES**

Walking should be simple and attractive. A network that connects destinations, lovely promenades, good climatic conditions, interesting things to look at, safety throughout the day all invite people to walk. Moving activities need to be concentrated in a network of lively, attractive and safe main streets following the principle 'to concentrate' as opposed to 'spread out', to ensure an active public realm.

- **MANY USER GROUPS CREATE LIVELY CITIES**

When a city is able to invite many different groups to use the public spaces - the elderly, disabled, children, families, young people, working people etc. - a more varied use of the city can be obtained - both in terms of activities and time of day, week and year. A lively city does not rule out specific user groups to invite others, but invites a great variety of all users to get the balance right.

- **PLANNING FOR OPTIONAL ACTIVITIES CREATES LIVELY CITIES**

All cities, regardless of the quality of the public realm, have people engaged in necessary activities; walking to and from, waiting for the bus etc. The quality of the public realm can be measured in how many people choose to visit for optional reasons - because the city offers various experiences; to enjoy the public realm, look at other people, meet friends, engage in urban activities etc.



## RECOMMENDATIONS

### THE VISION FOR THE FUTURE PUBLIC SPACE OF CHRISTCHURCH....

A CITY WITH A STRONG HEART

A CITY CENTRE WITH A 'HUMAN' PACE

A GARDEN CITY THAT CELEBRATES AMENITIES

A CITY WITH DIVERSITY - GREAT TO VISIT, LIVE & WORK IN

A CITY WITH ATTRACTIVE & INVITING PUBLIC SPACES

## RECOMMENDATIONS

A CITY CENTRE WITH A 21ST CENTURY TRAFFIC SYSTEM INTRODUCING PEDESTRIAN AND CYCLE PRIORITY

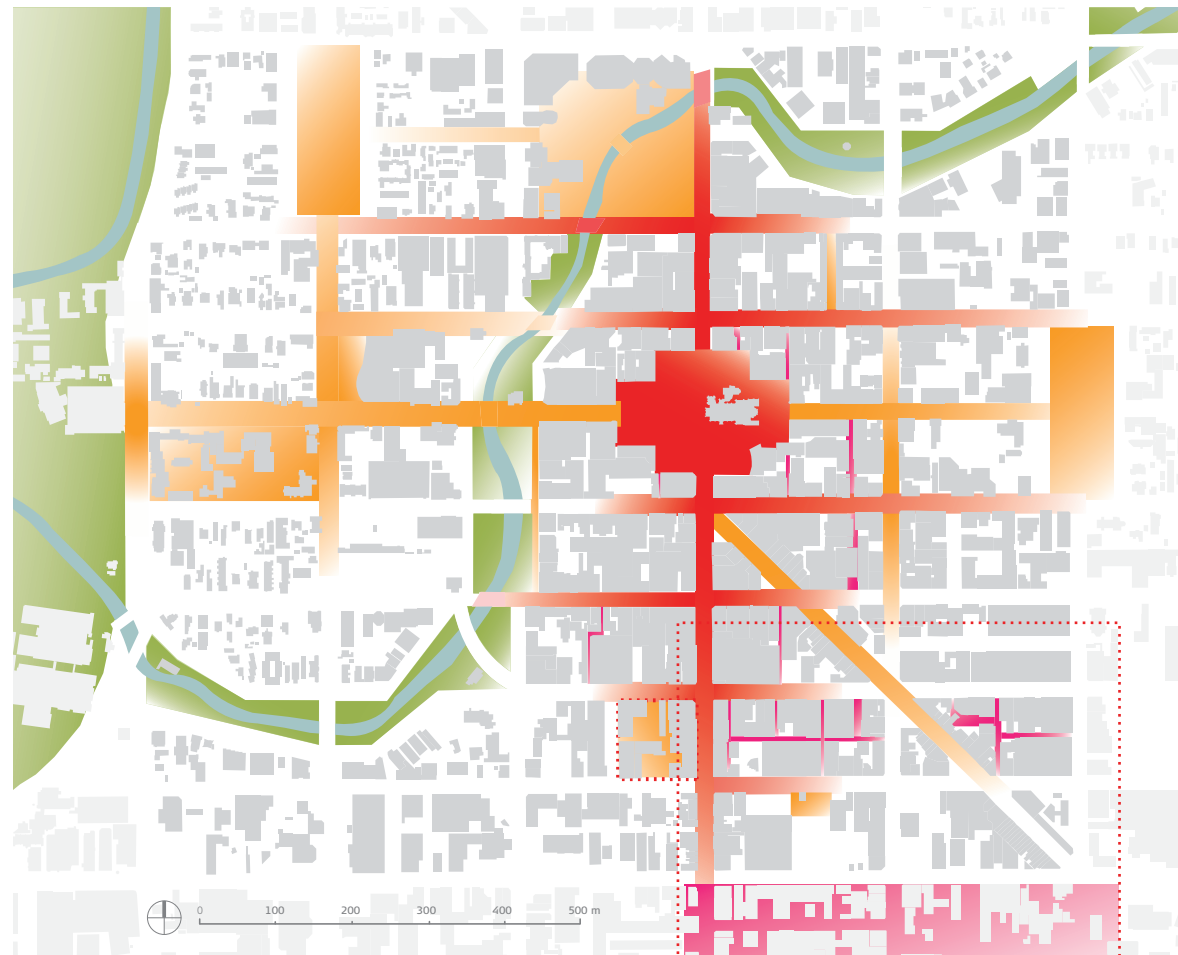
A CITY CENTRE THAT INVITES PEOPLE TO VISIT, STAY AND INTERACT

A LIVEABLE AND VIABLE CITY CENTRE

A GARDEN CITY WITH TREES AND GREEN RELAXING AREAS

A CITY CENTRE THAT CAPITALISES ON ITS AMENITIES

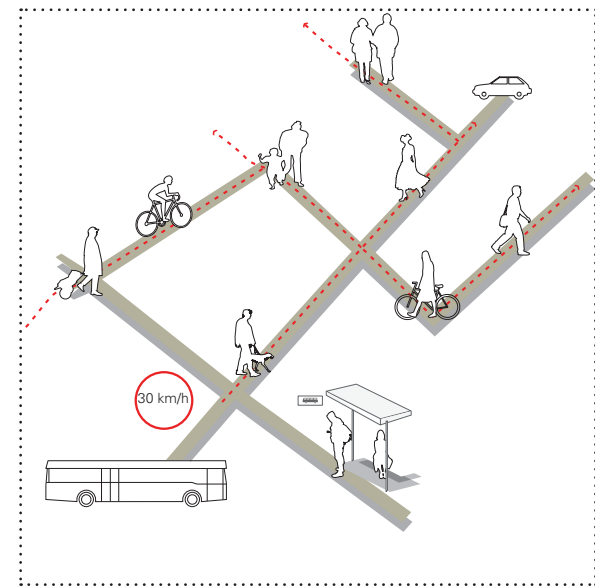
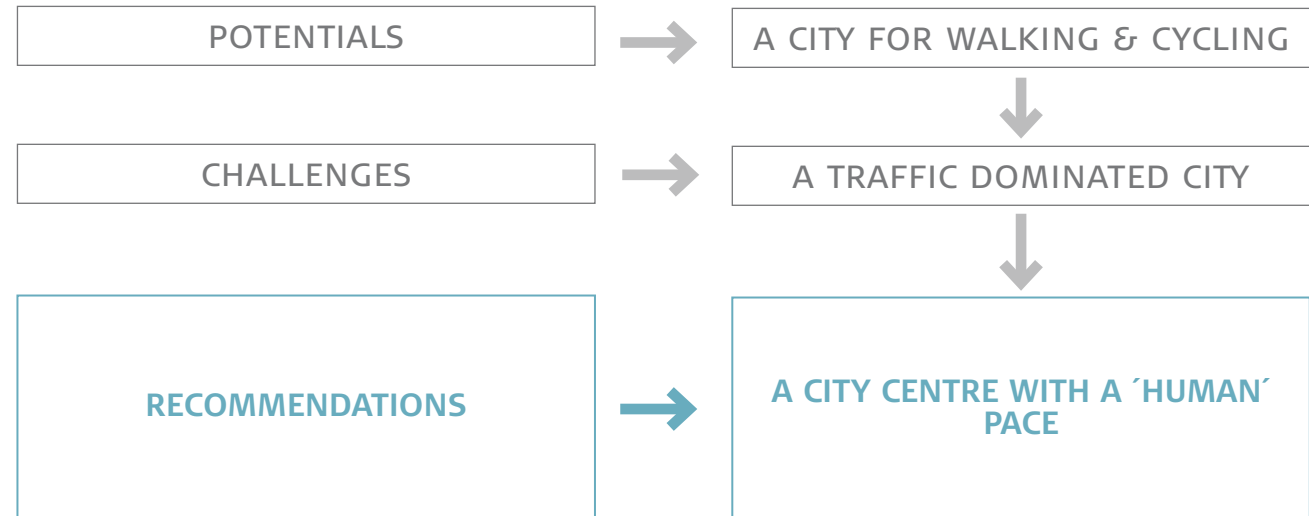
A CITY CENTRE WITH A STRONG IDENTITY THAT CATERS FOR ALL USER GROUPS AND SEASONS



THE 'GLOWMAP' SHOWS THE VISION FOR THE FUTURE CITY CENTRE OF CHRISTCHURCH. THE SPACES THAT 'GLOW' MORE THAN OTHERS ARE PARTICULARLY ACTIVE AND HAVE A DISTINCTIVE PROFILE.

## RECOMMENDATIONS

### OVERVIEW OF RECOMMENDATIONS



**Ensure a city centre with a 21st century traffic system introducing pedestrian and cycle priority**

- A better city for walking.
- A better city for cycling.
- A better public transport network.
- A traffic calmed city centre.



A FANTASTIC SETTING



WEAK CONNECTIONS TO AMENITIES



A GARDEN CITY THAT CELEBRATES AMENITIES



Ensure a city centre that capitalises on its amenities

- Enhance east-west streets as green connectors.
- Celebrate the river.

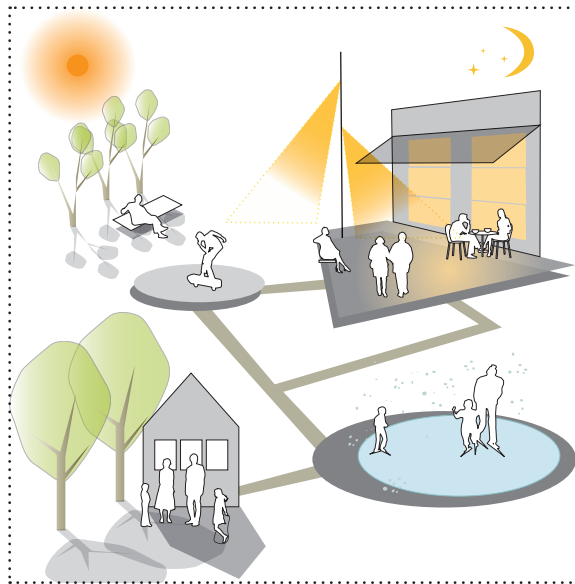
ACTIVE DURING WORKHOURS



MONOFUNCTIONAL CITY LIFE



A CITY WITH DIVERSITY - GREAT TO VISIT, LIVE AND WORK IN



Ensure a city centre that is liveable and viable

- Create a diverse and safe city alive 24 hours a day.
- Invite all ages and user groups and encourage more inner city residents.

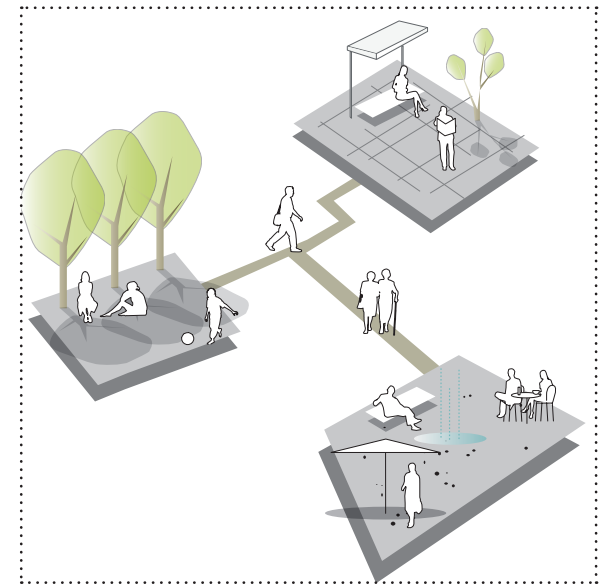
PUBLIC SPACES WITH POTENTIAL



LACK OF PUBLIC SPACE IDENTITY



A CITY CENTRE WITH ATTRACTIVE AND INVITING PUBLIC SPACES



Ensure a city centre that has a strong identity that caters for all user groups throughout the year

- Introduce a public space hierarchy with different kinds of public spaces to accommodate various activities.

## RECOMMENDATIONS

a city centre with a 'human' pace

### A BETTER CITY FOR WALKING

#### DEVELOP A PEDESTRIAN NETWORK

- Develop a pedestrian network of high quality and attractive walking links, (visually and functionally) Roll out the red carpet!
- Create strong walking links that have high pedestrian priority.
- Create strong walking links to the surrounding city.
- Ensure inclusive access to allow everyone to enjoy the city.
- Make the city more legible by introducing better signs and wayfinding elements.

#### ATTRACTIVE WALKING ROUTES

- Raise the quality of experiences and the level of accessibility along walking routes.
- Make the walking routes attractive at day - and at night time; especially on Manchester Street.
- Introduce a variety of sitting areas along the edge of the pedestrian network in places where people can interact or enjoy city views.
- Ensure that ground floors of new buildings are carefully designed to a human scale environment and add quality to the pedestrian landscape in terms of interesting, active frontages with small units.

#### UPGRADE INTERSECTIONS AND SAFETY

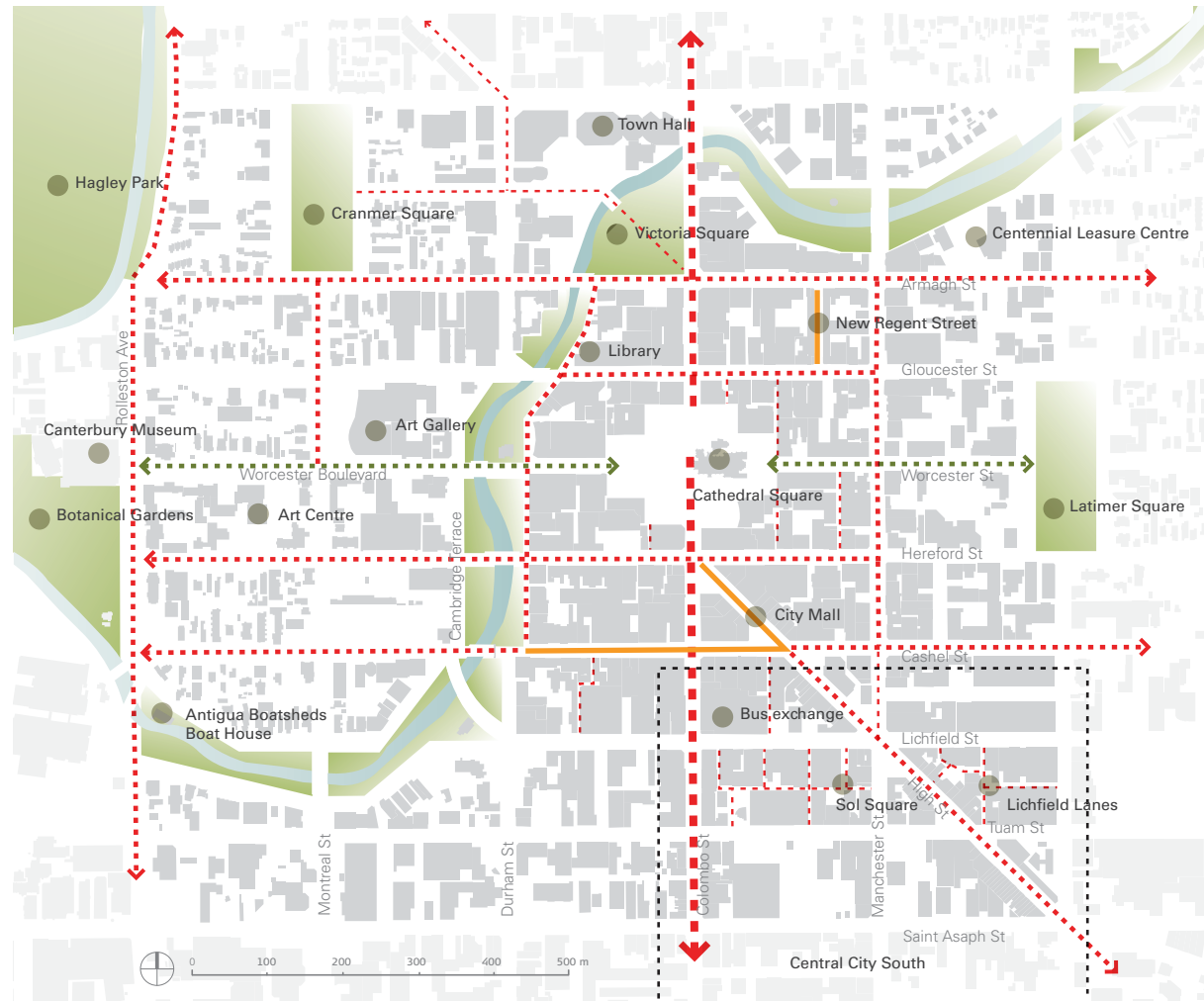
- Minimize the number of pedestrian intersections on attractive walking routes by continuing pavements over minor side streets.
- Remove push buttons and introduce timed pedestrian signals.

#### IMPROVE THE VISUAL ENVIRONMENT

- Strengthen history and architectural heritage. Develop guidelines for successful integration between new developments and heritage buildings.
- Celebrate the heritage. Develop lighting schemes to emphasize heritage landmarks and enhance streetscapes.

#### COLOMBO STREET AS THE MAIN STREET

- Create a central high quality walking link along Colombo Street linking three significant spaces - Victoria Square, Cathedral Square and the possible new Bus Exchange Square - and connect to the Central City South development.
- Celebrate Colombo Street as a natural main street linking the north and the south parts of the city centre.
- Take private vehicular traffic out of Colombo Street.
- Create a combined public transport, walking and cycling street.



THE FUTURE PEDESTRIAN NETWORK SHOULD INCLUDE THE MAIN STREETS AND SQUARES AND CONNECT THE MOST IMPORTANT DESTINATIONS

- ■ ■ Public transport, cycling and walking
- Pedestrian streets
- · · Primary walking link
- · · · Garden City Boulevard walking link
- - - Secondary walking link

## RECOMMENDATIONS

a city centre with a 'human' pace

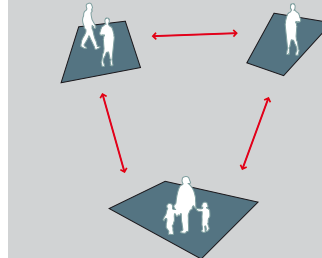
### elements for a pedestrian friendly city

MAKE BETTER USE OF THE GENEROUS WIDTHS OF STREETS IN CHRISTCHURCH CITY CENTRE:

- ADD PROPER CYCLE LANES.
- PLANT MORE STREET TREES ACCORDING TO AN OVERALL "GREEN" STRATEGY.
- WIDEN FOOTPATHS WHERE NEEDED. THE EXTRA WIDTH COULD EASILY BE USED FOR PEDESTRIAN TRAFFIC AND OUTDOOR CAFES.
- NARROW TRAFFIC LANES TO SLOW DOWN VEHICLES IN THE CITY CENTRE.
- PROVIDE DEDICATED BUS LANES.



A CONNECTED NETWORK



DEVELOP AN INTEGRATED PEDESTRIAN NETWORK WHERE ATTRACTIVE ROUTES LINK KEY DESTINATIONS AND MAJOR RECREATIONAL SPACES, PARKS AND SQUARES.

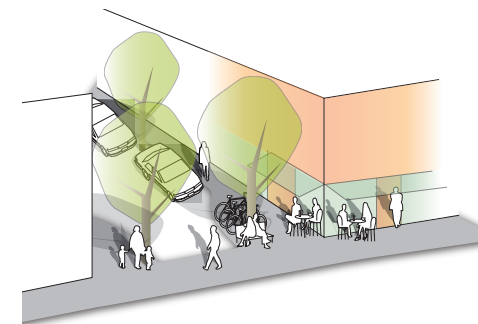
#### PEDESTRIAN NETWORK

An extensive pedestrian network consisting of attractive walking routes, car free streets and pedestrian priority streets is key to a successful city where walking is a competitive transportation mode.

Links with public transport and major parking structures need to be strengthened.

#### CROSSINGS AND SAFETY

The analysis section indicates the numerous intersections that limit pedestrian movement and restrict walking in the city. In general, intersections should prioritise pedestrian and vehicle requirements equally. Crossings that are easy to use and consistently designed should replace the complicated crossings found in the city today. The pedestrian signals should be better timed so that pedestrians have a reasonable time to cross, a minimum time to wait and finally the number of intersections should be reduced to increase walking speeds.



Continuous footpaths - taken across side streets indicate pedestrian priority and provide extra safety for pedestrians and bicyclists. Continuous footpaths provide extra space for people, benches, vegetation, outdoor servings or bicycle parking.

#### SHARED SURFACE



Shared surface streets give high priority to pedestrians, but are best where traffic numbers are low. Shared surfaces may also work between street cars/pedestrians or bicycles/pedestrians etc. *Strædet, Copenhagen*

#### HIGH QUALITY FOOTPATHS



Footpaths may include various elements but a good walking width must be kept clear. Paving can be aesthetically pleasing indicating high pedestrian priority. *Portland, Oregon*

#### FOOTPATHS ACROSS SIDE STREETS



Avoid unnecessary footpath interruptions at minor side streets. Ensure that footpaths stay clear of inconveniently placed street furniture. *Gammel Kongevej, Copenhagen*

#### CROSSINGS DESIGNED FOR PEOPLE



Lights should be timed for maximum pedestrian ease, to communicate expected waiting times and facilitate clear conditions for movement. *Tokyo, Japan*

#### PEDESTRIAN SIGNALS



Timed pedestrian signals informing pedestrians about waiting and crossing time. *Copenhagen, Denmark*

#### ACCESSIBILITY FOR ALL



Ensure accessibility for all by minimising barriers. For instance at intersections all ramps should be placed aligned with the direction of movement. *Straget, Copenhagen*

#### PEDESTRIAN ACCESSIBILITY

Better accessibility for all is crucial. Think of movement in the streets in terms of pedestrian, bicycle and vehicular flows. There is room for significant improvements in the city centre.

Pedestrian routes should be enhanced by optimising the footpaths as well as the intersections. High quality walking experiences are characterised by short waiting times, few stops, and good accessibility. Pedestrian routes should also have high quality footpaths.



## RECOMMENDATIONS

a city centre with a 'human' pace

### elements for a pedestrian friendly city

#### ATTRACTIVE WALKING ROUTES

Straight forward interventions, such as upgrading footpaths with high quality materials and paving contribute significantly to improved walking conditions in the city centre. Other aspects of the public realm are also important in achieving this aim. Soft edges and attractive ground floor frontages form an important interface between buildings and spaces. This zone needs to be carefully considered. Pedestrians need places to rest and socialise on the streets. Minimising traffic noise and emissions is necessary in order to provide a more vibrant street life.

#### ATTRACTIVE FACADES

Attractive ground floor frontages are rich in detail and exciting to walk by, interesting to look at, to touch and to stand beside. Activities inside the buildings and those occurring on the street enrich each other. In the evening friendly light shines out through the windows of shops and other ground floor activities and contributes to both a feeling of security as well as genuine safety. Establish guidelines for attractive ground floor facades. Make sure that all ground floor facades on Colombo Street and Manchester Street are upgraded, opened up and interact with the street. This will strengthen the public space network and invite more people to walk.

#### ACTIVE GROUND FLOOR FRONTAGES



A lively, varied procession of ground floor facades improves the pedestrian experience, offering interesting views and interaction with surroundings. Raise awareness of the importance of transparent and interesting ground floor frontages. *Vancouver, Canada*

#### TRANSPARENT RETAIL UNITS



Attractive retail units - many units, many doors, high level of transparency, variation etc. *Melbourne, Australia*



Open and inviting frontages at night time too. *Copenhagen, Denmark*

#### OPEN FACADES



Allow facades to be opened up on fine days, and let the activities indoors activate the street life outdoors. *London, UK*

#### SOFT EDGES



Encourage buildings with soft edges that invite people to stand, sit and enjoy public life at a comfortable distance. *Copenhagen, Denmark*

#### CLEAR WAYFINDING



Well placed, easily read maps and directions are crucial in guiding visitors. An integrated way finding strategy should be developed and put in place. *Christchurch*

#### RECREATIONAL LINKS



Recreational links can be created with streets that encourage people to slow down and just stroll along. These streets have room for enjoying city life. *New Road, Brighton, England*

#### RESTING PLACES



Develop guidelines to install more public seating that will offer passers-by a rest and help the elderly and families with children; for example, place a bench or resting place every 250 meters. *Melbourne*

#### PAVING



Footpaths, lanes and car free streets as aesthetic pleasures, indicating high priority for pedestrians and upgrading 'the walking brand'. *Bilbao, Spain*

## RECOMMENDATIONS

a city centre with a 'human' pace

### elements for a pedestrian friendly city

#### EXPERIENCES



At intervals the walking experience can be enriched by artwork, beautiful urban spaces and squares or upgraded laneways which add extra quality to the walking experience.  
*Art installation, London*



Orange coloured temple walk, creating experiences and establishing identity.  
*Kyoto, Japan*

#### TELLING STORIES



Tell Christchurch's history in new and surprising ways for instance engraved in the paving.  
*Federation Square, Melbourne*

#### EXTRAORDINARY EXPERIENCES

Let the city centre have that 'little extra'. Formulate dynamic strategies for introducing extraordinary experiences and public art in the city spaces. These experiences may be permanent or temporary. They may change with the seasons and create a different atmosphere during the day and night. They may tell stories in a subtle way. There are many ways to do this; the sky is the limit!

Public art comes in many shapes and qualities. A general strategy for the overall use of public art in the city centre is very useful. This can be supplemented by art strategies for specific areas - eg. Avon River, High Street, Worcester Boulevard etc. Artists should generally be involved in this work and as much art as possible should be created for specific sites and be part of a broader strategy, where the various art objects create an overall connection of larger value than that of the individual objects. A general theme of celebrating the quality of artesian water flowing underneath Christchurch could promote this natural resource.

#### ATTRACTIVE LANEWAYS



Example of a temporary art installation in a lane in Melbourne. Art installations may be both permanent and temporary.



Let the lanes be creative and surprising.  
*Tokyo, Japan*



Inviting and lively lanes.  
*Brussels, Belgium*

#### LANES

The City's Lanes Design Guide provides directions for the city's quiet lanes so pedestrian movement through the city centre is enhanced and mixed use is encouraged. It will breathe new life into the city centre and provide new intimate places for people that stimulate public life and vitality.

Physical improvement of the city's lanes provides for the comfort, engagement and entertainment of pedestrians, inviting a range of popular uses. They also create opportunities for innovation, surprise and unique approaches to both permanent and transient design.

#### ATTRACTIVE LIGHTING EXPERIENCES



Attractive lighting will make lanes feel safe and unique.  
*Odense, Denmark*



Lanes with playful lighting.  
*Brighton, UK*

#### CELEBRATE THE HISTORY



Beautiful lighting is used to celebrate heritage buildings.  
*Place de Terreaux, France*

#### CELEBRATE HERITAGE

Protection of the city centre's many historical buildings and features should be a priority. This will contribute to the city's special character and provide a strong context for new developments. The heritage buildings represent valuable assets not only as historic reminders and beautiful landmarks, but also as potential buildings for attracting alternative business to the city.



## RECOMMENDATIONS

a city centre with a 'human' pace

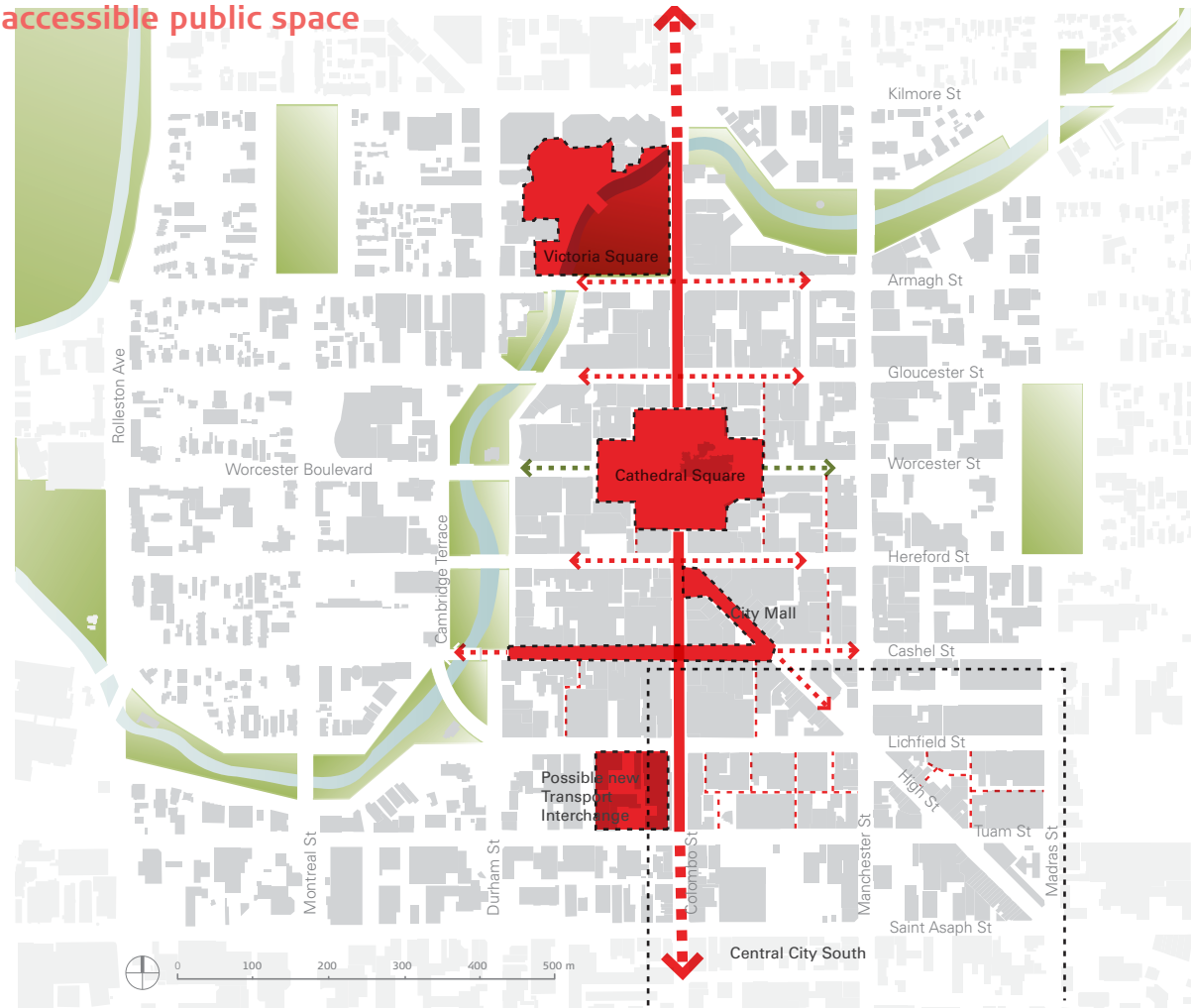
### from a traffic corridor to an inviting and accessible public space

#### VISION

- Colombo Street is traffic calmed and turned into a street for pedestrians, bicycles and public transport.
- Colombo Street creates a spine of pedestrian and public activity in the city centre. The city centre's 'retail strip' with a wide variety of retail and other functions on offer.
- A dynamic street with high quality and fine grained ground floor frontages, attractive side streets, small urban spaces and squares attached to Colombo Street.
- On Cathedral Square an extended single-surfaced paving across the square will strengthen the perception of a unified square. The paving is taken across all minor side streets in order to increase the pedestrian priority.
- Vehicular traffic; buses and taxis are only allowed south and east of the Cathedral, the tram still runs east - west.
- A deliberate lighting and furniture strategy for Colombo Street and Cathedral Square would support the perception of one unified space.
- Planting on side streets and well-positioned public benches would be a positive supplement.
- A public space in front of the possible Transport Interchange should be an important element of the Interchange to provide strong visual and pedestrian linkages with the rest of the city.

#### ESTABLISHING A CLEAR MAIN STREET

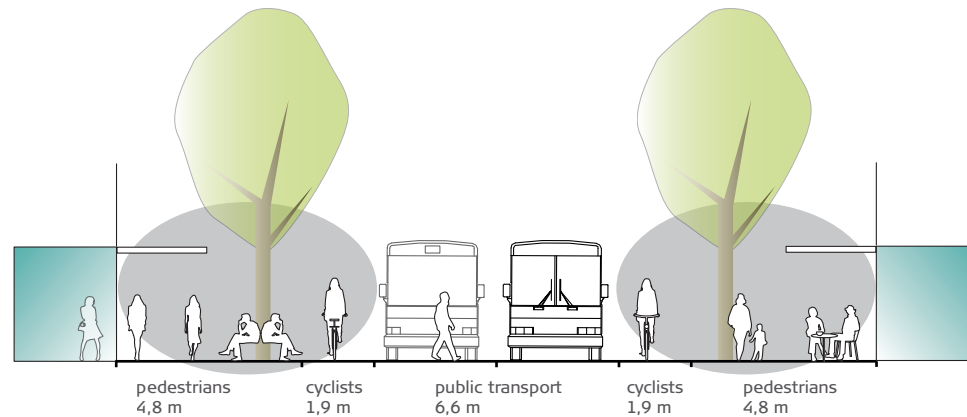
The vision is to provide a clear hierarchy of north-south streets with Colombo Street as the preferred north-south link - off which four key public squares; Victoria Square, Cathedral Square, City Mall and possible new public square associated with the possible Transport Interchange - and the development of Central City South - are connected.



#### COLOMBO STREET 'THE CONNECTED SPINE'

ONE MAIN STREET AND A NETWORK OF PEDESTRIAN FRIENDLY STREETS

- Main street
- Squares
- ... Pedestrian network



#### COLOMBO STREET AS A DIGNIFIED CITY WALK

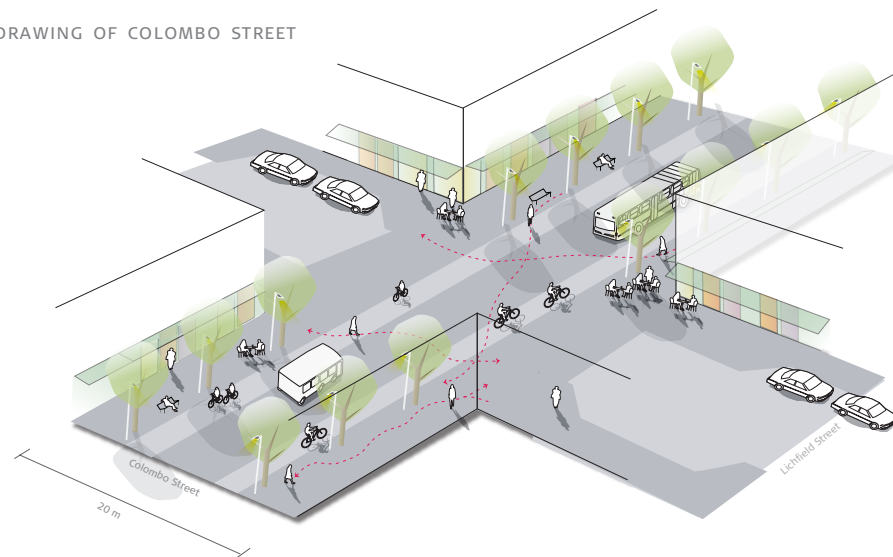
With a new street layout space is given to pedestrians and cyclists. Small oases can be created; a tree and a bench can offer good possibilities for resting.



## RECOMMENDATIONS

a city centre with a 'human' pace

AXONOMETRIC DRAWING OF COLOMBO STREET



COLOMBO STREET



Develop a new street type for pedestrians, cyclists and public transport. This effectively calms Colombo Street.  
*Strasbourg, France*



A homogeneous paving unifies the street with the square and indicates a high level of shared space, where pedestrians are invited to cross at their convenience.  
*Strasbourg, France*



One unified surface taken across all side streets gives pedestrians high priority.  
*Aalborg, Denmark*



Benches offering passer-bys a rest have been placed in connection to the narrowed side street entries.  
*Gammel Kongevej, Copenhagen*



Public Art as a significant part of the identity, telling the history of the street.  
*Holmbladsgade, Copenhagen*



A complete lighting strategy for street lights and shop lights.  
*Rue de la Republique, Lyon, France*

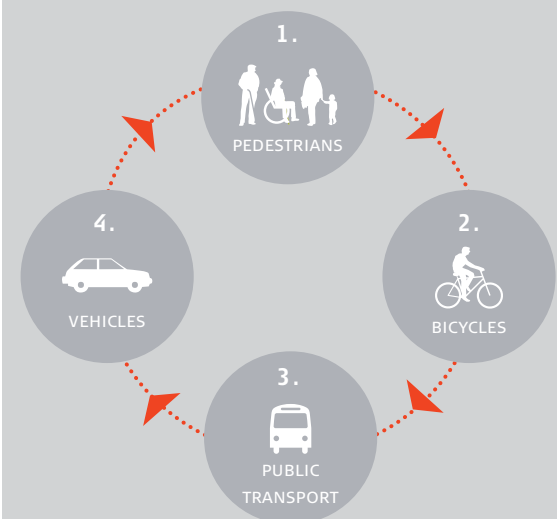
### PUBLIC TRANSPORT STREET

The traffic on Colombo Street should be simplified and changed into a public transport street with zones for public transport, cyclists and pedestrians only. The street profile should be narrowed down to 2 lanes dedicated to public transport and 2 lanes for bicycles. In the future a light rail line could serve Colombo Street.

### PEDESTRIAN ZONE

The pedestrian zone should be upgraded into an attractive pedestrian environment with wide footpaths. The street should provide for recreational and social activities with appealing street furniture and a safe and inviting pedestrian environment. Pedestrians should be given high priority throughout the street. This will signify and enhance the main function of the street: the pedestrian spine! In order to increase the pedestrian priority one unified surface needs to be taken across all minor side streets. The result will be a dignified city walk. A promenade walk!

### PLAN FOR PEOPLE



Improve legibility in the city centre by upgrading streets into more attractive, inviting and safe routes for pedestrians and bicycles. Think in terms of 'people capacity' instead of 'vehicular capacity' and put people first in the planning process. If it is possible to recognise this way of thinking in the final layout of streets and spaces, then the process has been successful.

## RECOMMENDATIONS

a city centre with a 'human' pace

### A BETTER CITY FOR CYCLING

#### CYCLE NETWORK

- Follow up on the Cycling Strategy from 2004.
- Develop a simple, easily read cycle system.
- Ensure cycle tracks are at least 1.5 m wide.
- Connect all cycle routes.
- Place cycle lanes in desirable streets.
- Introduce proper and secure cycle tracks, placed between footpaths and parking. (Copenhagen and Melbourne model)
- Highlight cycle tracks at intersections to raise awareness.
- Provide safe crossings with dedicated cycle lights.
- Ensure strong links with cycling routes in the suburbs.

#### BICYCLE PARKING

- Introduce accessible and safe parking facilities.
- Ensure convenient locations for parking facilities.
- Keep cycle parking simple! Provide a simplified design with large gathering of parking on strategic important spots and less parking at smaller important spots.
- Provide a policy for bicycle parking in buildings.
- Ensure adequate cycle parking in current parking structures.
- Replace selected on-street parking with cycle racks.

#### CYCLING ADVANTAGES

- Lure people to get on their bikes by spoiling them with cycling facilities.
- Make cycling a desirable, alternative transport mode.
- Introduce a 4-6 second head start at intersections.
- Introduce green waves for cyclists.

#### CYCLING CAMPAIGNS AND PROMOTIONS

- Investigate viability for public bicycle hire schemes.
- Introduce "Ciclovias" (closing city streets during Sundays to allow cyclists to make use of the city centre).
- Cycle festivals: "Cycle in the park", "Learn how to ride a bike", "Cycling children", "Cycle to School" "Cycling Grannies". Info campaigns focusing at: Motorist awareness, Safety, Cyclist behavior, Health and Sustainability.



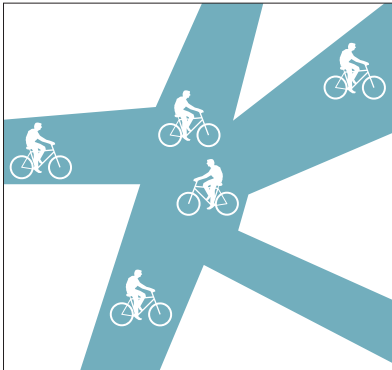
#### PROPOSED BICYCLE NETWORK

- Dedicated cycle tracks
- Public transport, cycling and pedestrian
- - - Recreational tracks

## RECOMMENDATIONS

a city centre with a 'human' pace

### A CONNECTED NETWORK



Establish a connected cycle network that does not leave any routes unconnected and ensures strong links with cycling routes in the suburbs.

### DEDICATED CYCLE NETWORK



Develop a simple cycle system with dedicated cycle tracks in desirable streets. Copenhagen, Denmark

### BICYCLES CLOSEST TO FOOTPATHS



Bicycles should always drive closest to the footpath - since it is much safer to fall into the footpath than into the street. If there is on-street parking the parking space should be placed between cycle tracks and the carriage way. Copenhagen, Denmark

### CYCLE NETWORK

A consistent, connected bicycle network is essential in establishing an attractive alternative to vehicular traffic or public transport.

Once the network has reached a substantial quality and size, cycling becomes a very attractive way of commuting.

### CYCLING COMFORT

People will choose to cycle if it is comfortable. A well connected network of cycle tracks is essential. The width of the cycle tracks should allow two people to ride next to each other - so it is possible to pass. High quality and well placed bicycle parking is also essential.

In 'young' bicycle cities (like Christchurch), where bicycle ownership is low, introducing 'city-bikes' for residents and visitors has proven to be a very successful strategy for increasing the number of cyclists.

### PHYSICAL SEPARATED BICYCLE TRACKS



The safest way to create a bicycle route is with raised tracks that are separate from car lanes. Copenhagen, Denmark

### PEDESTRIAN PRIORITY STREETS



Cycling can be permitted in both directions on pedestrian priority streets. Cycling can also be permitted in car free streets at certain times of the day. Linz, Austria

### TWO BICYCLES MUST BE ABLE TO PASS



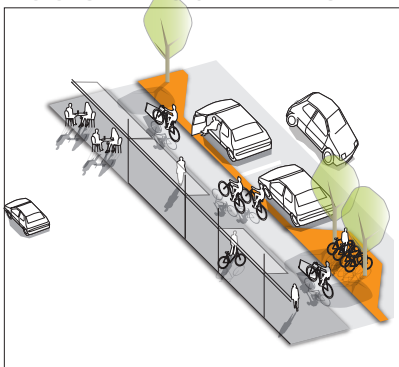
Wide bicycle tracks are necessary so it is possible for two or more bikes to pass each other. Copenhagen, Denmark

### CYCLE SAFETY

A bicycle network should invite all user groups - including children and elderly people. Therefore, safety is absolutely crucial. The bicycles should be physically separated from the vehicle carriage ways. This means that any sort of lines painted is a start, but one will never get a lot of people cycling this way. Raised cycle tracks are a very safe and space efficient way of creating bicycle routes.

On one-way streets, the cycle tracks should always be placed on the left hand side i.e. in the direction of travel.

### BICYCLES ALWAYS ON THE LEFT SIDE



To avoid serious accidents between cars and cyclists at crossings, the cycle track must always be placed on the left side of the street. Since pedestrians are the slowest traffic, cyclists are most safe if placed next to the footpath instead of next to fast moving traffic.

### TURNING LANES



Dedicated turning lanes for cyclists so other cyclists can pass without having to slow down. Copenhagen, Denmark

### INTERSECTIONS



Cycle tracks marked blue at major intersections raise awareness of motorists. Copenhagen, Denmark

### BICYCLE TRACKS

ALL BICYCLE TRACKS IN COPENHAGEN ARE PLACED NEXT TO FOOTPATHS AND INSIDE ON-STREET PARKING. THIS POSITIONING MAKES CYCLING MUCH SAFER AND ENCOURAGES CYCLISTS OF ALL AGES TO RIDE FOR COMMUTING AND RECREATION. PROMOTING CYCLING IS ONE OF THE MOST OBVIOUS STEPS TOWARDS A GREENER, HEALTHIER CITY.





## RECOMMENDATIONS

a city centre with a 'human' pace

### elements for a bicycle friendly city

#### INFORMATION AND ADVANTAGES

Improving wayfinding for new cyclists and visitors are equally important for cyclists as well as for pedestrians. Estimating distances and proposing possible routes are helpful elements.

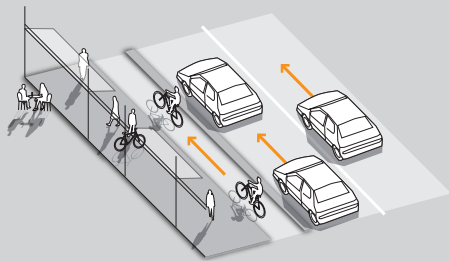
In order to make cycling an attractive transport mode and to increase travelling speeds, certain measures need to be put into place where cyclists get advantages easing their passage through the city.

#### BICYCLE PARKING

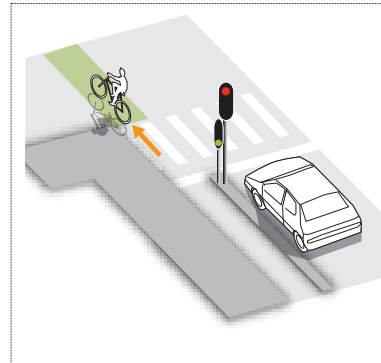
Bicycle parking has two main issues. One relates to the cyclists need for a safe way of parking their bicycle at a desirable distance from the end point of the journey. Another relates to more aesthetic issues where uncoordinated cycle parking can have a serious downgrading effect on streets and squares, can hamper pedestrian movement and block entrances to buildings eg. the City Library.

#### LEGIBILITY - BEING PART OF THE NETWORK

PLACING CYCLE TRACKS NEXT TO FOOTPATHS MAKES A CYCLIST PART OF THE PUBLIC LIFE ALONG THEIR TRAVEL ROUTE. IT IS EASY TO IMPROVISE, HOP OFF THE BICYCLE AND GO SHOPPING OR PARTICIPATE IN OTHER ACTIVITIES. THIS FLEXIBILITY IS A KEY QUALITY OF CYCLING. ONE-WAY CYCLE PATHS ARE GOOD AT INTEGRATING CYCLISTS WITH THE GENERAL TRAFFIC ENVIRONMENT: PEDESTRIANS, CARS, AND PUBLIC TRANSPORT. ON THE CONTRARY, BICYCLES IN MEDIANS ISOLATE CYCLISTS AND INTEGRATE THEM POORLY, IN PARTICULAR AT CROSSINGS. INTERSECTIONS WHERE CARS TURN ARE THE GREATEST RISK FOR CYCLISTS. AS ALL BICYCLE PATHS EVENTUALLY LEAD TO AN INTERSECTION, PATHS MUST BE SIMPLE AND LEGIBLE, ALSO ON STRAIGHT RUNS.



#### 4-6 SECONDS HEAD START



Dedicated traffic signals for cyclists.



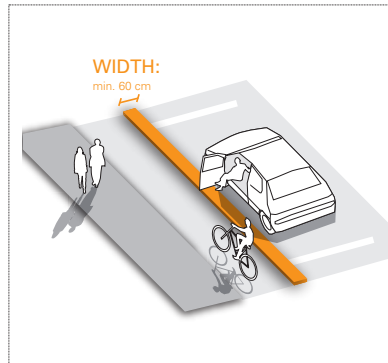
Cyclists start 4-6 seconds before cars to allow them to be seen at an intersection. *Copenhagen, Denmark*

#### GREEN WAVES



Introduce green waves for riders allowing for a 20 km/h cycle speed to ease passage through the city. *Odense, Denmark*

#### SECURE CYCLISTS AGAINST CAR DOORS



A wide median buffer secures cyclists against car doors opening into the cycle track, and provides car passengers with an arrival platform.

#### CYCLE RACKS INSTEAD OF CAR PARKING



Convert car parks into bicycle parking facilities. *Copenhagen, Denmark*

#### PARKING POLICY



Develop a policy for bicycle parking in buildings (New York has just introduced such a policy) *Copenhagen, Denmark*

#### FREE AND ACCESSIBLE



Easy accessible bicycle parking *Odense, Denmark*

#### INFORMATION ROUTES



A connected network of cycle routes extending far into the surrounding suburbs needs a consistent signage program which ensures easy wayfinding. *Odense, Denmark*

#### KEEPING TRACK



Counters at busy routes can register the number of cyclists passing during the day and year. The counter can also keep track of previous years and thus constantly updates the public on the development of a cycling culture. *Odense, Denmark*

## RECOMMENDATIONS

a city centre with a 'human' pace

### elements for a bicycle friendly city

#### NETWORK



Overlap between bicycle network and pedestrian network. The network should lead cyclists to important destinations within the city.

*Odense, Denmark*

#### GREEN ROUTES



Establish green routes connecting the city centre with surrounding neighbourhoods and nature.

*Austria*

#### CITY BIKES ARE AN INVITATION



Invite people to choose the bicycle for shorter rides by introducing a public bicycle system - 'city-bikes' - that is cheap and easy to use.

*Lyon, France*

#### CYCLING FOR PLEASURE

The bicycle network should overlap with the pedestrian network since it is easy (and necessary) to switch between the two. The bicycle network must link up to attractive pedestrian routes, spaces and activities. Introduce some leisure routes within the city, for instance along the Avon River. Introduce some green trails that link the city centre network with the surrounding nature like the Little River Rail Trail.

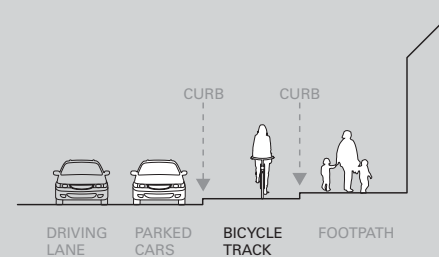
#### CYCLE TRACKS VS. CYCLE LANES

##### CASE STUDY

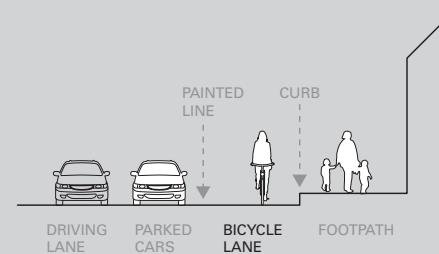
AN 18-20 % INCREASE IN BICYCLE AND MOPED TRAFFIC, AND A 9-10% DECREASE IN CAR TRAFFIC IS DOCUMENTED WITH THE INTRODUCTION OF CYCLE TRACKS (PHYSICAL SEPARATION). THESE EFFECTS ARE SIGNIFICANT, SEEN EVEN AS THE TRACKS ARE BEING CONSTRUCTED AND INCREASING OVER TIME AFTER COMPLETION. MORE THAN 95% OF BICYCLE AND MOPED TRAFFIC IS BY BICYCLES ON THE STREETS IN THE SURVEY.

WITH THE INTRODUCTION OF CYCLE LANES (PAINTED LINES), A 5-7% INCREASE IN BICYCLE AND MOPED TRAFFIC AND NO CHANGE IN CAR TRAFFIC IS SEEN. THESE EFFECTS ARE NOT STATISTICALLY SIGNIFICANT.\*

\*(“The Effects of Bicycle Tracks and Bicycle Lanes”) by Søren Underlien Jensen, 2006, [www.trafitec.dk](http://www.trafitec.dk))



A BICYCLE TRACK IS A SEPARATED AND/OR RAISED LANE RESERVED FOR CYCLISTS, USUALLY BETWEEN A PARKING LANE AND THE FOOTPATH. THIS BOTH PROVIDES A BUFFER TO PEDESTRIANS AND REMOVES CYCLISTS FROM TRAFFIC LANES IN THE STREET, OFFERING LESS INTIMIDATING CYCLING CONDITIONS FOR ALL CYCLISTS.



A BICYCLE LANE IS PAINTED LINES IN THE STREET (1,5 METER MIN. WIDTH), USUALLY PLACED TO THE LEFT OF VEHICLE TRAFFIC AND PARKING LANE.

## RECOMMENDATIONS

a city centre with a 'human' pace

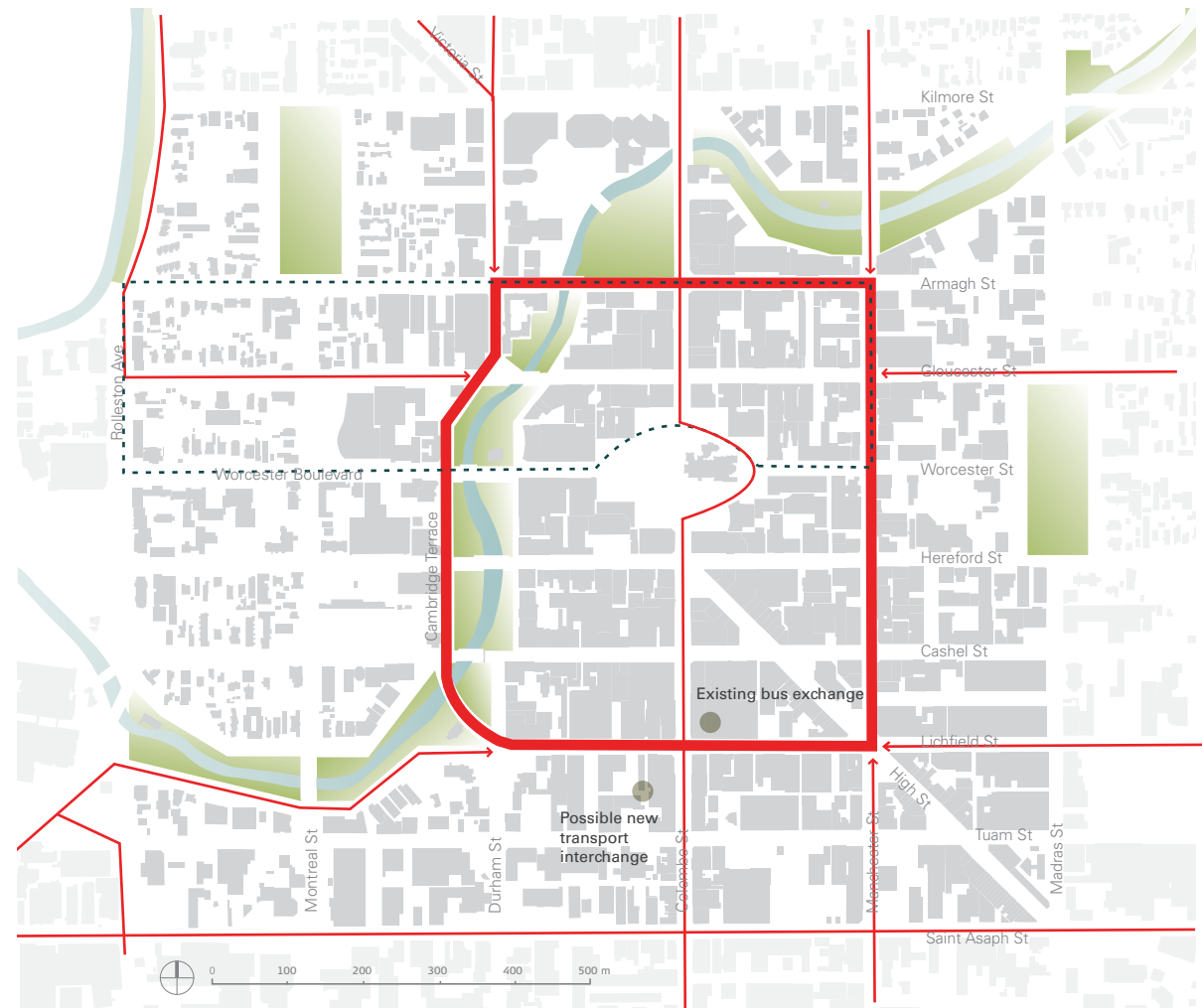
### A BETTER PUBLIC TRANSPORT NETWORK

#### RETHINK AND SIMPLIFY PUBLIC TRANSPORT

- Provide a well integrated and well connected public transport network to provide an alternative to cars.
- First phase could be a simplified bus network in the city centre by turning Armagh St, Manchester St., Lichfield St., Cambridge Terrace into a bus ring around the heart of the city.
- Reduce the high frequency of buses on Colombo Street and across Cathedral Square.
- Let bus routes touch the periphery of the city centre.
- Extend the existing tramway system, reduce the prices and let it be a part of the public transport network in the city centre in order to reduce traffic in the city centre.
- In the long term reduce the number of bus routes to the city centre and gradually replace them with light rail.
- Investigate how a new bus exchange hub could work on the periphery of the city centre.

#### A DEDICATED CITY SYSTEM

- Develop Colombo Street into a public transport route with moderate traffic but with excellent links to a possible new bus exchange and the primary bus ring around the city centre.
- Investigate how a more environmentally sustainable transport system can be developed.



PROPOSED FUTURE PUBLIC TRANSPORT NETWORK IN THE CITY CENTRE

- Bus routes
- - - Historic tramway

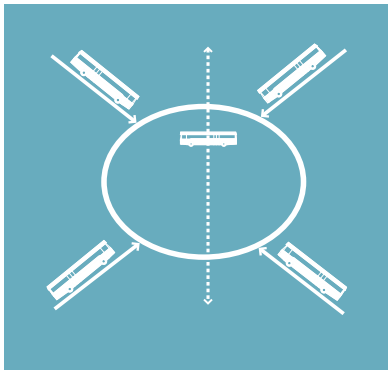


## RECOMMENDATIONS

a city centre with a 'human' pace

### a public transport friendly city

#### PUBLIC TRANSPORT NETWORK



Simplify the public transport to facilitate a traffic calmed city centre. Let all suburban routes terminate at the periphery of the city centre and allow only one or a few routes to dissect the centre.

#### DEDICATED PUBLIC TRANSPORT



Introduce a simple one route system maintaining Colombo Street as a public transport spine in the city centre. Support this route by free small scale service buses. *Christchurch, New Zealand*

#### COLOMBO STREET



Develop a new street type for pedestrians, cyclists and public transport. Indirectly this can effectively traffic calm Colombo Street. *Barcelona, Spain*

#### PUBLIC TRANSPORT NETWORK

Relieving the city centre of noise and fumes is a strong success criteria for any transport improvements. Investigate how - in the long term light rail or in the short term - buses can provide a simplified, attractive, quiet and pollution free ground level public transport.

A future transport system should incorporate a strong sustainability dimension.

Introduce a light rail or a streamlined and reliable bus system with few routes that is easy to understand and use.

Introduce dedicated 24 hr light rail/bus lanes, ensuring a frequent running 24 hr public transport system with a high evening and weekend coverage to support public life activities outside peak periods.

#### PUBLIC TRANSPORT AND LEGIBILITY

Legibility is a primary element in planning public transport. It is about integrating various modes of public transport and different routes. Make sure that all of the city centre is efficiently supported by public transport.

Improve signage along public transport routes so that wayfinding is easier.

#### WAITING FOR PUBLIC TRANSPORT

Waiting for public transport must be comfortable. In the Christchurch climate covered waiting facilities are preferable. Give a sense of efficiency by informing people when next bus will arrive.

Combine public transport seating with general public seating. Along Colombo Street some public benches would improve the waiting for a lot of people.

#### PUBLIC TRANSPORT AND FEELING SAFE

It is important waiting for the bus is a safe experience. Street lighting must be efficient so you do not wait in a dark area.

Make sure that there are activities beside the public transport activity in the city centre. For instance encourage as many ground floor frontages to be busy and open after dark along Colombo Street as possible. If the groundfloors host activities that are closed at night, then they should at least be lit up at night. If there are no ground floors to open up consider allowing kiosks or street vendors to open booths.

#### ELEGANT AND COMFORTABLE WAITING



Let the bus stops be a part of the general Christchurch street furniture, so all things are related in terms of design. *Copenhagen, Denmark*

#### PUBLIC SEATING AT TRANSPORT HUBS



Combine 'public transport seating' with public seating that invites both pedestrians and public transport users. You may take a rest on a public bench but hardly on a bench at a bus stops. *Stockholm, Sweden*

#### WHEN IS THE NEXT BUS ARRIVING?



Expand the use of information pillars that show bus routes, schedules as well as how many minutes to the next bus - as a general feature in the city centre. *Copenhagen, Denmark*

#### LIGHT IN BUILDINGS



This building is an office building, and even though it is closed at night passers-by experience its contribution to the street. *Copenhagen, Denmark*

#### STREETLIGHTING AND GROUND FLOORS



Human beings feel more safe and crime rates drop when the public spaces are lit up at night. Light in ground floors also has a positive effect. *Helsinki, Finland*

#### KIOSKS OR STREET VENDORS



Kiosks and street vendors also help populate a space. *Sydney, Australia*



## RECOMMENDATIONS

a city centre with a 'human' pace

### A TRAFFIC CALMED CITY CENTRE

#### CONSTRAINTS ON VEHICULAR MOVEMENT

In order to improve the quality and vitality of the city centre a reduction in vehicular traffic volumes needs to be achieved. Vehicular traffic still has an important role to play as many people are dependent on their car for getting to and from the city. The study should not be seen as a promotion for getting rid of vehicular traffic in Christchurch but more as an aim for a healthy balance between the various transport modes.

#### INTRODUCE SPEED LIMITS

A speed restriction of 30 km/h should be introduced within a 'slow core' in the city centre. Lowered speed limits and general traffic calming schemes will reinforce the perception of streets being city streets and not thoroughfares.

#### CHANGE THE ONE WAY STREETS INTO TWO WAY

The analysis of traffic volumes shows that the north-south one way streets act as barriers in the pedestrian network. Many cities have now abandoned the one way traffic system, accepting the logic and benefits of the two way system.

- Convert some or all the one way streets into two way streets with pedestrian refuges. Highest priority could be Cambridge Terrace and Montreal Street in order to reduce pedestrian barriers between Hagley Park, the Botanical Gardens and the city centre.

#### GATEWAYS TO THE CITY CENTRE

When arriving at Christchurch city centre people need to feel welcome in order to have a positive experience of the qualities, amenities and the cultural and historical activities and sights available in the city. The 'invitation' starts at the arrival to the city centre and at the gateways to the 'slow core'. The most important gateways should signal a change of focus to an increased pedestrian priority. The gateways should also be linked to the city network, both visually and physically. It should be easy to find your way and orient your self! The focus should be on legibility.

Establish a legible and well defined threshold that underlines the change to the 'slow core'. A message that signals to the motorist that they now have reached a zone where all road users have the same priority.

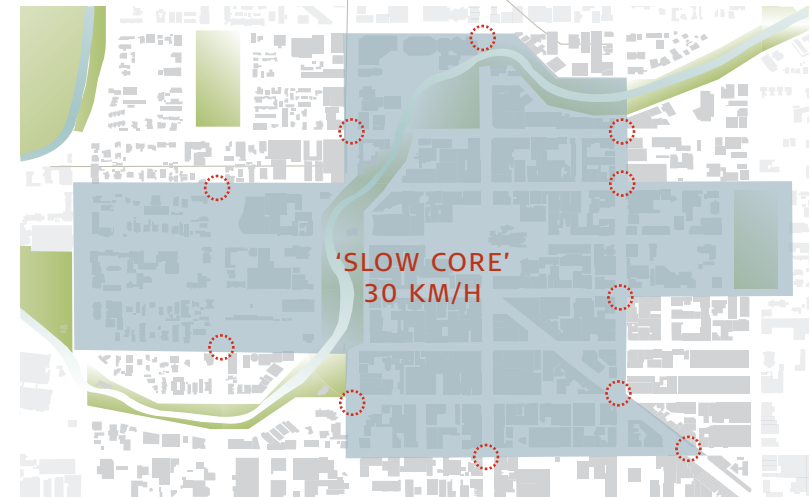
The quality of the street can be raised in a number of ways:

- Introduce a speed limit of max. 30 km/h.
- Provide attractive walking and cycling conditions.
- Introduce the human scale in lighting etc.
- Introduce more crossings for pedestrians, so the street is no longer a barrier.

**CREATE A TRAFFIC CALMED CITY CENTRE AND GET BETTER STREETS AND SPACES**  
Create a traffic calmed city centre with a reduced amount of traffic and a 'slow core' with a 30 km/h speed limit.

- 'slow core', 30 km/h speed limit.
- Important gateways to the 'slow core'.

#### INTRODUCE SPEED LIMITS WITHIN A 'SLOW CORE'



#### CREATE MORE EVEN BALANCE BETWEEN VARIOUS TRANSPORT MODES



Swanston Street, Melbourne



Increase the general awareness of a sustainable city where people are compelled to use alternative transport modes.  
Bourke Street, Melbourne

#### CREATE SAFE COMFORTABLE STREETS



Two way streets with a refuges give better crossing possibilities. The waiting area improves safety and comfort for pedestrians.  
Gammel Kongevej, Copenhagen

#### CELEBRATE GATEWAYS



Strengthen the entry points and connections into the city centre by emphasizing and celebrating the gateways using integrated identity elements like artwork, lighting and landscaping. Melbourne



Lights in trees give the area a special 'feel' at night.  
Copenhagen, Denmark

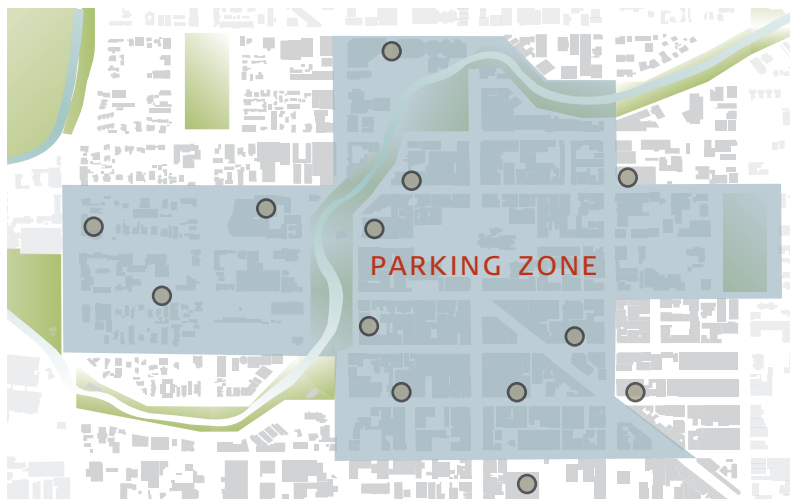


Benches offering passers-by a rest have been placed in connection to the side street entries.  
Gammel Kongevej, Copenhagen

## RECOMMENDATIONS

a city centre with a 'human' pace

### INTRODUCE ON-STREET PARKING LIMITS



#### PARKING ZONE

The parking zone only offers a limited amount of short term on-street parking. The car is welcomed in the parking structures for longterm parking. The parking zone follows the outline of the 'slow core'.

- Parking zone
- Existing parking structures

### A CRITICAL LOOK AT PARKING

Reduce the amount of parking in the city centre drastically in order to control traffic coming into the city centre. Aim for a traffic calmed city centre and thereby give higher priority to pedestrians and cyclists. Consider calming the very core of the city centre the most.

### REGULATE PARKING

On-street parking along the streets should gradually be reduced. Proposed additional on-street parking is a very bad idea. It is not a progressive way of dealing with parking in the future. Instead it is recommended that Christchurch limits the possibilities for parking on innercity streets.

- Consider a parking zone in the city centre that only offers a limited amount of short-term on-street parking and review pricing of on street parking.
- Get as much car parking off streets and open spaces as possible, reduce the traffic numbers and speed in the city centre - this will significantly raise the quality of streets and open spaces.
- Improve existing public parking structures.
- Establish new and modern parking structures at the entry points to the city centre. Review planning controls to reduce car parking ratios in connection with new developments.

### MULTI-STOREY PARKING GETS NEW FACADE



This is a very positive initiative since it transforms the way the building meets the street. The ground floor will now have the possibility of interacting with the street.  
*Seattle, US*

### INFORMATION ON AVAILABLE PARKING



Improve the information system concerning vacant parking capacity to limit unnecessary driving.  
*Copenhagen, Denmark*

### TRANSFORMATION



A new 'wall' with housing is added to an existing parking structure to create a more lively streetscape.  
*Stockholm, Sweden*

### NOT JUST PARKING



Cars are allowed to park short time on this host of 'stars'. When there are no cars the pavement becomes a beautiful part of the space.  
*Solbjerg Plads, Copenhagen*

### NOW A GREEN SPACE



Lyon has a strong strategy on transforming parking lots to public spaces. There is underground parking under the green square. Ventilation of the structure is integrated in the paving.  
*Place de la Bourse, Lyon, France*

### PARKING IN BAYS



Short term on-street parking is organized in bays (max. 4 cars in a row) under street trees - placed at strategic locations to reduce the dominance of the car parking.  
*Copenhagen, Denmark*



## RECOMMENDATIONS

a garden city that celebrates amenities

### A GREEN BLUE CONNECTED CITY

#### DEVELOP A GREEN CONNECTED CHRISTCHURCH

- Develop a network of green east-west routes linking with the public spaces and the pedestrian network.
- Use the Street Trees and Garden Masterplan (draft) to enhance the east-west routes.
- Invite more people to walk and spend time in the city by offering green experiences along city streets.
- Also make use of the green connections at night.

#### GREEN CONNECTIONS

- Develop Worcester Boulevard and Worcester Street as a “Garden City Boulevard” - a strong green connection using grass to define zoning on the street.

#### CREATE A CONNECTED OPEN SPACE/PARK NETWORK

- Celebrate the main parks, Hagley Park and the Botanic Gardens, as grand spaces and unified parklands that connect with the River Avon.
- Improve the recreational walk along Rolleston Avenue and Park Terrace by providing opportunities along the route for people to stop and enjoy the scene.
- Create a better connection between the city centre and the parks - by providing more pedestrian entrances to Hagley Park and the Botanic Gardens.
- Create strong links between the pedestrian network and the entrance points to Hagley Park and the Botanic Gardens.

#### CELEBRATE THE RIVERFRONT AS A GREEN BLUE LUNG

- Celebrate the Avon River through the integration and improvement of the interface between the riverfront and the city by upgrading the surrounding streets and connections.
- Create better access along the river. The streets must not create barriers - there should be one, unified river walk.
- Create lively building frontages to the river with a mix of uses.
- Improve links between the city and the water physically and visually. Create interpretation of water features in the public realm and interesting points at the riverbank like pedestrian bridges, artwork, cafes or recreational facilities.

#### GREEN LANES AND POCKET PARKS

- Under-utilized space in lanes has great potential to serve the city and its people as new ‘green lungs’.
- Gaps in the city centre pedestrian network can be filled by installing little pockets of green whenever an opportunity arises.



#### THE GREEN BLUE NETWORK

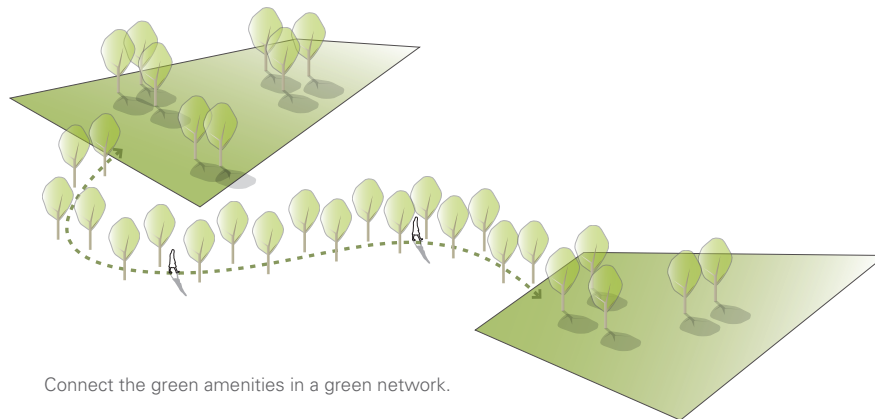
DEVELOP A GREEN BLUE NETWORK OF GREEN ROUTES AND GREEN SPACES LINKING WITH THE PUBLIC SPACES AND THE PEDESTRIAN NETWORK

- Street trees
- ‘Garden City Boulevard’
- ▶ Visual connection to the water

## RECOMMENDATIONS

a garden city that celebrates amenities

### GREEN EAST-WEST NETWORK



Connect the green amenities in a green network.

### GREEN STREETS EAST WEST

The east-west streets in the city centre could become the 'Green Streets'.

Corners and bus stops can feature small-scale green spaces which soften the building facades, provide an enjoyable transition between high rise buildings and the human scale of the street, and offer places to sitdown.

### GREEN CONNECTIONS

Develop Worcester Boulevard and Worcester Street as the 'Garden City Boulevard' - a strong green connection using the street tree planting programme to enhance a unique identity and improve the pedestrian environment. Grass and movable greenery can also be used as elements to define the use of the street.

### STRONG GREEN CONNECTORS



Trees frame the pedestrian zone.  
*Frederiksberg, Denmark*

### GREEN IDENTITY



Grass defines the boundary between public transport and pedestrian use of the street.  
*Barcelona, Spain*

### SUSTAINABILITY



The sustainable dimension needs to be investigated. Melbourne has applied interesting solutions where street trees collect and filter storm water.  
*Melbourne*

### COLOURS AND SCENTS



Temporary and movable flower exhibitions 'Living Colour' add sensory experiences.  
*Herald Square, Sydney*

### SMALL SCALE GREENERY



Movable planting pots. There needs to be a strategy for portable greenery.  
*Place de la Bourse, Lyon, France*

### CELEBRATING THE CONNECTIONS



Light in trees can celebrate nights and special occasions.  
*Copenhagen, Denmark*

### FOCUS ON SUSTAINABILITY

FOCUS ON SUSTAINABILITY AND HOW CHRISTCHURCH CAN BE A WORLD LEADER ON SUSTAINABLE ISSUES. INVESTIGATE HOW THE CITY CAN BE SUSTAINABLE AT A NUMBER OF LEVELS RELATING TO TRANSPORT, ENERGY USE, GREEN ENERGY, WASTE, RECYCLING, WATER ETC.



## RECOMMENDATIONS

a garden city that celebrates amenities

### elements for a green connected city

#### GREEN POCKETS

Small parks are very important public spaces, especially if there are no larger public parks within a short walking distance. If beautified, the spaces improve staying opportunities and consequently the quality of public life, providing a sense of repose and opportunities to linger away from the hustle and bustle. Even with very little room, positive microclimates and social space may be created. Green pockets should be inserted into the city centre fabric at every opportunity, to balance the current deficiency of green open space and ensure that all city dwellers benefit from regular contact with nature.

#### LANES AS GREEN LUNGS

Lanes may be eyesores now, but because they receive very little vehicle traffic, they are ideal places for inserting rainwater catchment and filtration systems, and vegetation. These forgotten spaces can become pleasant walking routes where people can step away from traffic to talk with friends, breathe clean air, watch the seasons turn, and enjoy a bit of urban green at a comfortable scale.

#### GREEN POCKET PARKS



Small pocket parks serve ecological functions and provide well scaled places for people.  
*10th Street, New York*



Personalised space that benefits the entire street.  
*Union Square, San Francisco*



Water, trees and a change in paving create a peaceful pocket in a bustling city.  
*Paley Park, New York*

#### GREEN LANES



Lush, green lanes can be created with very simple construction.  
*Lyons, France*



Using the vertical plane is a good strategy for economizing space.  
*Freiburg, Germany*

#### GREAT MICROCLIMATE IN THE CITY CENTRE

THE HUMAN BEING FEELS COMFORTABLE IN A SPACE, WHERE ITS WELLBEING IS PRIORITISED. GOOD MICROCLIMATES ARE MADE BY ALLOWING PEOPLE TO ENJOY PLEASANT ASPECTS OF WEATHER CONDITIONS. VEGETATION HELPS TO CALM AIR MOVEMENT, PROVIDES CLEAN AIR AND FILTERS OUT BACKGROUND OR TRAFFIC NOISE. PLANTINGS AND ARTICULATED BUILDING FACADES CAN PROVIDE STRUCTURE AT A HUMAN SCALE WHERE PEOPLE FEEL COMFORTABLE PAUSING, STAYING, AND WATCHING THE CITY MOVE AROUND THEM.

#### GREAT MICROCLIMATE FOR STAYING



Creating places where the human body is comfortable. It is comfortable to sit in the sun on a bench with some protection in the back such as a green edge or a wall. *Union Square, New York, US*

## RECOMMENDATIONS

a garden city that celebrates amenities

### elements for a blue connected city

#### PLAYFULL, TRANQUIL AND SENSUOUS WATER ELEMENTS



Water jets offering fun for everybody.  
*Lyon, France*



Water elements integrated in the pavement.  
*Varde Torv, Denmark*



Mist from the many jets of water sparks the imagination, especially for children.  
*Solbjerg Plads, Copenhagen*

#### IMITATION OF WATER



Water fountain with lots of "splash" and art on Place Pompidou. *Paris, France*



Paving stones with light: a memory of water.  
*Copenhagen, Denmark*

#### DRINKING FOUNTAINS AS A FEATURE



Drinking fountains in the public spaces help thirsty people.  
*Auckland, New Zealand*

#### SMALL PEDESTRIAN BRIGES ACROSS THE RIVER



A chinese bridge creates a beautiful and elegant pedestrian river crossing.  
*Copenhagen, Denmark*



A green pedestrian river crossing.  
*Glasgow, Scotland*



Pedestrian and bicycle bridge with sitting opportunities.  
*Copenhagen, Denmark*

#### CELEBRATE THE RIVERFRONT

The fact that Christchurch is a riverfront city should be sensed in all of the city centre, either through celebrating views to and from the river or by installing water elements reminding visitors and residents of the larger context.

Improved links between the city and the water can physically and visually create a stronger feeling of the closeness to the river. Interpretation of water features in the public realm can transfer the water to the city centre in a more subtle way.

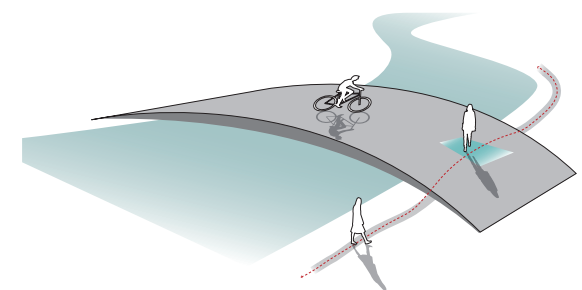
#### WATER ELEMENTS

Water generally has a positive effect on the quality and attractiveness of the public realm. Water attracts children of all ages and adds a subtle beauty to the hard surfaces in an urban environment.

Water elements - playful, tranquil and sensuous - can create experiences that can attract all user groups. Water elements like fountains, jets, mist, drinking fountains etc. should be introduced. Sustainable water systems, e.g. use of recycled water, rain water or river water should be investigated and promoted.

#### BETTER ACCESS ALONG THE RIVER

The analysis has pointed out that the promenade along the river is discontinuous and interrupted at the road crossings because the bridges are too short and low to pass underneath. The road crossings are in general not well marked and unsafe for pedestrians. A better access along the river should be promoted by improving the road crossings.



Streets crossing the river must not create barriers. A pleasant walking rhythm should be created.

#### MORE PEDESTRIAN BRIDGES ACROSS THE RIVER

More smaller pedestrian bridges should be established across the river in order to ease the pedestrian network and link destinations in the city centre.



## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

### A LIVEABLE AND VIABLE CITY

#### IMPROVE THE VISUAL ENVIRONMENT

- Finalise the Streetscape Plan.
- Develop a high quality public art culture, with art works created distinctly for specific public spaces.
- Strengthen understanding of history and the architectural heritage. Develop guidelines for successful integration between new developments and heritage buildings.
- Celebrate the heritage. Develop lighting schemes to emphasize heritage landmarks and enhance streetscapes.
- Ensure that ground floors of new buildings are carefully designed to a human scale and add quality to the pedestrian experience with interesting, active frontages.

#### IMPROVE CONDITIONS FOR SPENDING TIME AND RELAXING

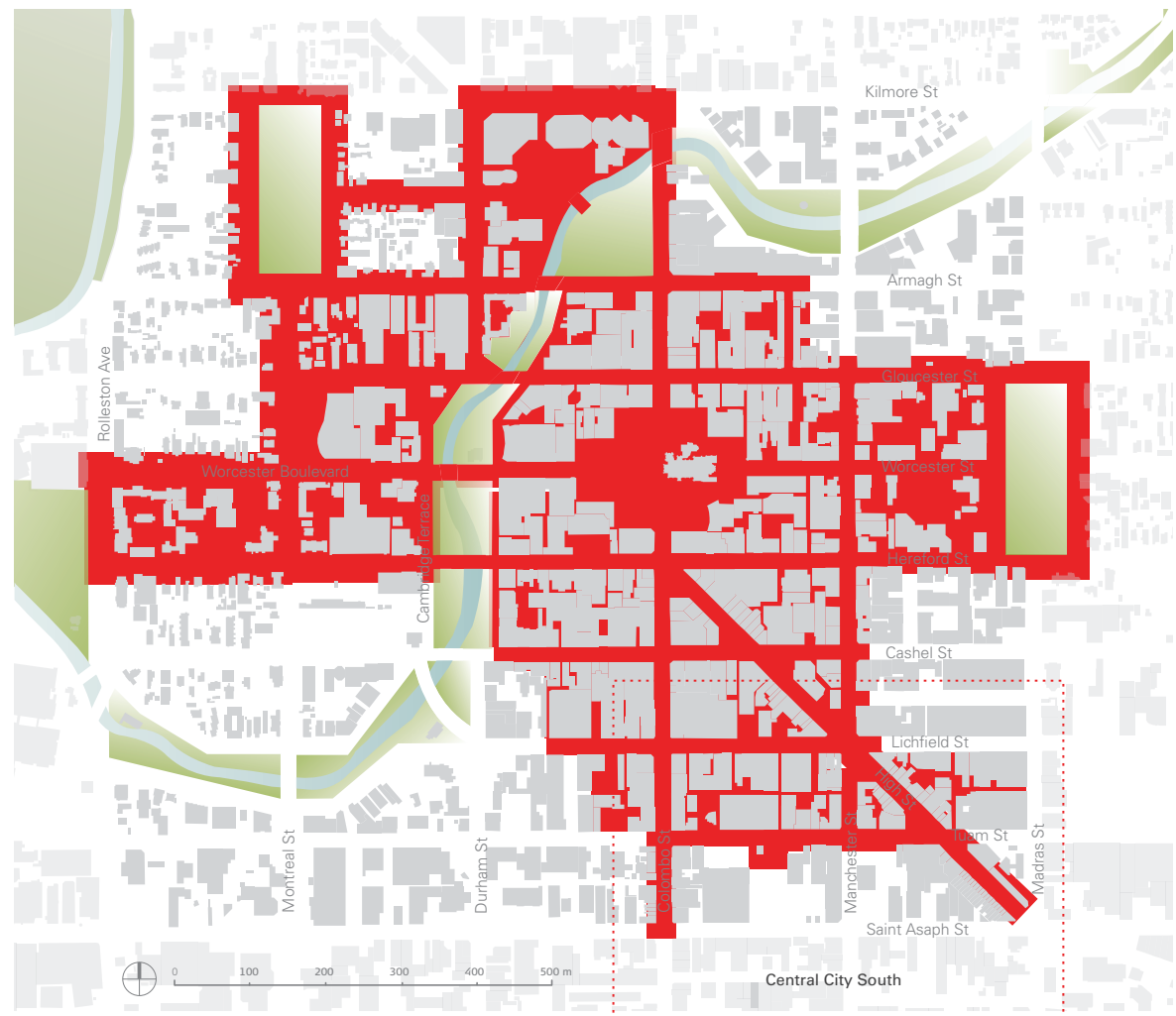
- Let the public spaces offer possibilities and activities for pausing and relaxing and invite all citizens and visitors to both move and linger in the city centre.
- Provide more public benches for formal seating. Provide places to rest in squares and along streets at reasonable intervals.
- Improve conditions for children. Create a series of new play environments across the city centre. Create a child friendly city.
- Create opportunities for physical activities in the city centre, such as a lit jogging track in Hagley Park and along the Avon River.

#### IMPROVE THE FEELING OF SAFETY AT NIGHT

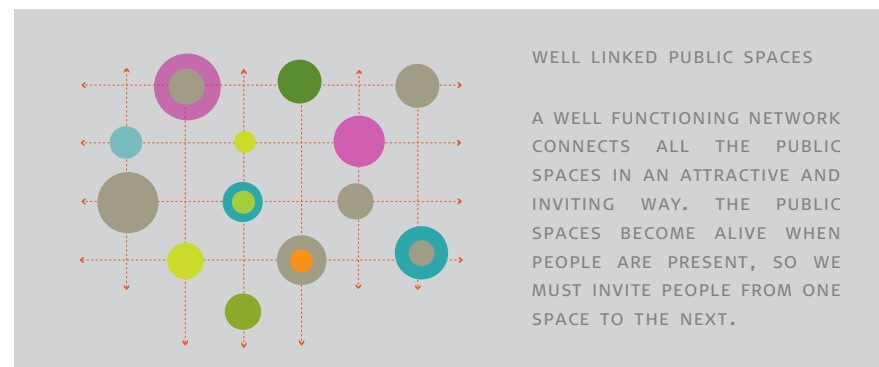
- Ensure more active and transparent street frontages on Cathedral Square, along Colombo Street and in the lanes in order to create a friendly and inviting pedestrian environment at all times of the day.
- Promote active shop frontages along key streets.
- Develop a lighting strategy for the city centre.
- Invite more students to live in the city centre by promoting student housing.
- Expand the running hours of public transport to support a 24 hour city.

#### CREATE A MULTIFUNCTIONAL CITY CENTRE

- Increase the number of residences and spread them equally in the city centre.
- Develop a policy for minimum requirements regarding mixed use. For example retail at ground floor, residences above (30% of the total floor space in the building), offices at the top.
- Encourage activation of lanes.



AREAS WHERE A HIGH QUALITY PUBLIC REALM AND A MORE MULTI-FUNCTIONAL USE SHOULD BE ENCOURAGED





## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

### FIXED - NECESSARY ACTIVITIES



The daily coming and going: going to work and school, going shopping, picking up children etc. The daily necessary activities become pleasant in beautiful public spaces. Public spaces that ensure accessibility for all. *Strøget Copenhagen*



... the daily activities often take place on bicycles and a good cycle network will invite more users to choose this form of transport. *Nørrebrogade, Copenhagen*



The daily waiting for public transport becomes stimulating if the surroundings are comfortable. *Swanston Street, Melbourne*

### THE FIXED - NECESSARY ACTIVITIES

'The things that people have to do': go to school, go to work, wait for the bus, shop etc. These activities take place independently of the quality of the public space - because they are necessary activities.

Even though the necessary activities take place regardless - it is important to create comfortable city spaces because the daily movement influences our well-being. It is important to provide comfortable, practical and pleasant public spaces where there is protection from the elements. Good conditions for walking and cycling and proximity to public transport will invite more users to use these means of transport. The necessary activities are predictable and the public space can therefore be planned appropriately according to the type of activity.

### FLEXIBLE - OPTIONAL ACTIVITIES



Urban recreation: sitting on a bench or take a stroll through the city where the surroundings, the other people, the weather and the window displays etc. can be enjoyed. *Strædet Copenhagen*



Social activities: talking to people you meet, spending time together with people you know and enjoying others company. *Santiago de Compostella, Spain*



Physical active recreation: sports, playing, walking your dog etc. *Islands Brygge, Copenhagen*

### THE FLEXIBLE - OPTIONAL ACTIVITIES

'The things people choose to do, because the public space is inviting': activities people are tempted to conduct because the climate, the surroundings or the specific place is attractive and in general invites them to stay. The optional activities fail to happen if the public space is of low quality and is perceived as deserted and unsafe. A good city is characterised by a wide range of optional activities. People arrive in the city - find it attractive and choose to spend longer than planned. Good public spaces can be recognised by the large numbers of people that have chosen to spend time in them.

### FLEETING - PLANNED ACTIVITIES



Plan for recurrent activities: dancing lessons, market days, sports competitions etc. Activities that are repeated every week, month, year. *Strøget, Copenhagen*



Plan for events: bigger events that may only occur once. A big concert or festival. Events that encourage many people to participate. *Nyhavn, Copenhagen*



Plan for activities - for example demonstrations and parades in the public spaces. *Nørrebrogade, Copenhagen*

### THE FLEETING - PLANNED ACTIVITIES

'The activities people deliberately plan in the public spaces': a growing number of activities are planned to take place in the outdoor public spaces. Festivals, events, dancing lessons, art exhibitions, parades, happenings, political demonstrations, fun runs etc. are all activities that take place in the public spaces because they enrich the space and the activity.

Every event attracts a number of extra people that are coincidental passers-by who are tempted to stay longer than planned because of the event.

The public spaces needed for the planned activities are spaces that can also be designed for flexible and impromptu use.

## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

### strengthen the selection of activities

#### CREATE CHARACTERISTIC AND WELCOMING PUBLIC SPACES

Christchurch has a good base for becoming an active and vivacious city. The analyses of the public space and life in Christchurch can be summarized as - the physical structure is there, but opportunities for a range of activities need strengthening.

Christchurch should particularly strengthen opportunities for physical activities: play, sports and movement. Evening and winter activities should also be strengthened.

The public spaces have an opportunity to offer a wider range of activities than they do today. The lay-out of the public spaces should activate and encourage a wider range of users. The public spaces of Christchurch need a breath of fresh air. They must be more attractive and recreational. The recreational spaces must be the sparkling pearls in the network - that unify and intensify the experiences.

It is important when planning public spaces that the network of the different users interact with each other and connect.

This will increase the integration – and because activity attracts more activity the city will become livelier.

That means the possibility of sitting and enjoying a cup of coffee is combined with a space where children can play, sports activities with many young people can be coordinated with activities for physically active elderly people, recreational opportunities exist along with daily comings and goings.

In order to increase security in the city it is important to look at the possibilities for different activities to overlap each other during both day and night and to ensure the public spaces have a flexible design so they can offer many types of activities at the same time.

With a wide choice of activities Christchurch is able to become a more alive, integrated, varied and exciting city.



#### PLAYING ACTIVITY

##### FIXED - NECESSARY ACTIVITIES

Good opportunities for daily playing in schools, kindergartens and close to home.

##### FLEXIBLE - OPTIONAL ACTIVITIES

Possibilities for play in all parks, in selected public spaces, close to residential areas and at schools and kindergartens. The playing element is incorporated in benches and art installations along main streets and in public spaces where people are waiting for public transport. Combine play with outdoor service.

##### FLEETING - PLANNED ACTIVITIES

Events for children; Children's day, exhibitions for and by children in the public space, organized play and sports in parks.

MORE PHYSICAL ACTIVITY



#### PHYSICAL ACTIVITY - SPORT AND PLAY

##### FIXED - NECESSARY ACTIVITIES

Good opportunities for daily exercise for all ages. A comfortable and safe cycling and walking environment, short distances between destinations.

##### FLEXIBLE - OPTIONAL ACTIVITIES

Well incorporated opportunities for sports in parks - skateboarding, table tennis, basketball, petanque etc. More "sports fields" close to and in the city centre: tennis, badminton, volleyball, hockey, football etc. The Avon riverbank as an activity oriented track through the city. Combine indoor sports activities with outdoor activities e.g. Cranmer Square.

##### FLEETING - PLANNED ACTIVITIES

Sports competitions and events in the city centre; in the public spaces, in parks and along the Avon River. More weekly events for all user groups in the parks; thai chi, workout, dance etc.

## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

CULTURE!



MORE PLACES TO GO TO  
IN THE EVENINGS



STRENGTHEN THE  
ACTIVITIES IN THE WINTER



### CULTURE AND ART ACTIVITIES

#### FIXED - NECESSARY ACTIVITIES

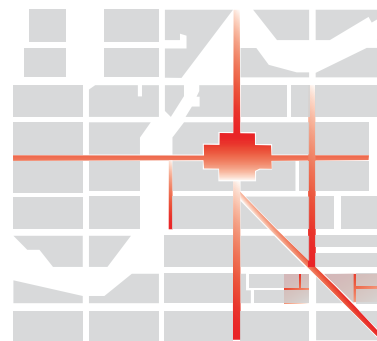
Art and culture that integrate with necessary activities can be a highlight of peoples day; on the bus, along the bicycle tracks, in the evening lighting etc.

#### FLEXIBLE - OPTIONAL ACTIVITIES

Art and culture integrated with the recreational public spaces. Installations that invite interaction. Exchange between public and cultural institutions and the public spaces.

#### FLEETING - PLANNED ACTIVITIES

Outdoor exhibitions, recurrent outdoor concerts and theatre, outdoor cinema, art installations, craft fair and design markets, events with artistic lighting 'Christchurch by light' etc.



### EVENING ACTIVITIES

#### FIXED - NECESSARY ACTIVITIES

Place evening activities on the routes people use in the evenings e.g. 'safe routes' to and from cinemas, theatres, the bus exchange.

#### FLEXIBLE - OPTIONAL ACTIVITIES

Plan activities for all user groups. Encourage more open cafés and restaurants in the evening, sports and playing activities for young people, illuminated sports facilities, illuminate windows in shops for 'window shopping'.

#### FLEETING - PLANNED ACTIVITIES

Evening events arranged by different associations e.g. outdoor evening classes in arts, wine tasting, dancing etc.



### WINTER ACTIVITIES

#### FIXED - NECESSARY ACTIVITIES

Ensure daily activities can take place where there is good protection from the elements. Consider heated benches at public transport stops.

#### FLEXIBLE - OPTIONAL ACTIVITIES

Opportunity to extend the season with outdoor dining with 'heaters' and blankets. Winter sports like ice-skating on Cathedral Square.

#### FLEETING - PLANNED ACTIVITIES

Events, winter festivals, Christmas tree on Cathedral Square, outdoor nativity play, Christmas markets, Christmas treasure hunts for children, Halloween and other annual festivals of different cultures.



## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

### a diverse, safe and lively city

#### AN INVITING CITY CENTRE

In order to make a city more inviting, it is necessary to work simultaneously, with a range of strategies at multiple scales. An inviting city is also characterized by qualities on a smaller scale: inviting facades, playful elements, intriguing art installations etc.

Christchurch city centre has an evident need for a public space network and hierarchy in order to introduce and maintain a strong pattern of city culture and use. The city centre is also in need of more opportunities for spending time in the city and they must be provided on both streets and squares.

- Create a good balance between commercial staying activities and public seating possibilities.
- Create a good balance between parking and recreative activities - and develop local hotspots - playgrounds and meeting places for active and passive activities.

#### INVITATIONS TO STAY LONGER

The city centre needs more invitations to make people stay longer. Opportunities for a wide range of user groups should be a focus. Families, children and elderly are currently under prioritised. Make the city centre an intriguing and amusing place to be.

#### AN ATTRACTIVE AND INVITING CITY CENTRE

To achieve an attractive, safe and lively city centre, focus must be placed on the various user groups - residents, daily and seasonal visitors - plus use and activities during the day, week and throughout the year.

#### A GOOD BALANCE OF USER GROUPS

Today the city centre is somewhat monofunctional, with a large workforce, coming - and going - every weekday within office hours. Tourists and shoppers are more seasonal visitors. Some areas have issues with specific user groups that participate in abusive behaviour, making other user groups stay away.

Inviting residents, and thereby ensuring a good balance between residents and visitors, will be key to ensuring an attractive, safe and lively city centre, as they will help populate and activate the city centre outside office hours and during weekends, making less desirable user groups less evident.

#### INVITE EVERYBODY



Some people will come to the city because they have to for necessary or routine activities. But other individuals and user groups must be attracted to the city. Therefore, plan for activities and spaces that invite a wide range of interest and age groups.



Offer a mix of public and commercial seating possibilities in the same public space.  
*Aarhus, Denmark*



Playful elements with high aesthetic quality will be enjoyed by people of all ages.  
*Copenhagen, Denmark*

#### ENCOURAGE DIVERSITY OF PEOPLE AND FUNCTIONS



People are likely to accept an invitation to do a variety of activities in a city, if they feel invited. If we only invite them to do a limited number of activities, we should not be surprised at the low level of participation and use. Plan for a wide variety of activities in the city.



Create activities for children in the city centre.  
*Bryant Park, New York*



Create more dedicated places for families and children. Even playgrounds may have high sculptural value and thereby add quality to the city as well as providing play space.  
*Sapporo, Japan*

#### TODAY: AGES 16-50



Today the city centre is mainly dominated by visitors with a single purpose - shopping.

#### INVITE AGES 0-16 AND 60+



There is an evident lack of residents - young people, seniors and especially families with children - visiting AND living in city centre.

## RECOMMENDATIONS

a city with diversity - great to visit, live and work in

### A LIVING CITY THROUGHOUT THE DAY AND YEAR



Plan for a city that is active throughout all seasons, and a city that offers interesting things to do in the evening. An active city where many people can meet and interact feels much safer than a city where only a few people are using the public spaces at night.



Activities at the weekends can invite people that typically do not visit the city centre. An active city centre during weekends will increase the feeling of safety.  
*Denmark*



Activate the city in the winter time with a temporary ice rink.  
*Copenhagen, Denmark*

### CREATE A GOOD MIX OF DIFFERENT USES

Passive surveillance occurs naturally in mixed-use areas, when restaurants, shops and street stalls that are open at night activate the edges of the public realm. Most important are the residents in the area, who, regardless of whether shops are open or not, offer the impression that others are occupying the buildings that overlook the public realm. Promoting mixed-use by encouraging a combination of shops, residential and office use in the individual buildings would be beneficial for the city centre. Retail can be located on the ground floor, dwellings (min. 30%) on the first floors and offices on the upper floors. A mix of uses can secure life in the city streets and squares at all times of the day.

### FEELING OF SAFETY

Residents and activities in the city centre generally contribute to the feeling of security. The city should work towards eliminating potentially unsafe areas - such as the 'night-busy' Manchester Street and many of the lanes - by introducing lighting schemes or functions to the areas.

### CREATE LIVELY STREETS AT NIGHTTIME

Passive surveillance may be encouraged in two principle ways:

- Maintaining a lively flow of people in the streets, moving from one destination to another along key links.
- Key links must be well-lit and attractive in the evening hours to encourage activity and provide safe and comfortable passage through the city at night

### NIGHTTIME ATTRACTIONS

Inviting people to remain in the city centre after office hours takes effort. Make sure that the city centre has night time attractions, such as well lit public spaces that are not all closed to the public after 11pm.

### NIGHTTIME NETWORK

Make sure that important night time functions are connected in a secure and welcoming network. Night time destinations, such as theatres or restaurants should be connected to important public transport hubs via well lit streets, active ground floors or "eyes on the street".



Promoting mixed-use by encouraging a combination of shops, residential and office use in the individual buildings would be beneficial for the city centre.



Residents, light in the windows at night and eyes on the street creates a good feeling of safety, which is much more effective than emergency buttons and surveillance cameras.  
*Copenhagen, Denmark*



Well-lit public spaces instead of dark pockets will add to the night time attractions of the network at night.



Human scale lighting following or showing a direction along streets creates atmosphere and safe movement in the city.  
*Solbjerg Plads, Copenhagen*



Attractive and well-lit facades at night invite window shopping and walking in the city centre.  
*Copenhagen, Denmark*



Inviting people to stay in the city centre after work with a variety of functions, placed on at ground floor level, providing evening and night time activities that interact with the streetscape.  
*Copenhagen, Denmark*

## RECOMMENDATIONS

a city centre with attractive and inviting public spaces

### A CITY CENTRE WITH A STRONG IDENTITY

Christchurch has an appropriate number of public spaces, but they are underutilized and all offer much the same kind of activity - or no activity at all.

#### INTRODUCE A PUBLIC SPACE HIERARCHY

- Upgrade each public space and strengthen their individual character.
- Prioritize the public spaces in a hierarchy that establishes clear profiles for each public space. These profiles should not compete with other offers in the city centre.

#### PLAN FOR A RANGE OF ACTIVITIES THAT ARE INVITING TO ALL USER GROUPS

- Encourage more and better opportunities for resting and relaxing in the public space network.
- Create public spaces that offer a broad range of activities and good opportunities to stay longer than planned. Create variation and identity.
- Provide attractive open space close to new housing.



UPGRADE THE PUBLIC SPACES IN THE CITY CENTRE AND STRENGTHEN THE INDIVIDUAL CHARACTER BY INTRODUCING A PUBLIC SPACE HIERARCHY



CITY SPACES



INTIMATE SPACES



RECREATIONAL SPACES



## RECOMMENDATIONS

a city centre with attractive and inviting public spaces

### a public space hierarchy

#### THE CITY SPACES

THREE CENTRAL PUBLIC SPACES ARE IDENTIFIED AS CENTRAL CITY SPACES:

CITY MALL  
CATHEDRAL SQUARE  
NEW TRANSPORT INTERCHANGE SQUARE

THE CENTRAL LOCATION OF THESE PUBLIC SPACES - CONNECTED TO THE CITY NETWORK WITH ACCESS TO THE CITY'S AMENITIES MAKE THEM IMPORTANT CITY SPACES FOR EVERYONE. THESE ARE CATEGORISED AS "THE CITY SPACES"

#### THE INTIMATE SPACES

SMALLER PUBLIC SPACES SUCH AS:

NEW REGENT STREET  
ART GALLERY SQUARE  
ART CENTRE  
PETER SCOULAR PARK  
LICHFIELD LANES  
SOL SQUARE

THESE CONTRIBUTE TO THE PUBLIC SPACE NETWORK AND ARE CATEGORISED AS: "THE INTIMATE SPACES".

#### THE RECREATIONAL SPACES

IN ADDITION THERE ARE A NUMBER OF PUBLIC SPACES IDENTIFIED WITH A DIFFERENT CHARACTER:

VICTORIA SQUARE  
CRANMER SQUARE  
LATIMER SQUARE  
THE AVON RIVER

THESE SPACES PLAY A CRUCIAL ROLE IN THE HIERARCHY AND HOW THE CITY CENTRE IS EXPERIENCED. THEY ARE PUBLIC SPACES - WITH A FOCUS ON RELAXATION AND RECREATION. THESE ARE CATEGORISED AS 'THE RECREATIONAL SPACES'

#### CREATE A FINE GRAINED PUBLIC SPACE NETWORK

Christchurch is in need of a stronger public space network: one that invites people from one space to the next, from one end of the city centre to the other. Many of the existing open spaces are poorly connected, and therefore not used as well as they could be.

- A fine grained network for people has a strong focus on pedestrians and bicycles since they are the ones that keep the city lively.
- A well functioning network attracts a broad range of activities - therefore, both open spaces and streets are important.
- A good network aims to create an inviting city at all times of the year and be as active as possible throughout day and night. All this makes the city more interesting and safe.

#### INTRODUCE A PUBLIC SPACE HIERARCHY

With an introduction of a public space hierarchy in Christchurch the character of each public space will be strengthened. A wider variety of attractions and events can be provided thus a broader group of residents and visitors can be invited to the city. It is possible to develop more targeted opportunities for use, a broader range of uses and user groups, and a higher degree of variation in layout and design by introducing a public space hierarchy.

Celebrate the many small and large spaces in the city centre and clarify the use of the various spaces by giving them a clear function supported by a unique design profile. Introduce different kinds of public spaces to accommodate various activities, some fixed in their use and others more flexible. Ensure that Christchurch has a variety of spaces which present the best of urban design in all its different aspects and which have different qualities attracting different user groups.

## RECOMMENDATIONS

a city centre with attractive and inviting public spaces



### Cathedral Square

#### VISION:

A fantastic central square establishing a clear centre of the city. A regional urban space and centre for the most important events of the city. Cathedral Square should be the city's gathering space that has coffee in the sun, buzzing city life and exciting market days. The square should be a space for relaxing, outdoor eating, gatherings, bigger events, market days and for the city's outdoor Christmas tree.

The shop frontages that face the square should be more active in order to support the city life. There is a lack of really great cafés and restaurants for people want to visit on Wednesday afternoons, Friday evenings and Sunday mornings. The square should be a place that is alive in the evenings to support the evening activities in the surrounding streets.

### cathedral square is one public space,...



'THE TRANSIT SPACE'

'The transit space' should offer easily recognisable bus hubs, taxi stops, tourist bus drop-off and comfortable 'waiting' benches. All these necessary activities should be concentrated in the eastern part of the square.

Evening restaurants with outdoor service should activate the edge of the square - in order to create a lively edge and create a perception of safety in the evenings.



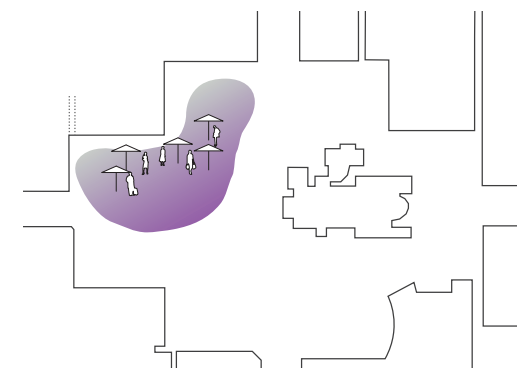
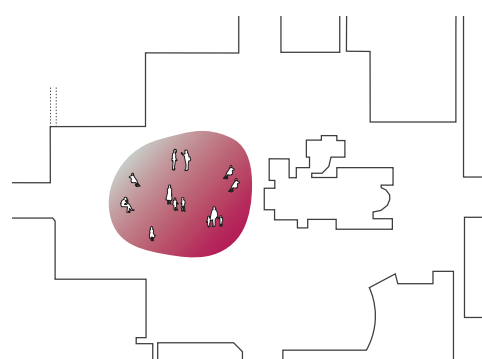
'THE MEETING SPACE'

This space should work as a flexible space. 'The meeting space' link to both the Cathedral and the city. It is obvious to use this space as the city's meeting place. From here one can sit and look around the square. The space should invite the passers-by and shoppers to meet and enjoy a quiet moment. It should be furnished with a lot of public benches and movable chairs so it is possible to sit and watch life on the square.



'THE MARKET SPACE'

'The market space' should allow for vendors seven days a week with stalls for people to buy fresh produce flowers and food. The existing Cathedral Square Market with crafts should also occupy this space a couple of times a week.



## RECOMMENDATIONS

a city centre with attractive and inviting public spaces

Part of the square should primarily function as a pedestrian corridor linking the north, east, west and south sides of central city. The important pedestrian lines should be prioritised and it should be made safer to cross the square as a pedestrian. Pedestrians should be prioritised higher than vehicle traffic. Vehicular traffic; buses and taxis should only be allowed east of the Cathedral, except the tram that still runs east - west.

Cathedral Square should set the scene for experiences and exhibitions in Christchurch. The square is very valuable public space and the way it is used should reflect its qualities. Experience shows the design of public space has a strong influence on how much it is used. The square should be activated year round with different uses in order to achieve a more alive space. The square should be the space for flexible use and stationary activities all year round.

... but it is experienced and can be divided into 6 different spaces - each of the spaces offering a variety of city life



'THE SUNNY SPACE'

This space should be an everyday recreational space with sun all day long on a good summer day. 'The sunny space' should invite passers-by and shoppers to meet and enjoy the cafe culture or just to enjoy a quiet moment on a public bench. It is important that the entrance to the visitor information is strengthened and made more visible. Electronic information stands and monitors should be put up from which people have access to culture-historical tales, event calendars and visitor information including current activities, exhibitions and opening hours etc.



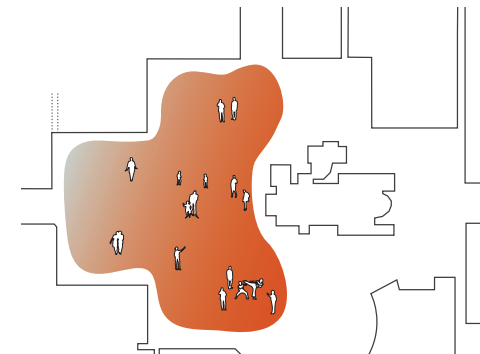
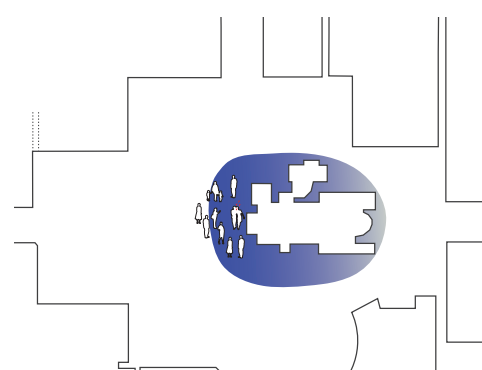
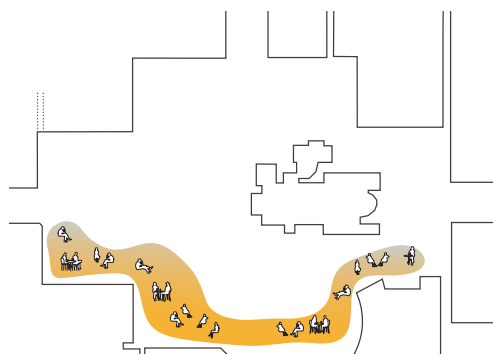
'THE CATHEDRAL SPACE'

The space in front of the entrance to the Cathedral should be a dignified city space where people can gather for celebration of joyful events or remembrance of a loved one. 'The Cathedral space' should be empty on a normal weekday and should be able to accommodate an outdoor church service, concert or different church events like christenings, weddings or funerals.



'THE EVENT SPACE'

The Cathedral Square should be activated when Christchurch hosts a public party - and people are invited for different festivities. Both small and big events can take place in 'the event space'. Theatre, music, film showing, events and other gatherings. Different arrangements can take place simultaneously with the squares other activities.





## RECOMMENDATIONS

a city centre with attractive and inviting public spaces



#### VISION:

A strengthened commercial street working in a pedestrian zone.

The pedestrian street already has a strong identity with a commercial life that needs to be maintained and where possible magnified. Good human scale of the street - homogeneous buildings with active, transparent frontages, and many entrances. City Mall should be strengthened as a commercial street with outdoor services,

public seating and excellent conditions for pedestrians. There has to be one or more good cafes and restaurants that people wish to visit on Wednesday afternoons, Friday evenings and Sunday mornings.



#### VISION:

Welcome to Christchurch City Centre.

A public space in front of the new Transport Interchange should be an important element of the interchange. It is essential that it provides a strong visual and pedestrian link with the rest of the city. A dynamic transit city space with a modern

design that gives a grand and direct arrival to the city centre. An attractive and active meeting space where the pulse of the city should be experienced. Lots of active shop frontages for snacks, cafes and takeaways.



## RECOMMENDATIONS

a city centre with attractive and inviting public spaces

### Art Gallery Square

#### VISION:

The city's art and event space.

An attractive, dynamic and inviting space in front of the Art Gallery. An active meeting space for everybody. The square should - all year round - be able to cater for different flexible activities. The things people choose to do, because the public space is

inviting' as well as the activities people deliberately plan in the public spaces. A space able to adapt to changing outdoor art exhibition, choral singing and music, recurrent concerts, theatre and events etc.



### Peter Scouler Park

#### VISION:

The city's coffee room.

An oasis of water and green in the 'stone' city. An intimate space for small breaks; a coffee and contemplation. Water jets create a sensuous atmosphere and help neutralise the traffic noise. The small square should link the Central City South area with the public space network of the city.





## RECOMMENDATIONS

a city centre with attractive and inviting public spaces



### New Regent Street

#### VISION:

A cultural 'lounge' in the city centre.

The pedestrian street should function as the city's 'lounge' space - a space for spending time and outdoor eating. A space with active edges linked to the rest of the city.



### Latimer Square

#### VISION:

The outdoor 'living room'. An urban garden for play and relaxation.

A dignified garden with strong focus on qualities for central city residents. The garden should be a resting space for stationary and recreational activities for all ages - with playing facilities for children and comfortable staying opportunities. The garden

should invite picnicking on the grass, grandparents on the benches, outdoor evening courses in dancing, cards, wine tasting etc.





## RECOMMENDATIONS

a city centre with attractive and inviting public spaces

### Cranmer Square

#### VISION:

A recreational green public space for physical activities.

A city square with a big green space for ball games and other play. It should be a space for stationary and recreational activities for the central city residents and visitors; everybody should be able to play a basketball game, throw a Frisbee, play

tag or rounder's etc. The green public space should provide for all user groups at any time of the week; Thai chi, different kind of workout, dance, etc. There should be more trees in order to create a sense of space.



### Victoria Square

#### VISION:

A dignified city garden and a cultural space for small breaks.

Here people should be able to withdraw from the city activities in the city centre. A city garden people visit during lunch breaks. A city garden with playing and staying opportunities. There should be a prime space for staying activities with shelter and sun in the afternoon that is furnished with movable chairs so people can 'occupy

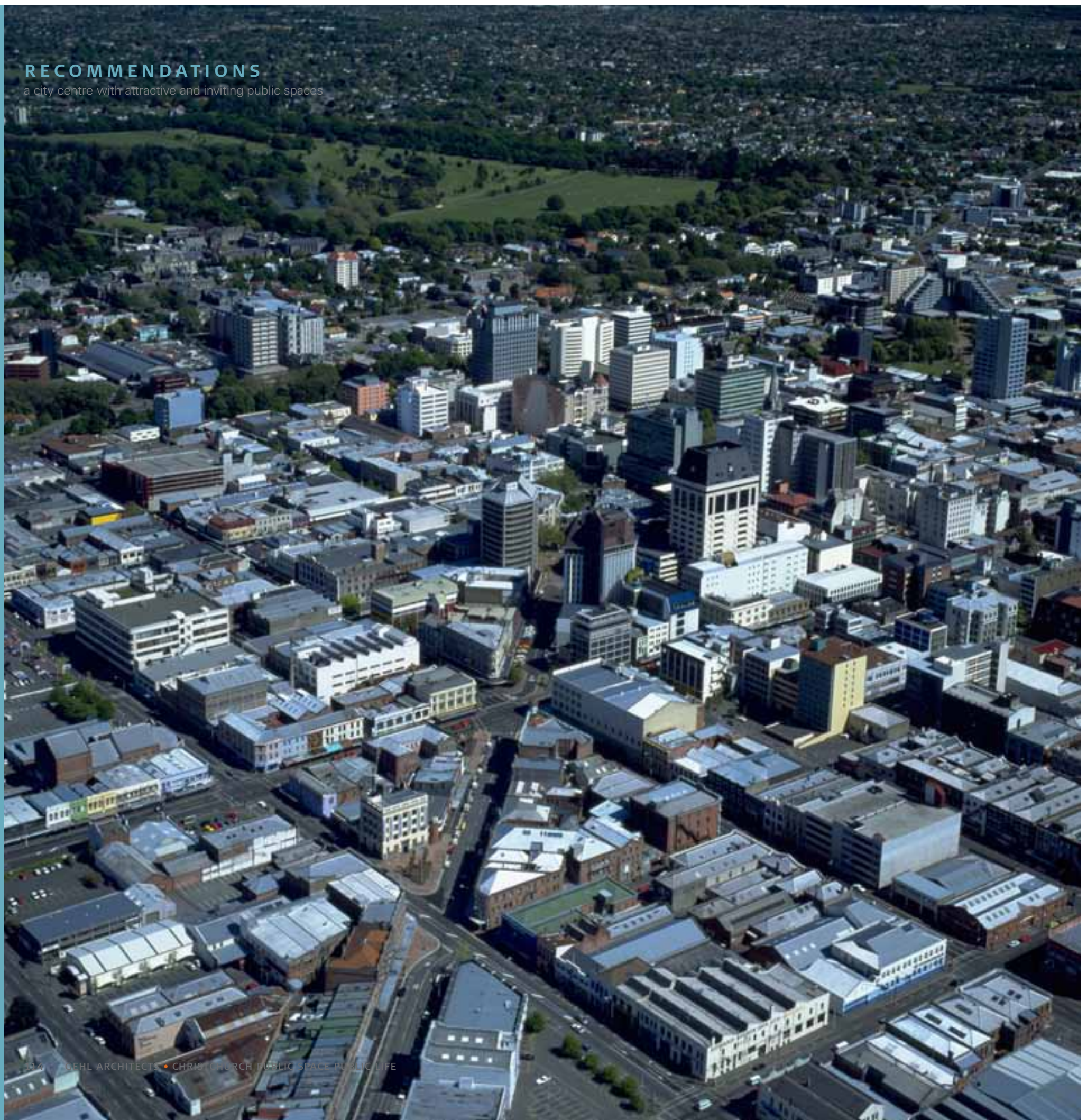
the space'. The City Library should have an 'outdoor reading room' in the city garden and the edge along the northern side should be activated; the back stage of the theatre could work as minor outdoor stage, and the city hall could be opened up and furnished with lunch tables for coffee breaks and outdoor meetings. These ideas should help to activate the square as a city garden space.





## RECOMMENDATIONS

a city centre with attractive and inviting public spaces





### NEW OPEN SPACE FOR CENTRAL CITY RESIDENTS

#### PROVIDE DIFFERENT TYPES OF OPEN SPACE FOR RESIDENTS

- THE ACTIVE STREETS FOR WALKING AND STAYING ARE ALSO IMPORTANT SPACES FOR CENTRAL CITY RESIDENTS. THE SOUTH CITY AREA SHOULD BE INTEGRATED DIRECTLY INTO THE PUBLIC SPACE NETWORK. THE PROPOSED TRANSFORMED COLOMBO STREET WILL PROVIDE AN ATTRACTIVE LINK TO THE REST OF THE NETWORK. CENTRAL CITY SOUTH SHOULD BE LINKED DIRECTLY TO COLOMBO STREET.
- PROVIDE PRIVATE OUTDOOR SPACE IN DIRECT RELATION TO THE APARTMENTS AND WITH VISUAL CONTACT TO PUBLIC SPACE (FRONT GARDENS, BALCONIES, ROOF TERRACES). THE PRIVATE OUTDOOR SPACE SHOULD BE AS CLOSE TO THE GROUND AS POSSIBLE SINCE THIS WILL STIMULATE ACTIVITY ON THE GROUND. (ABOVE 4-5 STORIES PEOPLE ON BALCONIES AND PEOPLE ON THE STREETS ARE NOT BE LIKELY TO NOTICE EACH OTHER OR FEEL RELATED)
- PROVIDE EXCELLENT INTIMATE SPACES VERY CLOSE TO THE RESIDENTIAL DEVELOPMENTS. PLACES FOR SITTING, FOR CHILDREN TO PLAY ETC.
- DEVELOP THE AREAS IN CENTRAL CITY SOUTH WITH A LANE STRUCTURE LIKE THE EXISTING LANES. THIS COULD PROVIDE THE INTIMATE OPEN SPACE AS WELL AS A PUBLIC PASSAGE THROUGH THE AREA.
- MAKE SURE THE INTIMATE SPACES OF RESIDENTIAL DEVELOPMENTS ARE VERY WELL CONNECTED TO A LARGER SPACE. ACTIVITIES WHICH CANNOT TAKE PLACE IN THE PRIVATE OR INTIMATE SPACES. (SPORTS FACILITIES, LARGER PLAYGROUNDS ETC.) THE PROPOSED TRANSFORMATIONS OF LATIMER SQUARE AND CRANMER SQUARE ARE TO PROVIDE THIS KIND OF SPACE FOR THE NORTH-WESTERN AND EASTERN RESIDENTIAL AREAS. IN CENTRAL CITY SOUTH IT COULD BE JUSTIFIABLE TO PROVIDE SOME KIND OF MINOR PARK FOR THESE ACTIVITIES.

CHRISTCHURCH HAS A FANTASTIC LARGE GREENSPACE CLOSE TO THE CITY CENTRE IN HAGLEY PARK AND THE BOTANIC GARDENS. THERE IS NO NEED TO COMPETE WITH THAT.

Christchurch City Council wishes to increase the number of residents in the central city area. The Central City South area is currently a case study focussing on residential development.

This is a very good idea in relation to several principles for a lively and attractive city centre. More people living in the centre:

- Will mean more active public space and more attractions.
- Will create business opportunities for a broader range of shops and services
- Will contribute to the perception as well as the actual safety of the public space



Vauban, Freiburg, Germany



Vauban, Freiburg, Germany



Kartoffelrækkerne, Copenhagen



Bo01, Malmö, Sweden



Bo01, Malmö, Sweden



## REFLECTIONS

IN 2008 GEHL ARCHITECTS WAS INVITED TO CAST A CRITICAL VIEW ON HOW THE PUBLIC SPACES IN CHRISTCHURCH ARE PERFORMING IN TERMS OF PUBLIC LIFE. THE FINDINGS ARE PRESENTED IN THIS REPORT.

THE ROAD TO A PEOPLE FRIENDLY CITY WITH GREAT CITY SQUARES AND ROOM FOR PEOPLE IS LONG BUT IMPORTANT STEPS MUST BE TAKEN IN TERMS OF AGREEING ON THE PATH TO FOLLOW.

THE ANALYSIS SHOWS THAT CAR ISSUES ARE A SIGNIFICANT THEME TO ADDRESS IN THE FUTURE DEVELOPMENT OF CHRISTCHURCH CITY CENTRE. PEDESTRIANS AND CYCLISTS ARE AT THE BOTTOM OF THE HIERARCHY AND AS A RESULT CONDITIONS ARE QUITE POOR FOR PEOPLE WHO CHOOSE THE MOST SUSTAINABLE AND HEALTHY TRANSPORT MODES.

ANOTHER AIM OF THIS REPORT IS TO UNDERLINE THE IMPORTANCE OF IMPROVING CONDITIONS FOR RECREATIONAL ACTIVITIES IN THE CITY CENTRE. CHRISTCHURCH CITY CENTRE IS STILL MAINLY PERCEIVED AS A SHOPPING AREA AND THE RECREATIONAL OPPORTUNITIES ARE YET TO BE FURTHER DEVELOPED. IT IS THE GOAL OF CHRISTCHURCH CITY COUNCIL THAT MORE PEOPLE WILL LIVE IN THE CITY CENTRE IN THE FUTURE. TO ACHIEVE THIS GOAL ONE IMPORTANT ACTION IS TO DEVELOP PUBLIC SPACE, WHICH IS ATTRACTIVE ALSO TO CENTRAL CITY RESIDENTS. THIS REQUIRES DEVELOPING ATTRACTIVE OPPORTUNITIES FOR CHILDREN AND THE ELDERLY TO USE IN THE PUBLIC SPACE.

THE EXISTING WALKING CULTURE NEEDS TO BE PRESERVED AND DEVELOPED FURTHER. THE DEVELOPMENT OF A PEDESTRIAN NETWORK RELATES TO THE ORGANISING OF PUBLIC TRANSPORT, SPEED, TRAFFIC VOLUMES AND THE AMOUNT OF PARKING AND THUS DRIVING TO AND FROM THE CITY.

WITH TIME THE PUBLIC SPACES CAN BE DEVELOPED TO BE AS IMPORTANT FOR THE CITY'S IDENTITY, HISTORY AND CULTURE AS THE BUILT FORM. CHRISTCHURCH IS A BEAUTIFUL PLANNED CITY WITH ACCESS TO THE RIVER AND THE SURROUNDING PARKS. NOW IT IS TIME TO UNDERSTAND THE TRUE VALUE OF THE CITY'S GREAT POTENTIAL AS AN ATTRACTIVE LIVING CITY FOR THE 21<sup>ST</sup> CENTURY, AND DEVELOP BEAUTIFUL PUBLIC SPACES THAT WILL INCREASE THE NUMBER OF PEOPLE LIVING IN, USING, LOVING AND CARING FOR THE CITY.

CHRISTCHURCH HAS GREAT POTENTIAL TO BECOME A TRULY VIBRANT AND LIVEABLE CITY. IF CHRISTCHURCH DARES TO LET ITS FUTURE DEVELOPMENT BE GUIDED BY INTERNATIONAL BEST PRACTICE IN HOW TO MAXIMIZE LIVEABILITY, IT HAS A LOT TO GAIN. CHANGING THE CURRENT SITUATION IN CHRISTCHURCH DEMANDS A CHANGE OF MINDSET. A MORE HOLISTIC APPROACH NEEDS TO BE USED WHERE TRAFFIC PLANNING AND PUBLIC SPACE PLANNING ARE THOUGHT OF AS ONE. VISIONS NEED TO BE FORMULATED AND STRATEGIES NEED TO BE PUT IN PLACE TO GRADUALLY CHANGE THE CURRENT COURSE AND DEAL WITH HOW THE VISIONS CAN BE ACHIEVED ON PRACTICAL TERMS. LOOKING AT OTHER CITIES IN THE WORLD IT IS EVIDENT THAT CHANGE IS POSSIBLE. THUS MELBOURNE, LYON AND COPENHAGEN ARE REMARKABLE EXAMPLES OF CITIES, WHICH HAVE RADICALLY TRANSFORMED. COMMON FOR ALL OF THEM IS A MOVEMENT TOWARDS A MORE BALANCED TRAFFIC SYSTEM, A STRONG FOCUS ON PUBLIC SPACE AND AN UNDERSTANDING OF HOW A HIGH QUALITY PUBLIC REALM CAN INVITE MORE PEOPLE TO USE THE CITY IN A VARIETY OF WAYS.

CHRISTCHURCH IS A VIBRANT AND VIVACIOUS, YET RELAXED AND FRIENDLY CITY WITH MANY GREAT QUALITIES ON WHICH TO BUILD ITS FUTURE DEVELOPMENT. CHRISTCHURCH WILL NO DOUBT CHANGE DURING THE COMING YEARS. THE SPIRIT IS THERE, THE KNOWLEDGE IS THERE AND THE POTENTIAL IS THERE. THE PROCESS USED AND THE RESULTS ACHIEVED ARE STILL TO BE SEEN.





# INSPIRATIONS



### CITIES MOVING TOWARDS A MORE PEOPLE ORIENTED, SUSTAINABLE AND LIVEABLE CITY

OPPOSITE DIRECTIONS IN CITY PLANNING CAN PRESENTLY BE IDENTIFIED. IN SOME CITIES WALKING AND PUBLIC LIFE IS DISAPPEARING, EMPHASIZING THAT LIFE IS BECOMING MORE AND MORE INDIVIDUALIZED. IN OTHER CITIES PUBLIC LIFE IS CAREFULLY SUPPORTED BY THE INTRODUCTION OF GOOD PEDESTRIAN ENVIRONMENTS IN ORDER TO SUPPLEMENT THE PRIVATE LIFE SPHERES WITH A WELL FUNCTIONING PUBLIC DOMAIN OFFERING A WIDE RANGE OF ATTRACTIVE PUBLIC ACTIVITIES.

THE FACT THAT PEOPLE IN ALL PARTS OF THE WORLD RESPOND EAGERLY AND ENTHUSIASTICALLY TO THESE NEW OPPORTUNITIES FOR WALKING AND PARTICIPATING IN PUBLIC LIFE IN PUBLIC SPACES, INDICATES THAT WALKING ENVIRONMENTS AND OTHER TYPES OF PUBLIC SPACES WHERE PEOPLE CAN MEET ARE IMPORTANT ASSETS IN PRESENT DAY SOCIETY (POSSIBLY EVEN MORE SO THAN 20, 30 OR 50 YEARS AGO). IN A WORLD WHERE LIFESTYLES ARE BEING INCREASINGLY PRIVATIZED, PUBLIC SPACES ARE GAINING IN IMPORTANCE.

### A 21ST CENTURY MODEL OF CITY DEVELOPMENT

IN MUCH OF THE WESTERN WORLD, CITY DEVELOPMENT OVER THE PAST 60 YEARS HAS BEEN DRIVEN BY VEHICULAR TRAFFIC DEMAND. THIS MODEL WAS SUFFICIENT THROUGH MUCH OF THE 20TH CENTURY, BUT TODAY THE BEST CITIES IN THE WORLD OFFER THEIR CITIZENS SOMETHING MORE THAN TRAFFIC CAPACITY.

THE INTERNATIONAL EXAMPLES OF CITIES THAT HAVE WORKED TO IMPROVE CONDITIONS FOR PEOPLE EXEMPLIFY THE TYPE OF CITY GROWTH THAT IS PARAMOUNT IN THE 21ST CENTURY. IN TODAY'S GLOBALIZED, HIGHLY MOBILE SOCIETY, CITIES AROUND THE WORLD ARE COMPETING TO ATTRACT THE SAME HIGH QUALITY WORK FORCE. PEOPLE CAN LIVE ANYWHERE THEY WANT TO; IT IS ONLY THE CITIES THAT ARE THE MOST ATTRACTIVE, HEALTHY, SAFE, VIBRANT AND LIVEABLE THAT WILL COMPETE IN THE GLOBAL MARKET.

IN ORDER TO ATTRACT THESE PROSPECTIVE RESIDENTS, CHRISTCHURCH SHALL FIRST AND FOREMOST TAKE CARE OF THE RESIDENTS THAT CALL THE CITY HOME TODAY.

## INSPIRATION

### DEMOCRATIC AND PIONEERING PUBLIC SPACE POLICY

BARCELONA, SPAIN / 3.5 MILLION INHABITANTS (GREATER BARCELONA)



TWO DIFFERENT OCCASIONS AND POLICIES:

1. A DEMOCRATIC SOCIETY AND PUBLIC SPACES
  - The policy to create new public spaces for free meeting and talking was formulated in Barcelona after the fall of the dictatorship of general Franco. The new democratic government that came to power in the first free elections in 1979 promoted new public spaces to give inhabitants immediate improvements in living conditions and open up democratic discussion.
2. THE OLYMPIC GAMES AND THE CITY PLAN
  - The Olympic Games in 1992 was used as a great opportunity to make large-scale improvements to the city. Investment was used to drive development of the city plan, where unfinished parts were completed and derelict industrial sites were transformed into new city districts. In this way, Barcelona got new sports arenas but also a new district of housing with a leisure harbour connecting new city districts to the beach along the coast.

PUBLIC SPACE POLICY PROFILE

- Barcelona has been pioneering public space policies, where a great number of imaginative new designs have been applied across the city.
- New public spaces in each neighbourhood for people meeting, talking, discussing, playing and unwinding.

The public space policy has been called “projects versus planning” as it turned the traditional planning methods upside down by focusing on what independent small projects can do for a city district - and for a whole city. Instead of waiting for the grand coordinated master plan to be developed, the city has been implementing public spaces - even where no spaces existed - by tearing down derelict buildings, using old railroad yards, or renovating existing spaces. Without any great need of coordination, these projects improved the city for inhabitants.

- No standard designs but “tailor-made” solutions place-by-place, involving a great number of local architects.
- With the slogan “the gallery in the street”, contemporary sculptures have been an integrated part of the public space programme with the dual intention of giving each place its unique character and to create discussions between local people.

DISTRIBUTION OF PUBLIC SPACES

- Hundreds of projects in many different scales, from major parks to local piazzas, or just a little corner with a couple of trees and a bench standing on a fine new urban floor, are spread over the whole surface of the city. It functions like a kind of urban acupuncture, where the whole body of the city becomes better without a great need for coordination of projects.

PUBLIC SPACES AND TRAFFIC

- Initially the public space policy was not an integrated part of any major traffic plan and in most cases projects were made without taking space from driving and only a few of the many spaces have underground parking garages as part of the new designs. Later projects with more traffic and parking emphasis have been emerging, such as parks on top of freeways.
- Barcelona has developed a wide range of public space types from small hard scapes in the form of piazzas, to large parks that function like “green oases”, often established on derelict land or former industrial sites. Promenades and other types of

new interpretation of the rambla motif are frequent as well as a series of spaces dominated by gravel and soft shapes, mostly for playing. In this city with high density in both building mass and in traffic volumes, all the different types of open spaces are highly appreciated.

ORGANISING THE TASK

- The city created a new office called Servei de Projectes Urbans to work with new projects in the 10 city districts. Meetings are held with local people in each district as part of the process, and architects at the office coordinate the technical and administrative aspects of the project. There are a large number of local architects from private practice working in collaboration with - and doing projects for - the office.

PROCESS

- The new democratic city council selected Oriol Bohigas as a city councillor for urban design. Bohigas was both the director of the School of Architecture and partner of a major private practice, and he formulated the general approach. The results show an interesting relation between the public and private sectors, as the public investments in new city spaces were followed up by property owners renewing surrounding buildings. The early projects were designed after architects’ competitions and later the office for public space design was put into place to work continuously with the projects.

RESULTS

- The idea of reconquering public spaces was formulated in Barcelona as a political idea of providing democratic space as well as a vision for re-creating the art of making public spaces. Nowhere in the world can the viewer see so many different examples of new and experimental designs of parks, squares and promenades in a single city as in Barcelona.

## POETIC, COORDINATED AND SOCIAL PUBLIC SPACE POLICY

LYON, FRANCE / 1.3 MILLION INHABITANTS (GREATER LYON)



## POLICY PROFILE

- The public space planning is coordinated with social policy with the aim of creating “a city with a human face” and a city for all its inhabitants. Equality and balance between projects in the Inner City and in suburban districts are underlined, for instance by giving the same architect the commission to design public spaces in both the centre and the suburbs.
- Three different types of plans have been developed: A green plan, which focuses on the city’s public spaces, a blue plan that deals with the way the city meets the rivers, and a “yellow” plan, a lighting plan. The latter addresses the character and quality of lighting of monuments and other buildings as well as the streets, squares and parks. It is also a tool for collaboration between the public and the private sector in relation to the quality of lighting in different locations.
- Lyon is actively supporting smaller shops in the inner city by stopping all further development of out-of-town shopping centres.

## DISTRIBUTION OF PUBLIC SPACES

- Projects are spread over the city, with a balance between the Inner City and suburban districts.

## PUBLIC SPACES AND TRAFFIC

- In order to create a human face to the city, the traffic policy is aiming at putting car parking underground. Many of the renovated spaces in the centre of the city have 4 to 6 stories of parking garages under the car-free surface of the public space. A partly public and private firm has been established to build and run the new parking structures.
- New lightrail lines and a metro are giving alternative forms of transportation.

## TYPES OF PUBLIC SPACES

- Most of the renovated public spaces in the Inner City were existing “classical rooms” in the historic city fabric, whereas the spaces in the suburban districts were “free floating” spaces between high-rise housing blocks. These suburban spaces had to be redefined and redesigned for new uses, thus creating new types of public spaces.

## FIXED SET OF MATERIALS &amp; FURNITURE

- A “Lyon vocabulary” of materials to be used in the spaces has been developed, particularly to underline the identity of the city but also to limit the number of materials to be maintained. To stress the equality between different districts, the same street furniture can be found in suburban housing projects as well as in central city spaces.

## ORGANISING THE TASK

- The city created two new organisations to cope with the coordination of public space policy. On the political level an organisation called “Group de Pilotage Espaces public” was formed, headed by the mayor. This group, with representatives from all departments involved in the process, meets once or twice a month. A parallel interdisciplinary organisation called “Group Technique de Suivi”, with experts from all departments, is meeting every week to prepare and coordinate the technical and practical sides of the implementation of the plans.

## PROCESS

- As a response to the deteriorating quality of the public realm under the pressure of a growing number of cars entering the city centre, combined with social tension between suburbia and down town, one of the mayors, Henry Chabert, formulated the policy to create a city with “a human face” (or surface) in 1989.
- Poets and other artists have been asked to generate the spirit of the place, the genius loci, before the brief is given to the architects or landscape architects who were designing the spaces.
- A large number of public meetings and interaction with the local people are other characteristic elements of the process, which has also aimed to create a good interaction between the private and public sectors.

## RESULTS

- Lyon suffered an industrial decline in the 1970’s, but has reformulated its role and become a very dynamic city. The policy has changed the appearance and image of the city, with a large number of high quality public spaces.



## INSPIRATION

### URBAN TRANSFORMATION INTO A PLACE FOR PEOPLE

MELBOURNE, AUSTRALIA / 3.6 MILLION INHABITANTS (GREATER MELBOURNE)



#### POLICY PROFILE

- The City of Melbourne's design philosophy was first outlined in the 1985 Strategy Plan that called for the city to build on its existing strengths in a manner that reflected Melbourne's local character, while diversifying uses within the central city to transform it from a central business district to a central activities district. Melbourne's existing strengths and physical patterns were identified and later elaborated upon in Grids and Greenery. Published in 1987, Grids and Greenery provided a vision for the future of Melbourne.
- Alongside its early strategic vision and directions, Council developed urban planning and conservation controls, broad-perspective master plans and guidelines, as well as detailed action plans, streetscape plans and street furniture technical notes. Council also instigated retail, events and arts policies and programs, as well as strategic initiatives and project partnerships including Postcode 3000 to encourage residential living back into the city.

#### DISTRIBUTION OF PUBLIC SPACE

- Since 1985, City of Melbourne's urban design program has been implemented throughout the municipality, although high-profile projects have generally been concentrated in the central business district, Southbank, and most recently, Docklands.

#### PUBLIC SPACES AND TRAFFIC

- A principal objective of Melbourne's urban design program has been to reduce car dominance in the street while establishing a more inviting public

realm for people. To achieve this, Council has undertaken an incremental but consistent process of pedestrianisation through the installation of high-quality bluestone paving, street furniture, trees, newsstands, and kiosks, complemented by a policy for more active street-level building frontages. Such physical improvements have created a safer, more inviting and engaging public realm. The area of pedestrian space has increased through footpath extensions, most significantly in Swanston Street and little streets such as Flinders Lane. Temporary lunchtime road closures provide pedestrians with a less congested through-route in Little Collins Street.

- In addition to improving public space for walking and social interaction, Melbourne has sought to promote sustainable transport alternatives to reduce emissions and traffic congestion, and to ensure the public realm is inclusive and accessible to all people. While streets within the city centre do not have formally dedicated bicycle lanes due to the competing demands for road space, the closure of Swanston Street to daytime through-traffic has established it as a popular north-south cycle route.

#### TYPES OF PUBLIC SPACE

- The City of Melbourne has aimed to enlarge the public realm and pedestrian networks with a broad range of public space types through: (1) the establishment of main public spaces such as Bourke Street Mall, City Square, Federation Square, and waterfront promenades including Southgate; (2) small-scale spaces established by re-claiming surplus road space; and (3) works to upgrade existing streets and laneways.

#### A STANDARD SUITE OF MATERIALS & FURNITURE

- The City has created standardised designs for a wide range of street furniture in order to improve streetscape amenity with attractive, durable, functional and unobtrusive elements that complement the urban culture, character and significance of each street. Melbourne's bluestone pavement program, founded on the city's traditional materials, has ensured that repaving successfully fits into both contemporary and historic settings.

#### PROCESS AND ORGANISING THE TASK

- In the 1980s, Melbourne's citizens spoke out about the slow destruction of their city. Inappropriate international style developments, the invasion of the automobile, destruction of heritage areas and general decline of the central city saw new political forces emerge at both a State and Local Government level. Their success at the polls allowed them to reset the agenda for Melbourne.
- Commencing in 1985, the City of Melbourne's urban design department developed a comprehensive planning and design policy framework that defined a simple vision to transform Melbourne's ailing central business district into a central activities district, while retaining the physical characteristics that were distinctive to Melbourne. This vision was adopted and has been gradually implemented through ambitious but achievable targets over the past two decades.
- Using in-house professional skills, the City of Melbourne has worked to lead rather than just manage the city's transformation. It has mastered the art of successful partnerships and directed the resources of other levels of government and the private sector towards improving the public realm through such projects as Federation Square and QV.

#### RESULTS

- Council's urban design program has been instrumental in inspiring, directing and accelerating the process of revitalising Melbourne through a gradual but consistent transformation of streets, lanes and other spaces into public places that are engaging and diverse. This is evident from population and economic growth. Since 1994, there has been a staggering 830% increase in city residents, and this has been accompanied by a significant rise in pedestrian volumes and the number of people choosing to spend time in the public realm. The follow-on effects include revived street use patterns as the community utilises the city as its recreational, retail and entertainment base, and this has been highly influential in creating a more vibrant, safer, and sustainable 24 hour city.

## A BETTER CITY - STEP BY STEP

COPENHAGEN, DENMARK / 1.3 MILLION INHABITANTS (GREATER COPENHAGEN)



## POLICY PROFILE

- Copenhagen's step-by-step policy covers a zone where a series of policies are applied to create better conditions for soft traffic and people on foot.
- Public spaces are seen as a network of streets that link with public transit and a series of piazzas or squares that open up for different activities and urban recreation.

## DISTRIBUTION OF PUBLIC SPACE PROJECTS

- Early projects were all in the historic core of the Inner City. Later, local spaces in the outer districts of the city were developed and, more recently, new spaces have been established along the waterfront.

## PUBLIC SPACES AND TRAFFIC

- Bicycle lanes and bicycle priorities in different forms have been applied throughout. Access to the Inner City is possible by car but driving through is restricted, so walking or cycling is easier.
- In the Inner City most of the public spaces are part of traffic calming measures and a series of different types of street designs have been applied from pedestrian-only, to pedestrian-priority streets and

to streets with other limitations for driving.

- No new parking structures have been established in the Inner City for some years and kerb side parking has been reduced by an average of 2-3% annually. Surfaces have been converted to accommodate other people-oriented activities.
- New metro lines have been built recently to give better access to the Inner City from some of the new development areas of the Oerestad, a new town being built close to the city centre.

## TYPES OF PUBLIC SPACES

- The new public spaces in the Inner City consist of renovated existing "rooms" in the historic city, all with a modest and fine human scale. The spaces are mainly streets and squares, which through time have got different functions as "living rooms," "dining rooms" for staying activities or "corridors" for strolling along as part of urban recreation.

## ORGANISING THE TASK

- For many years the design of public spaces has been taken care of by the City Architect's office, while the City Engineer's office, paved and maintained them. In recent years the organisational structures at Copenhagen City Hall have been reorganised and an office established especially for public space design and policy.

## PROCESS

- The policies have been emerging gradually from early experiments with the first pedestrian streets in the 1960s to the 1980s, where consistent and coordinated policies were formulated.
- Copenhagen has changed gradually through the last 30 to 40 years, from a city dominated by cars to a city centre for daily life for people on foot.

## RESULTS

- Copenhagen Inner City has gained the reputation of being a fine place for urban recreation, where each new step has increased the quality for people on bicycles and on foot. These qualities of life are part of the reason that a growing number of people want to live in the centre of the city, where new housing has been built along the harbour fronts. Copenhagen has also experienced a general development from the first pedestrianisation years, where public life revolved around walking and shopping, to a more developed city culture where the number of mixed activities increase and where people spend four times as much time as before the redevelopment schemes started. The public money invested in renovating public spaces has been paid back through an increased number of tax payers in the city - more residents - and an increased turnover for city-based businesses. The general image of Copenhagen has changed towards a much more attractive city as a base for larger corporations and businesses in general.

## INSPIRATION

### THE PROCESS OF GETTING STARTED

NEW YORK, UNITED STATES / 8,274,527 MILLION INHABITANTS (GREATER NEW YORK CITY)

#### PUBLIC LIFE SURVEY IN NEW YORK CITY

In 2007, as a part in the PlaNYC, a long term plan to create a greener, greater New York started. New York City DOT contracted with Gehl Architects to conduct public life surveys of selected sites around the city. Gehl's data provides information on where people walk and what they do when stationary, either as part of daily activities or for recreational purposes. Gehl Architects also analysed the quality and condition of outdoor seating, the quality of paving materials, construction-related impacts and other qualitative factors that affect the public realm. Results from the public life survey helped formulate much of New York's strategy for improving streets as public spaces, and can serve as a baseline against which future surveys can be compared.

#### THE VISION

One of the challenges PlaNYC poses to city agencies is to "re-imagine the City's public realm" — to develop an urban environment that transforms the streets and squares into more people-friendly places. This is to be done through new initiatives such as; Broadway Boulevard, the Public Plaza Program, Coordinated Street Furniture, Summer Streets and initiating the beginning of a 1864 miles (3000 km) city-wide bicycle network.

#### THE PROCESS

The process in New York has been gradual: first reclaiming the space from automobile use whenever possible, simply by laying out colored asphalt and furnishing the spaces with chairs, tables and umbrellas and creating protection from passing cars by introducing a heavy green planter. Later process will include upgrading to more permanent materials and creating an activities and identity program in the existing spaces on Manhattan but also expanding the programme to all of New York's five boroughs.

See example of the Madison Square transformation.



MADISON SQUARE BEFORE, AUGUST 2007  
Madison Square with street layout and traffic.



READ MORE: WORLD CLASS STREETS  
[www.gehlarchitects.com/?#/178747/](http://www.gehlarchitects.com/?#/178747/)



MADISON SQUARE, JULY 2008  
Madison Square is closed for traffic and becomes pedestrian zone.



MADISON SQUARE, SEPTEMBER 2008  
Madison Square with new surface, flower pots and a café. Madison Sq transformed into a recreational space.



MADISON SQUARE, SEPTEMBER 2008  
Madison Square seen from above.







**PUBLIC LIFE DATA**





## PUBLIC LIFE DATA

### METHOD

#### PEDESTRIAN COUNTS AND OBSERVATIONS

The purpose of this study was to examine how public spaces are used. It provides information on where people walk and stay either as part of their daily activities or for recreational purposes. This can form the basis for future decisions on, which streets and routes to improve, to make them easy and pleasant places to visit, and not just act as traffic conduits.

The study also provides information on how many people sit, stand or carry out other stationary activities in the city and where they do it. These stationary activities act as a good indicator of the quality of the urban spaces. A large number of pedestrians walking in the city does not necessarily indicate a high level of quality. However a high number of people choosing to spend time in the city indicates a lively city of strong urban quality.

#### HOW THE DATA WAS COLLECTED

- Counting pedestrians
- Surveys of stationary activities (behavioural mapping)

#### METHOD

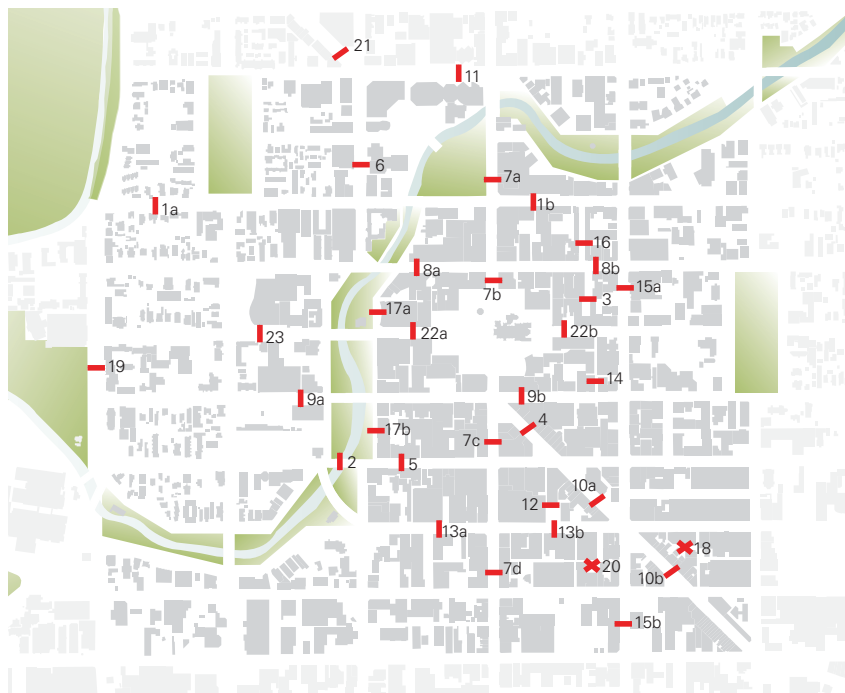
The method for collecting this information has been developed by GEHL Architects and used in previous studies in Perth, Melbourne, Adelaide, Wellington, London, Riga, Stockholm, Oslo, Copenhagen, Rotterdam, Edinburgh and a number of provincial cities in UK and Scandinavia.

- Pedestrian counts were carried out in selected streets for 10 minutes every hour between 8am and 12am.
- Stationary activities were mapped every second hour between 10am and 8pm.
- The surveys took place on summer days with fine, sunny weather in 2008.
- The data was collected on weekdays (Tuesday / Wednesday) and Saturdays.

#### STUDY AREAS

The counting positions have been chosen to provide the best possible overview of pedestrian traffic. The areas for recordings of staying activities are equally chosen with the intention to achieve knowledge of the study area as a whole.





COUNTING POSITIONS FOR PEDESTRIAN TRAFFIC SURVEY

pedestrian traffic survey

- |      |                           |      |                              |
|------|---------------------------|------|------------------------------|
| 1a.  | Armagh Street A           | 11.  | Kilmore Street               |
| 1.b. | Armagh Street B           | 12.  | Kivers Lane                  |
| 2.   | Bridge of Remembrance     | 13a. | Lichfield Street A           |
| 3.   | Cathedral Junction (lane) | 13b. | Lichfield Street B           |
| 4.   | City Mall (High Street)   | 14.  | Lane btw Worcester/ Hereford |
| 5.   | City Mall (Cashel Street) | 15a. | Manchester Street A          |
| 6.   | Durham Street             | 15b. | Manchester Street B          |
| 7a.  | Colombo Street A          | 16.  | New Regent Street            |
| 7b.  | Colombo Street B          | 17a. | Oxford Terrace A             |
| 7c.  | Colombo Street C          | 17b. | Oxford Terrace B (the Strip) |
| 7d.  | Colombo Street D          | 18.  | Poplar Lane & Ash Lane       |
| 8a.  | Gloucester Street A       | 19.  | Rolleston Avenue             |
| 8b.  | Gloucester Street B       | 20.  | Sol Square (lane)            |
| 9a.  | Hereford Street A         | 21.  | Victoria Street              |
| 9b.  | Hereford Street B         | 22a. | Worcester Street A           |
| 10a. | High Street A             | 22b. | Worcester Street B           |
| 10b. | High Street B             | 23.  | Worcester Boulevard          |



SQUARES AND STREETS WHERE STAYING ACTIVITIES HAVE BEEN RECORDED

stationary activity survey

- |     |                           |
|-----|---------------------------|
| A.  | Cathedral Square          |
| B.  | Art Centre                |
| C.  | Art Gallery Square        |
| D1. | Avon River A              |
| D2. | Avon River B              |
| D3. | Avon River C              |
| D4. | Avon River D              |
| E1. | City Mall (High Street)   |
| E2. | City Mall (Cashel Street) |
| F.  | Cranmer Square            |
| G.  | Latimer Square            |
| H.  | Lichfield Lanes           |
| I.  | New Regent Street         |
| J.  | Peter Scouler Park        |
| K.  | Sol Square                |
| L.  | The Strip                 |
| M.  | Victoria Square           |
| N.  | Worcester Boulevard       |
| O.  | Worcester Street          |





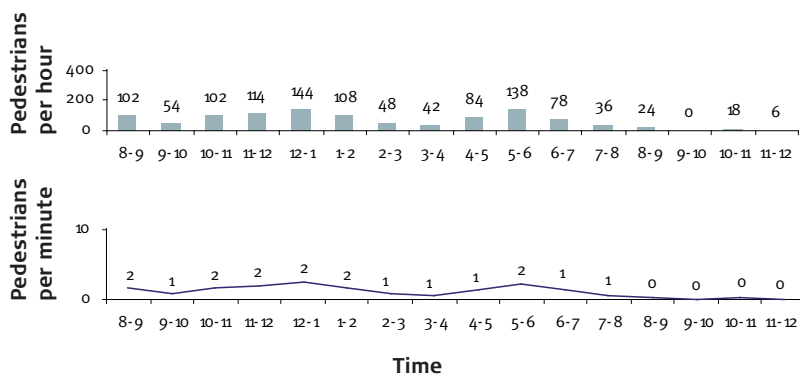


PEDESTRIAN TRAFFIC - WEEKDAY



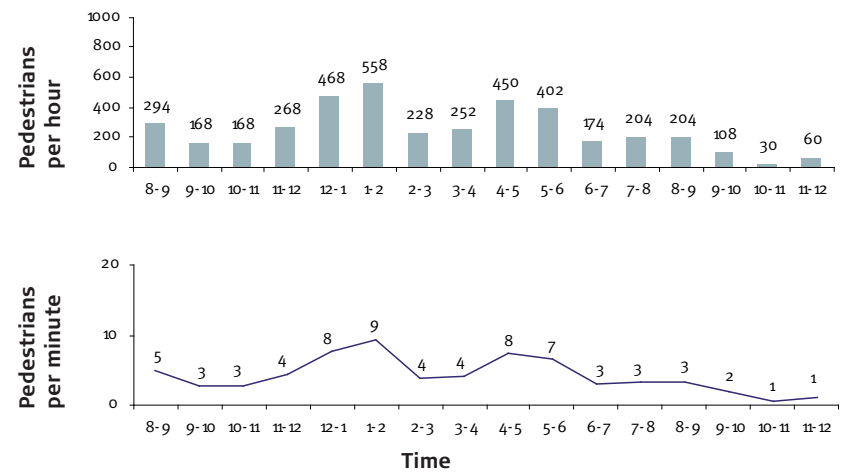
Armagh Street A

1.098 pedestrians all day



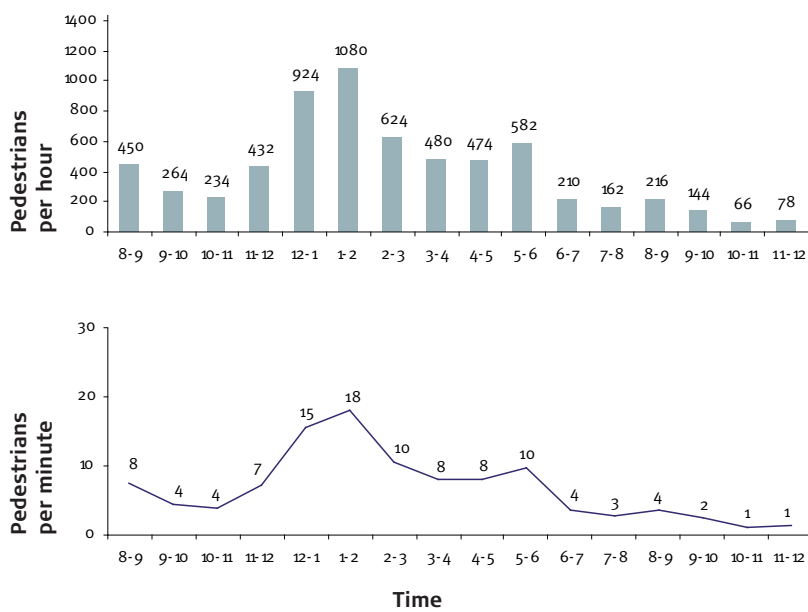
Bridge of Remembrance

4.036 pedestrians all day



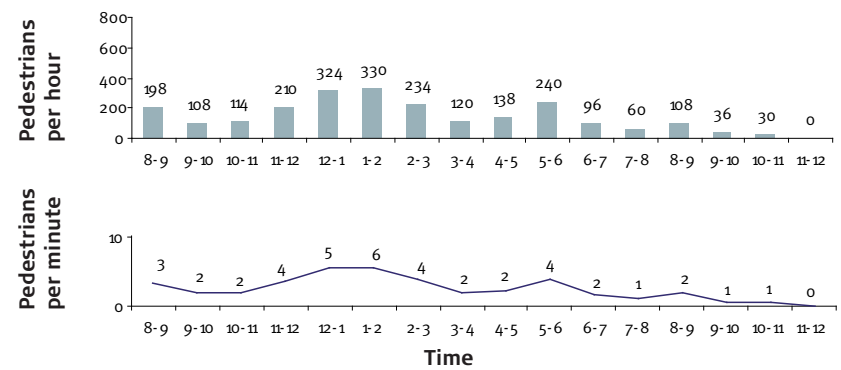
Armagh Street B

6.420 pedestrians all day



Cathedral Junction (lane)

2.346 pedestrians all day



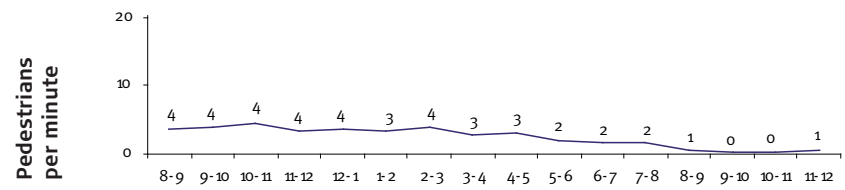
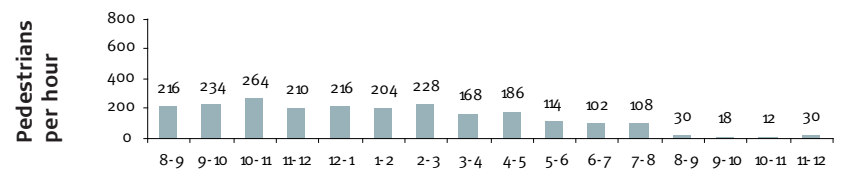
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - WEEKDAY



### Durham Street

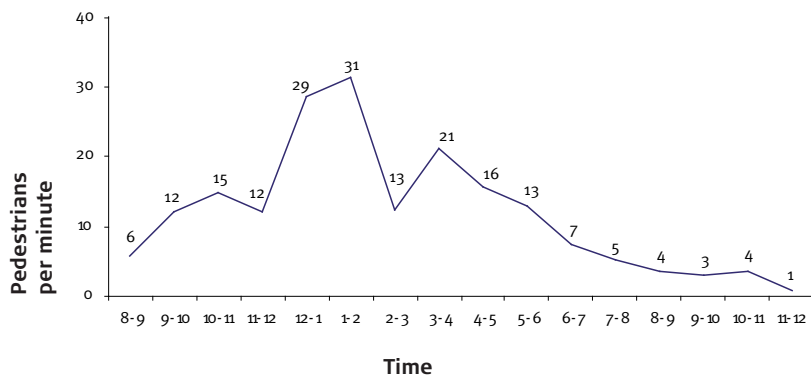
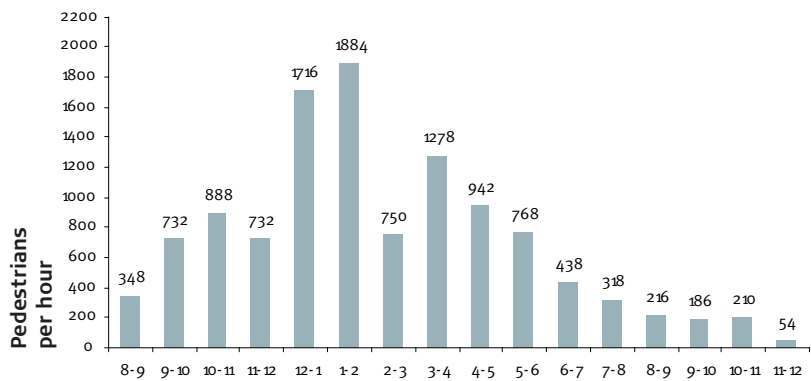
2.340 pedestrians all day



Only counted on weekday

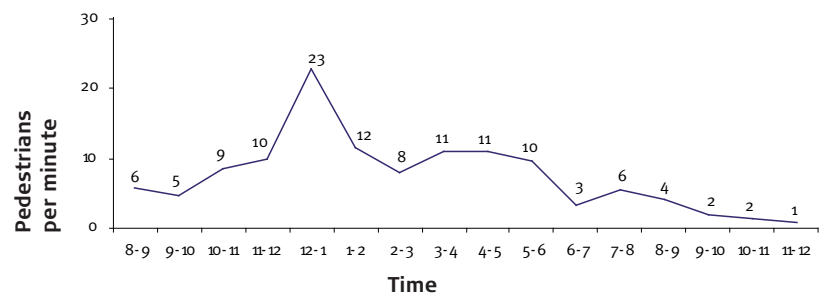
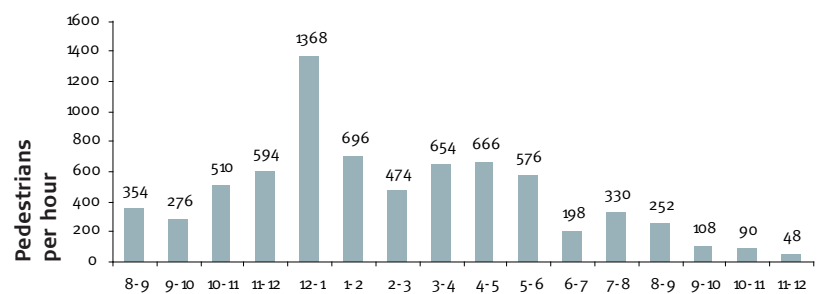
### City Mall (High Street)

11.460 pedestrians all day



### City Mall (Cashel Street)

7.194 pedestrians all day

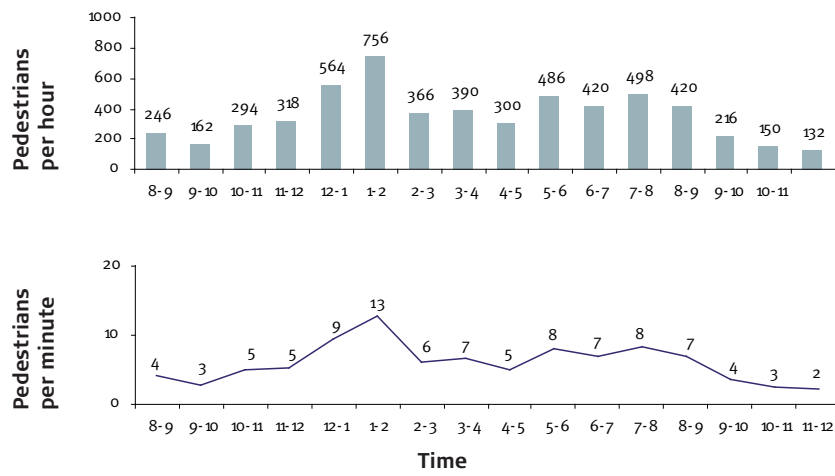


PEDESTRIAN TRAFFIC - WEEKDAY



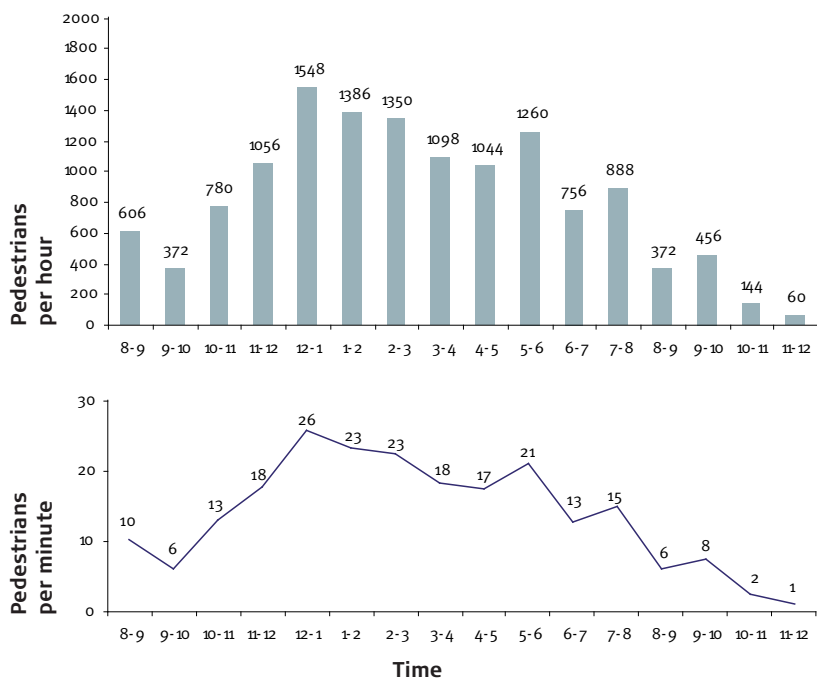
Colombo street A

5.718 pedestrians all day



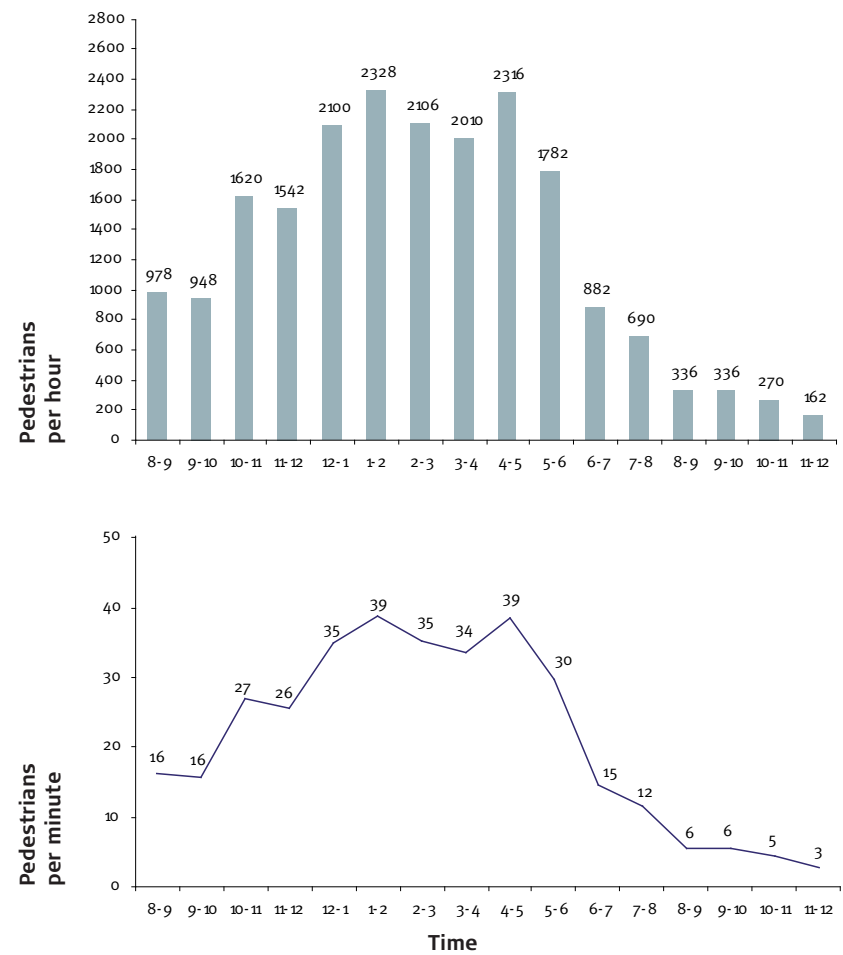
Colombo Street B

1.3176 pedestrians all day



Colombo Street C

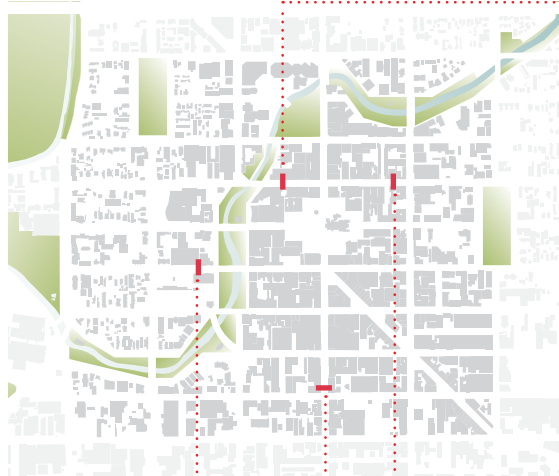
20.406 pedestrians all day





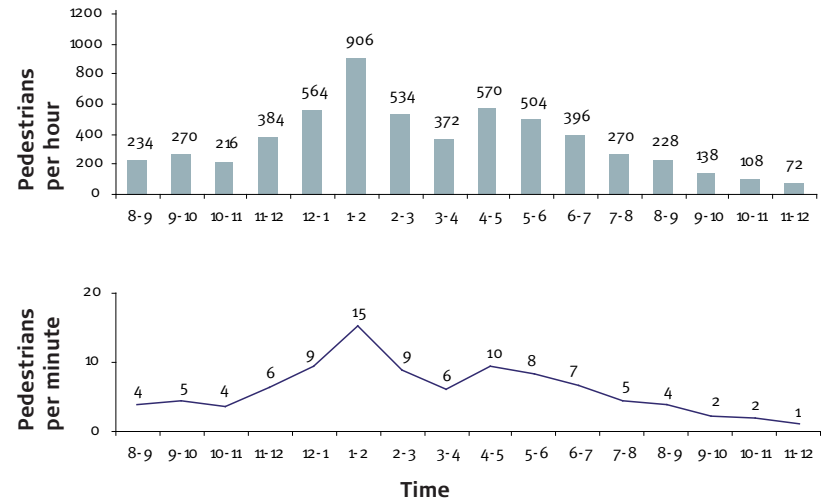
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - WEEKDAY



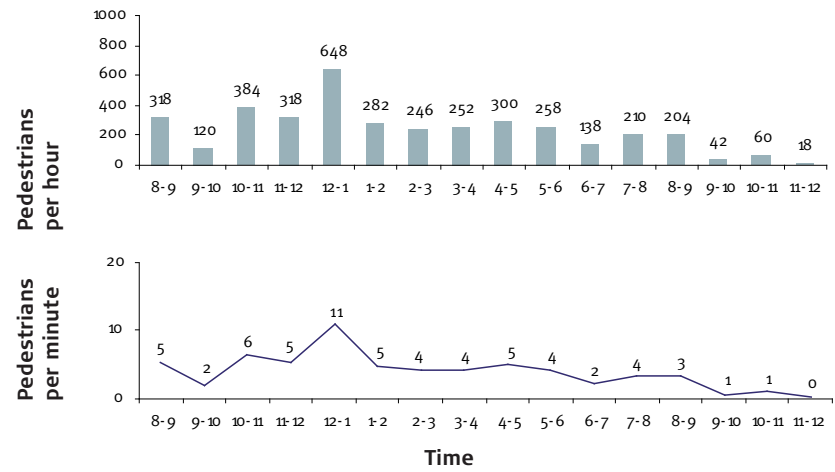
### Gloucester Street A

5.766 pedestrians all day



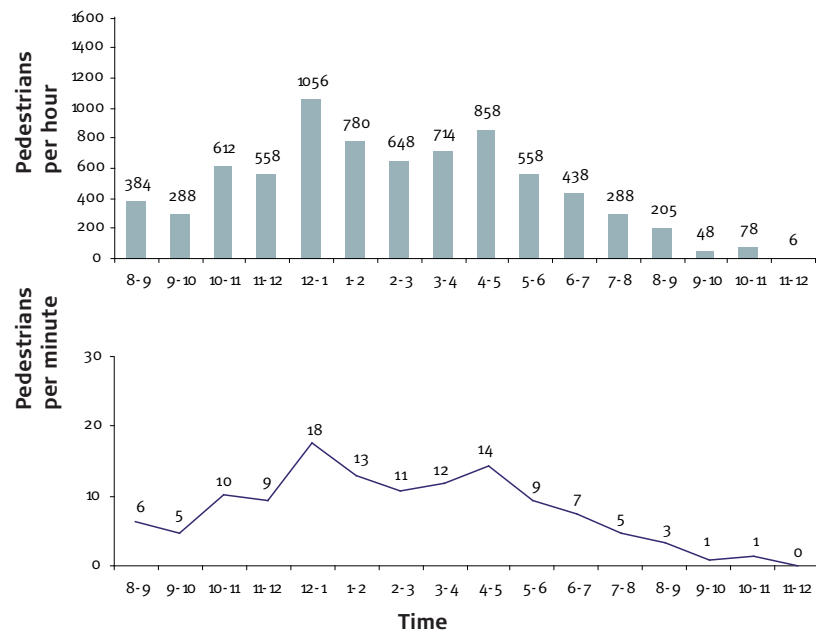
### Gloucester Street B

3.798 pedestrians all day



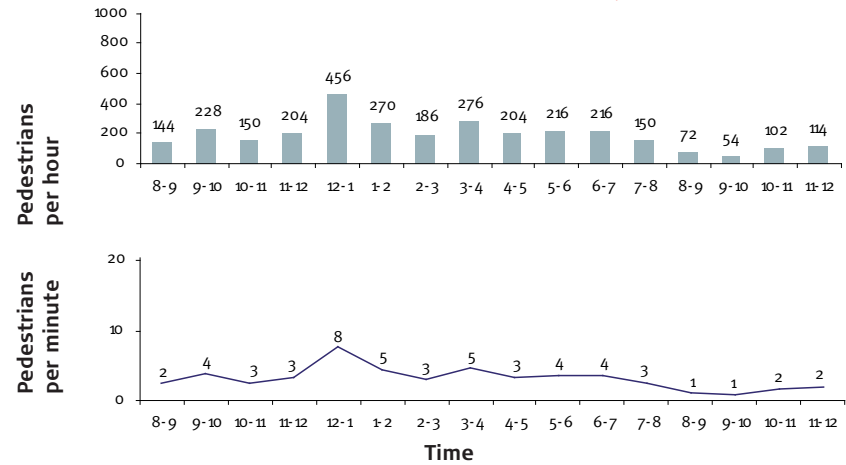
### Colombo Street D

7.519 pedestrians all day



### Hereford Street A

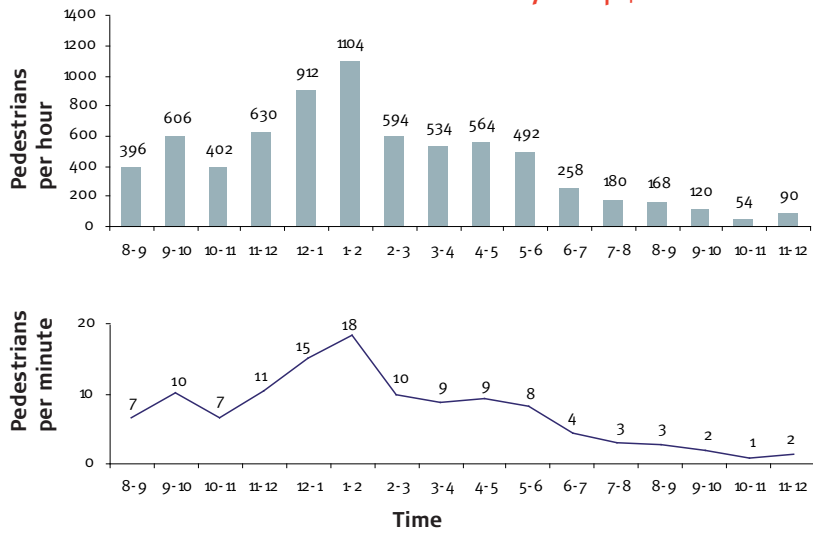
3.042 pedestrians all day



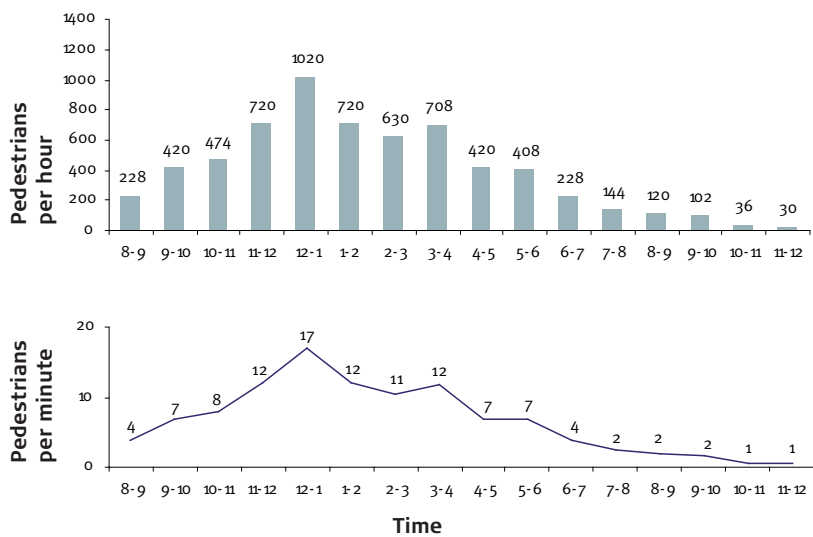
PEDESTRIAN TRAFFIC - SATURDAY



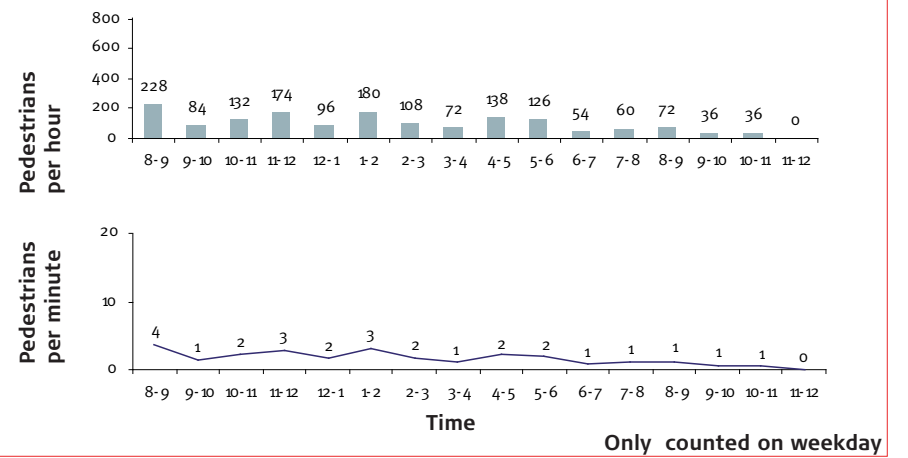
**Hereford Street B** 7.104 pedestrians all day



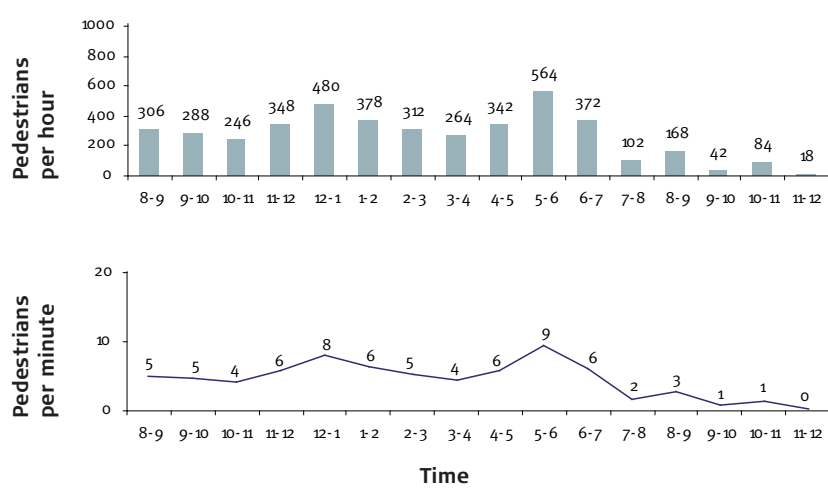
**High Street A** 6.408 pedestrians all day



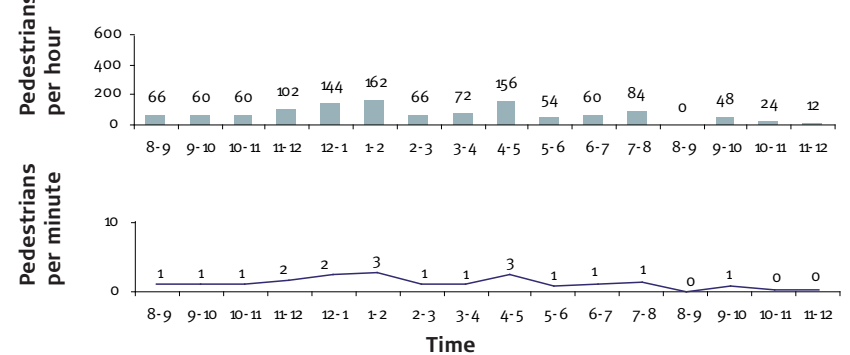
**Kilmore Street** 1.596 pedestrians all day



**High Street B** 4.314 pedestrians all day



**Kivers Lane** 1.170 pedestrians all day

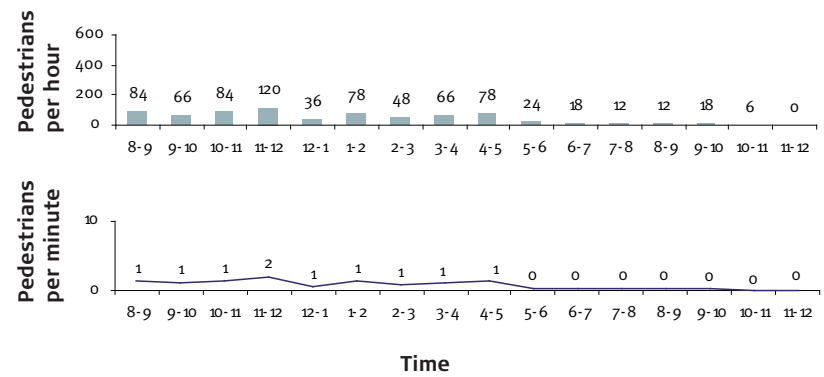


# PUBLIC LIFE DATA

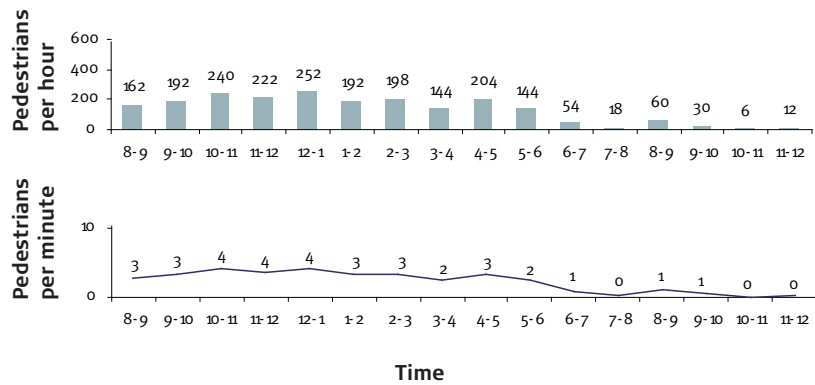
## PEDESTRIAN TRAFFIC - WEEKDAY



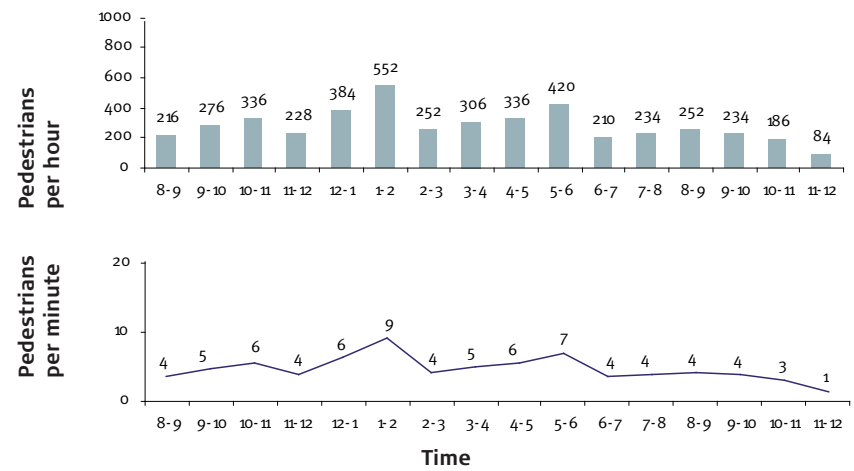
### Lane btw Worcester & Hereford 750 pedestrians all day



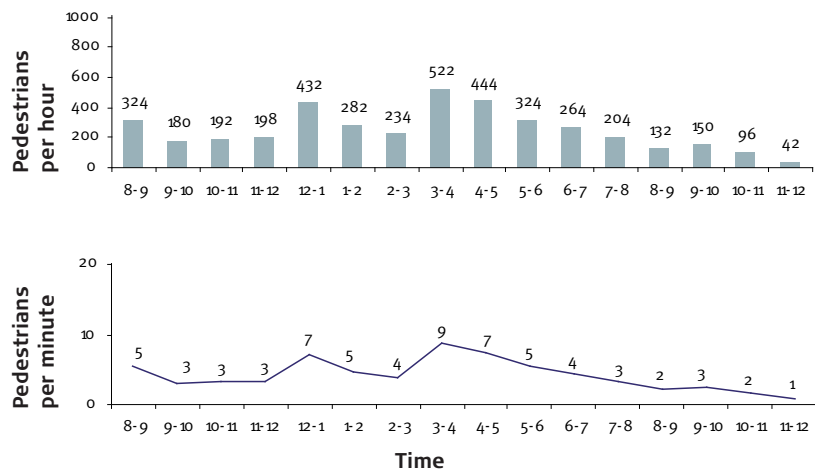
### Lichfield Street A 2.130 pedestrians all day



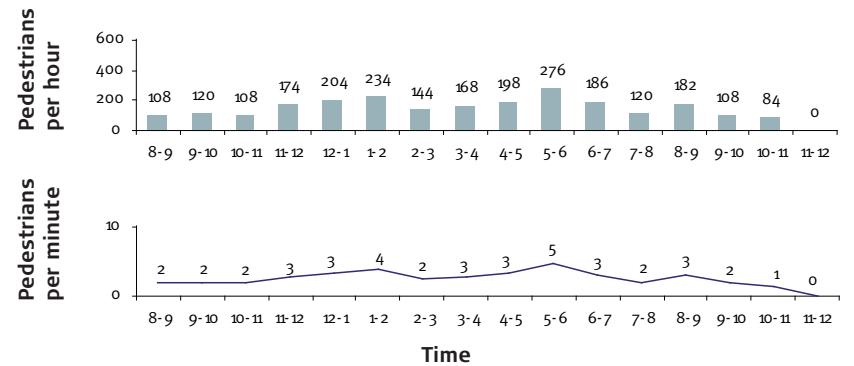
### Manchester Street A 4.506 pedestrians all day



### Lichfield Street B 4.020 pedestrians all day



### Manchester Street B 2.414 pedestrians all day



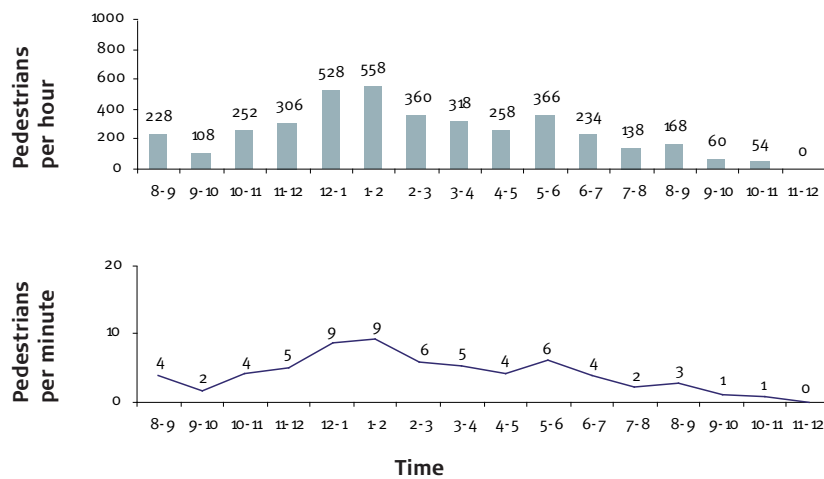


PEDESTRIAN TRAFFIC - WEEKDAY



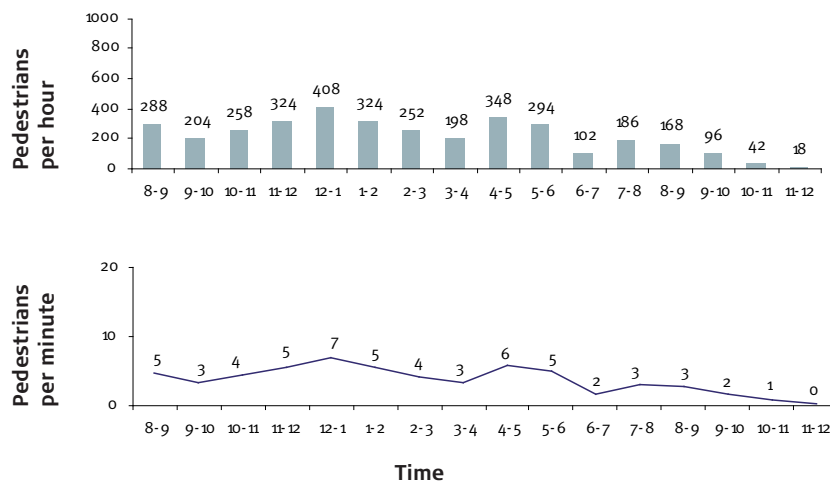
**New Regent Street**

3,936 pedestrians all day



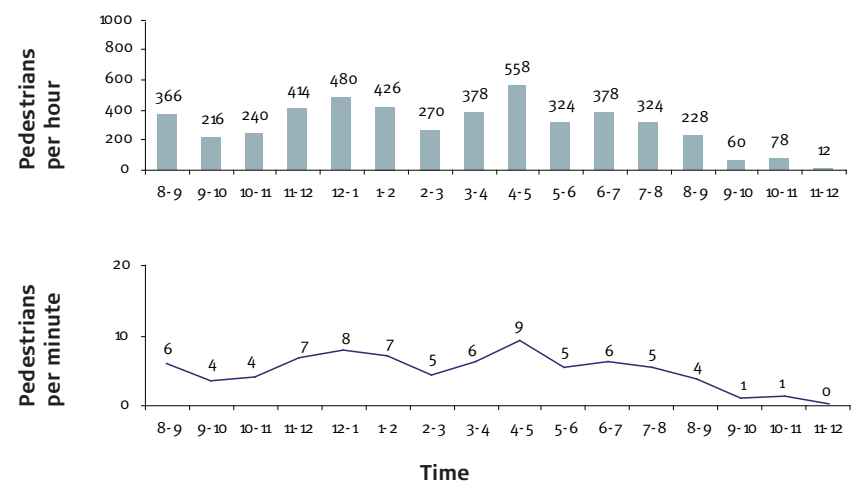
**Oxford Terrace A**

3,510 pedestrians all day



**Oxford Terrace B (the Strip)**

4,752 pedestrians all day



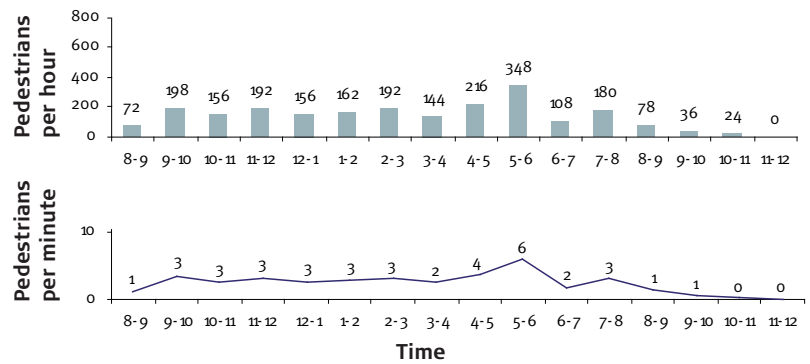
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - WEEKDAY



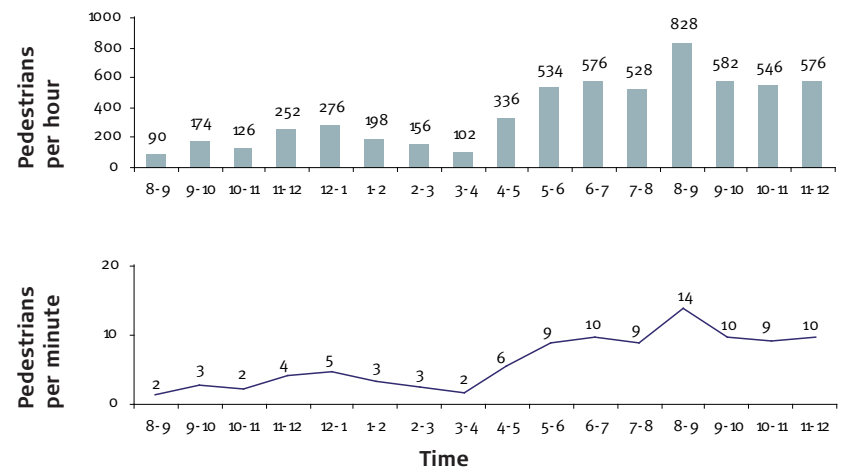
### Rolleston Avenue

2.262 pedestrians all day



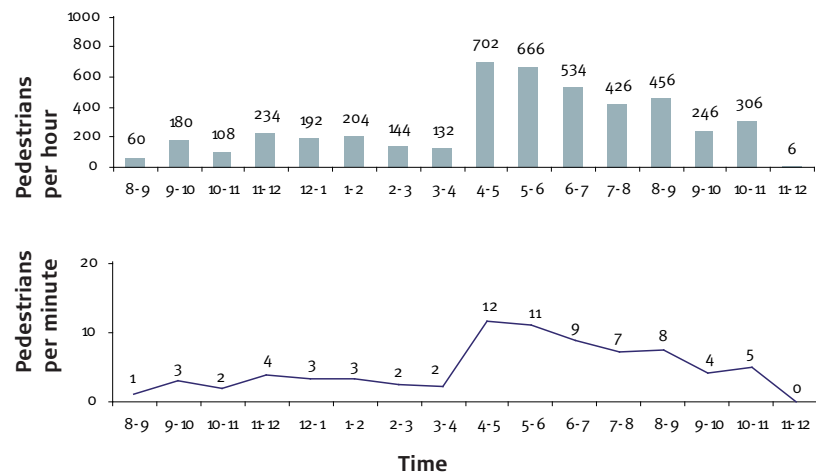
### Sol Square

5.880 pedestrians all day



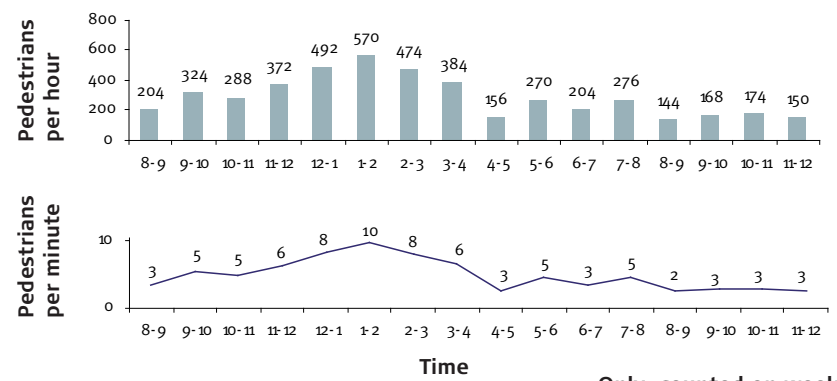
### Poplar Lane & Ash Lane

4.596 pedestrians all day



### Victoria Street

4.650 pedestrians all day



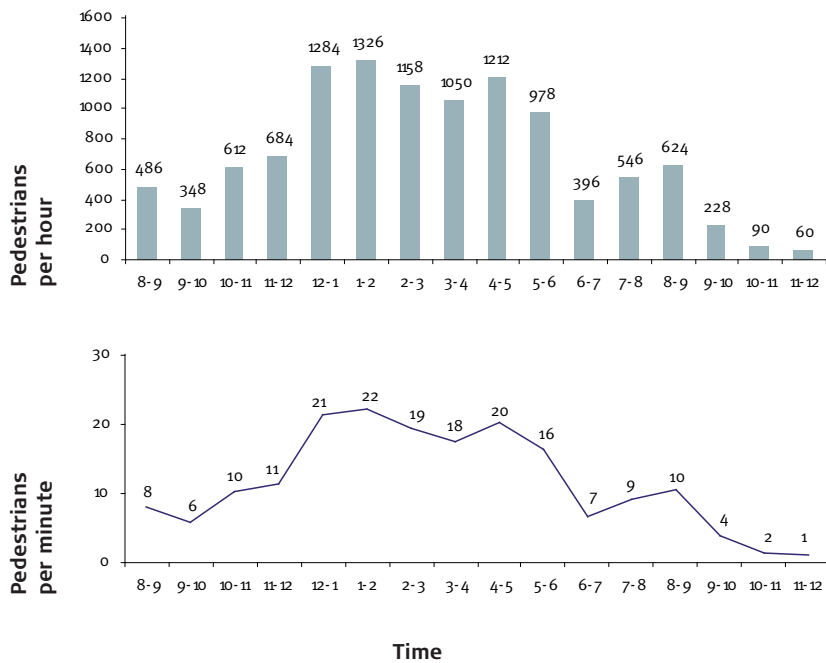
Only counted on weekday

PEDESTRIAN TRAFFIC - WEEKDAY



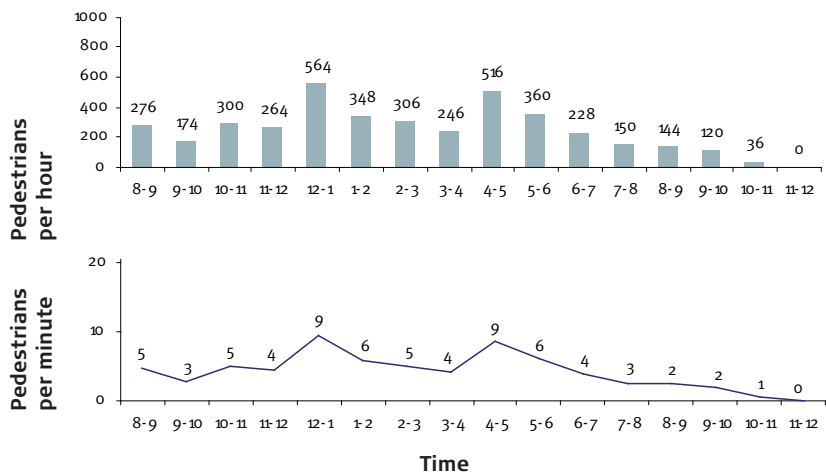
Worcester Street A

11.082 pedestrians all day



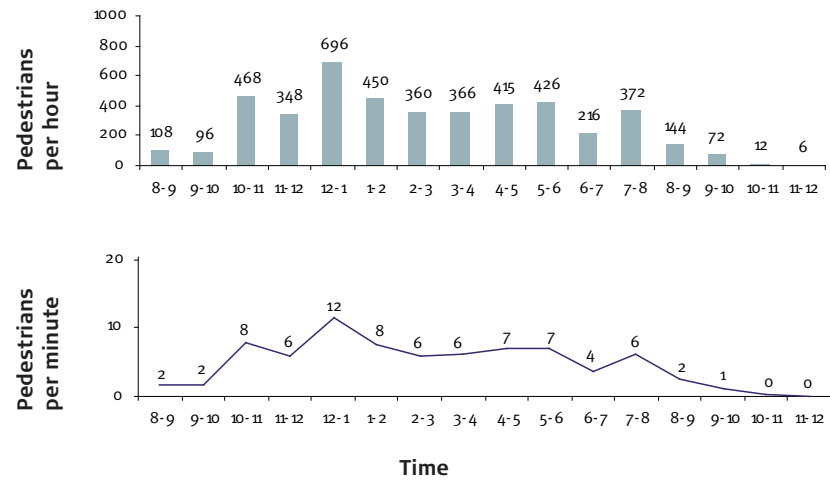
Worcester Street B

4.032 pedestrians all day



Worcester Boulevard

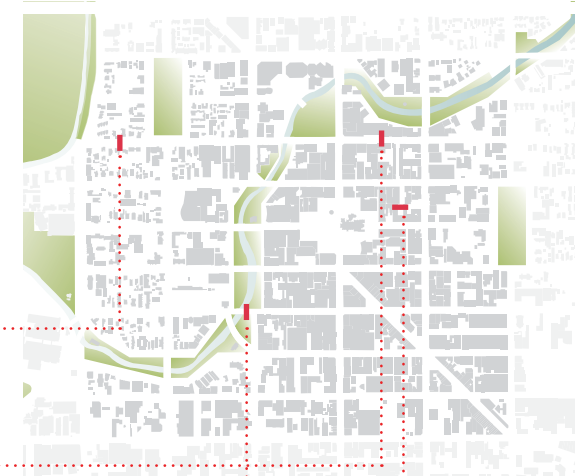
4.555 pedestrians all day





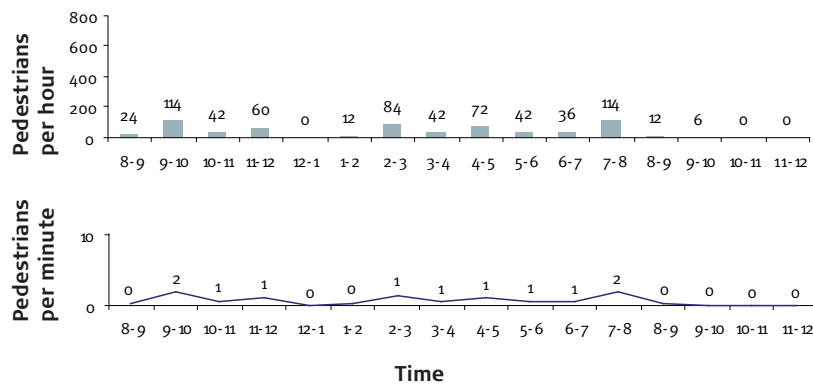


PEDESTRIAN TRAFFIC - SATURDAY



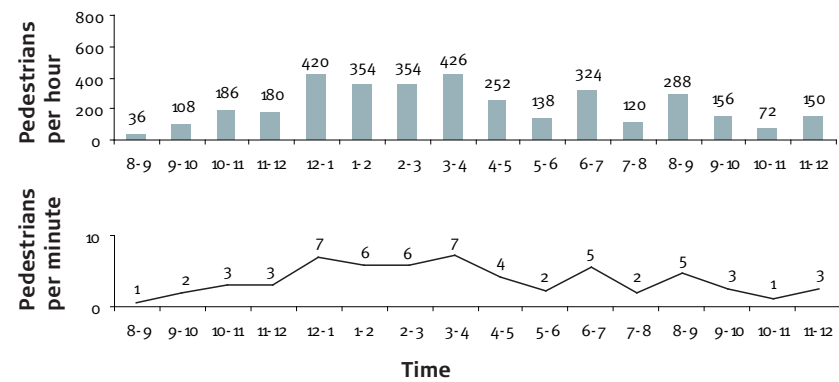
**Armagh Street A**

660 pedestrians all day



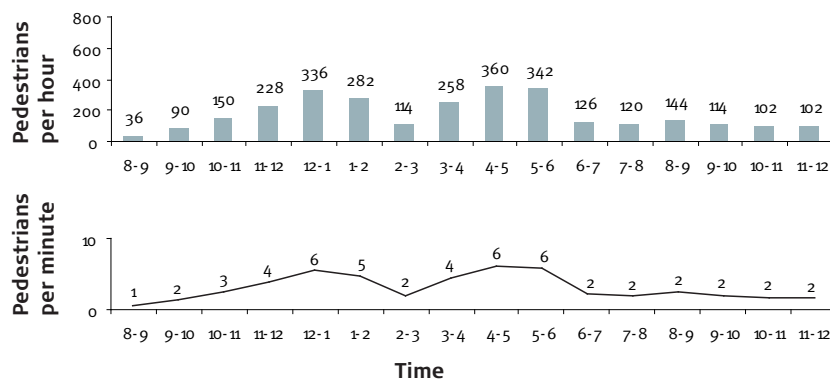
**Bridge of Remembrance**

3,564 pedestrians all day



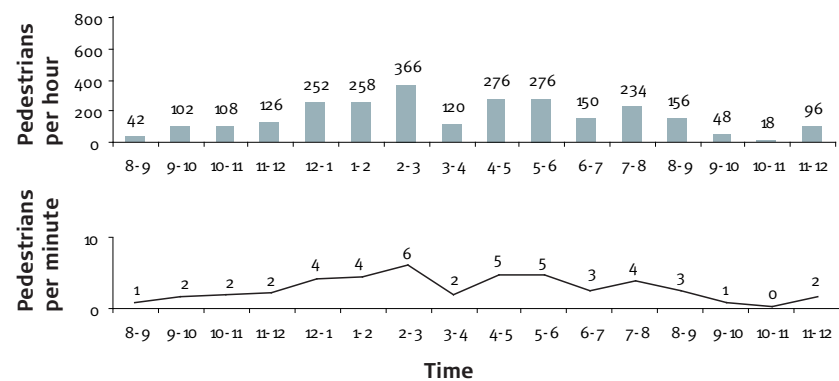
**Armagh Street B**

2,904 pedestrians all day



**Cathedral Junction**

2,628 pedestrians all day



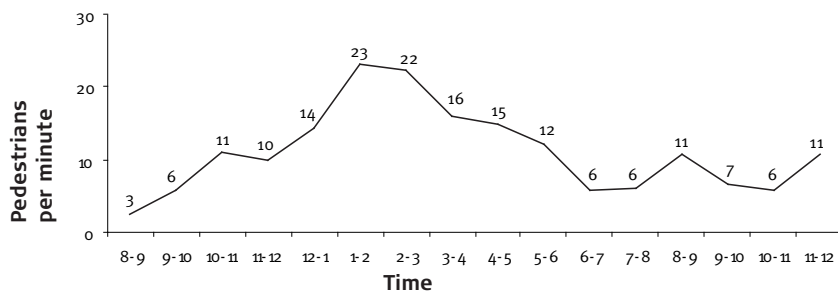
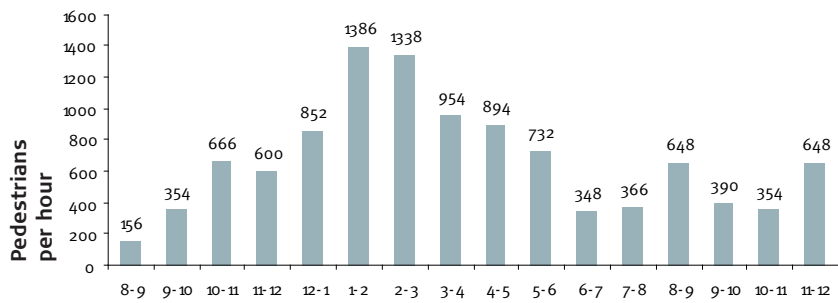
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - SATURDAY



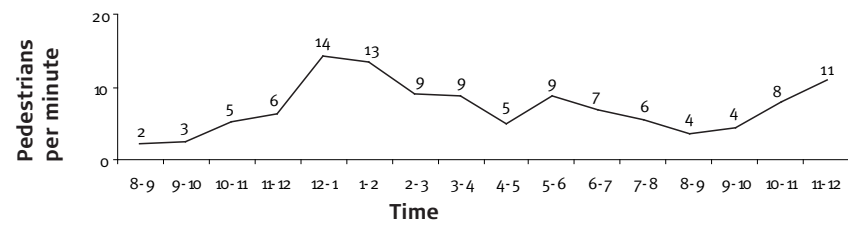
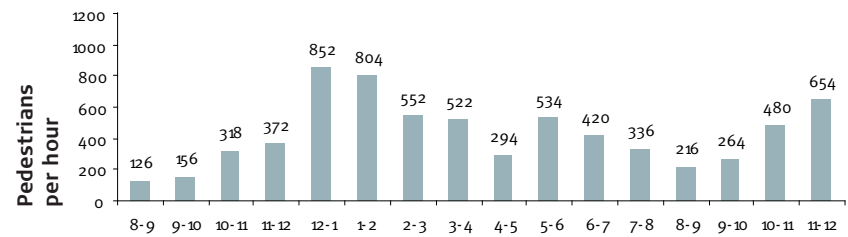
### City Mall (High Street)

10.686 pedestrians all day



### City Mall

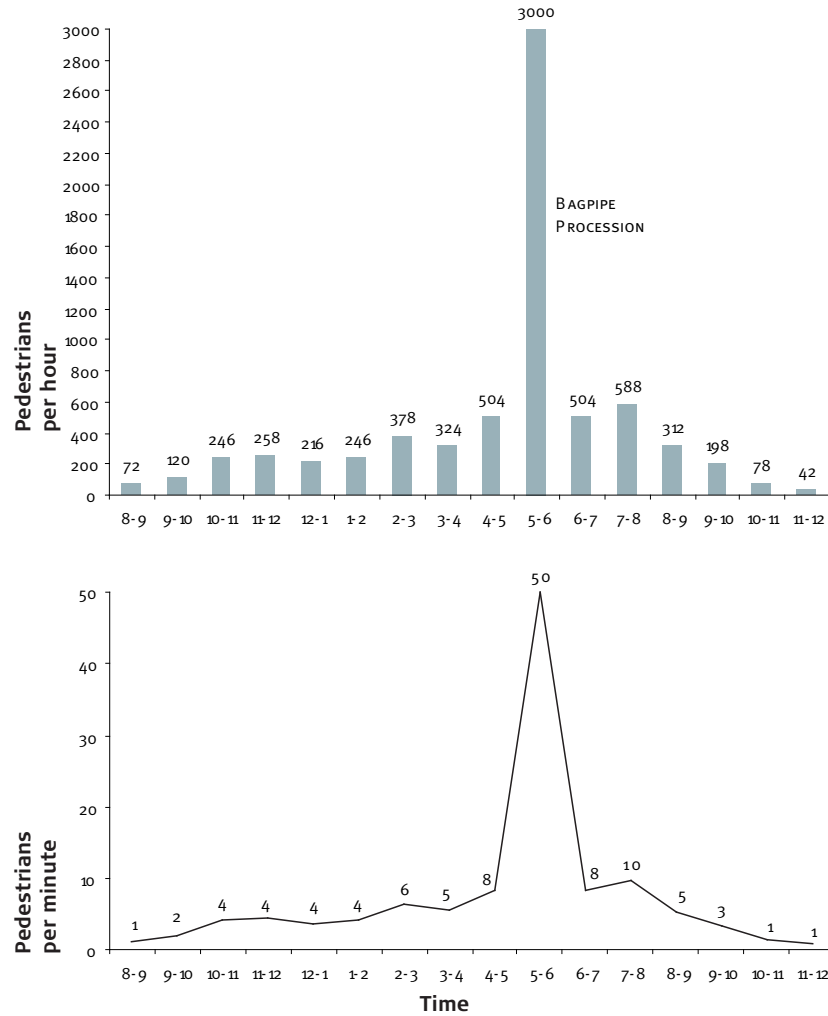
6.900 pedestrians all day





### Colombo street A

7.086 pedestrians all day

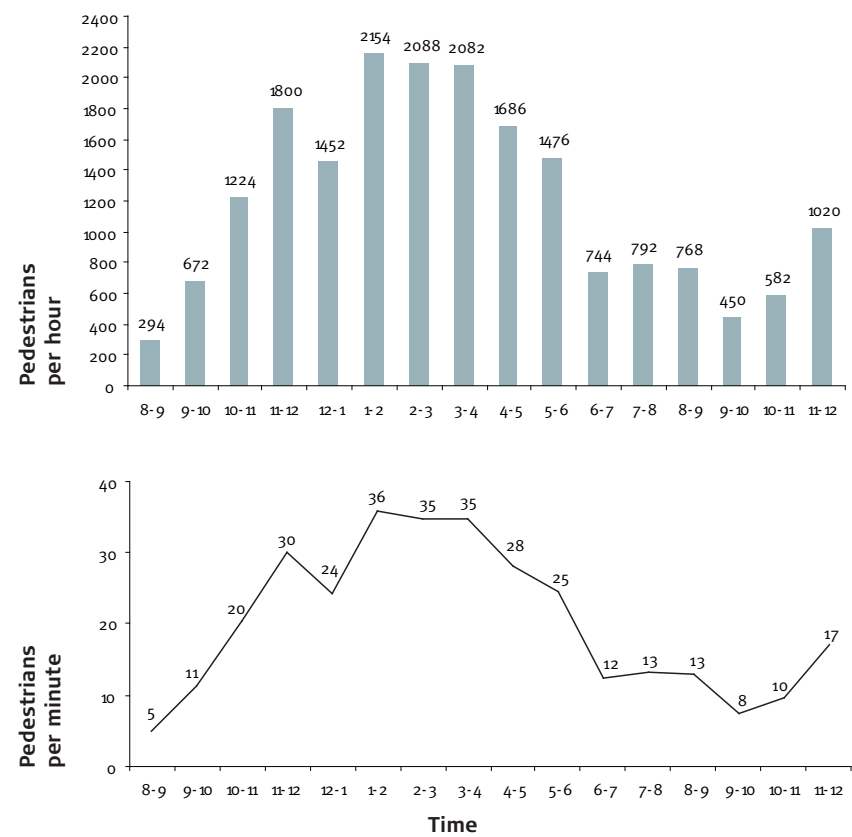


### PEDESTRIAN TRAFFIC - SATURDAY



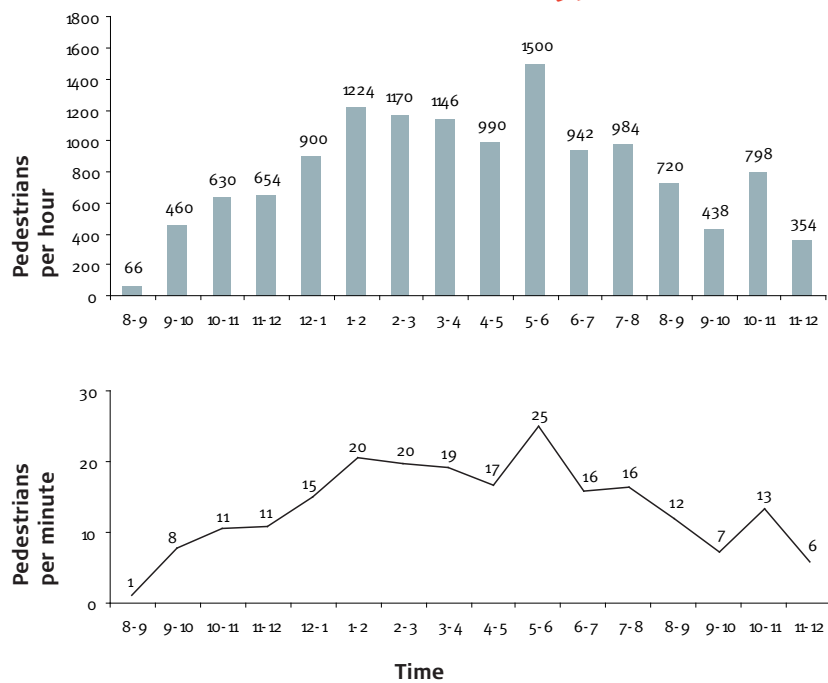
### Colombo Street C

19.284 pedestrians all day



### Colombo Street B

12.976 pedestrians all day



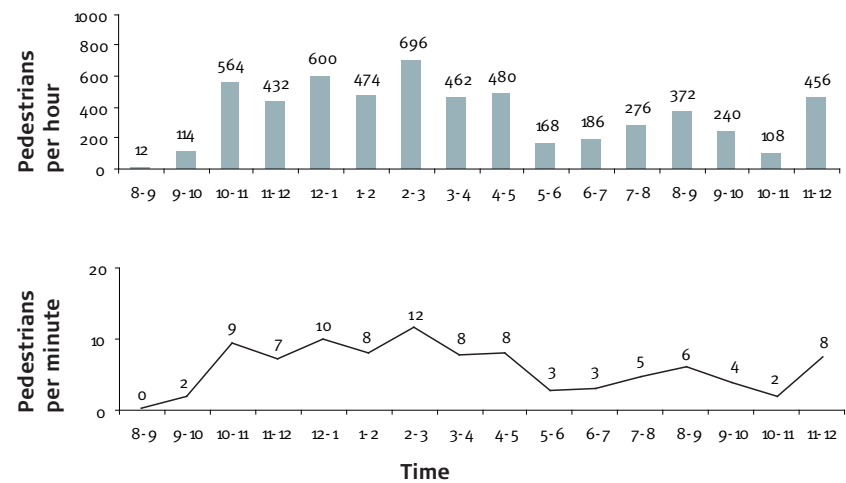
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - SATURDAY



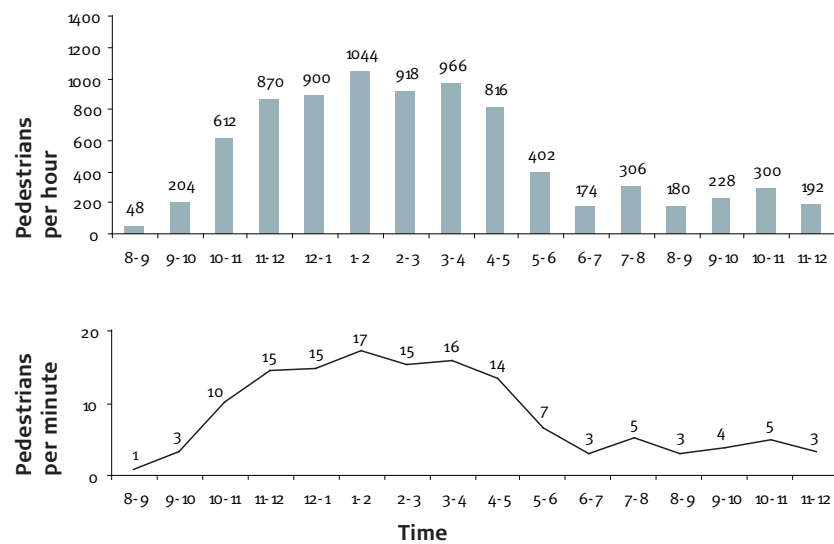
### Gloucester Street A

5.640 pedestrians all day



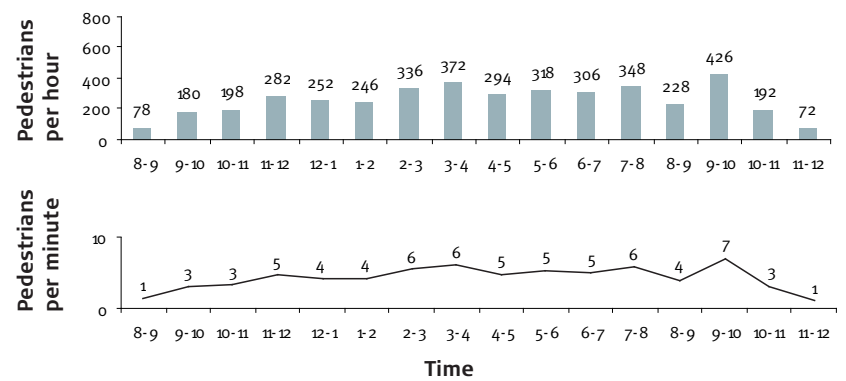
### Colombo Street D

8.160 pedestrians all day



### Gloucester Street B

4.128 pedestrians all day

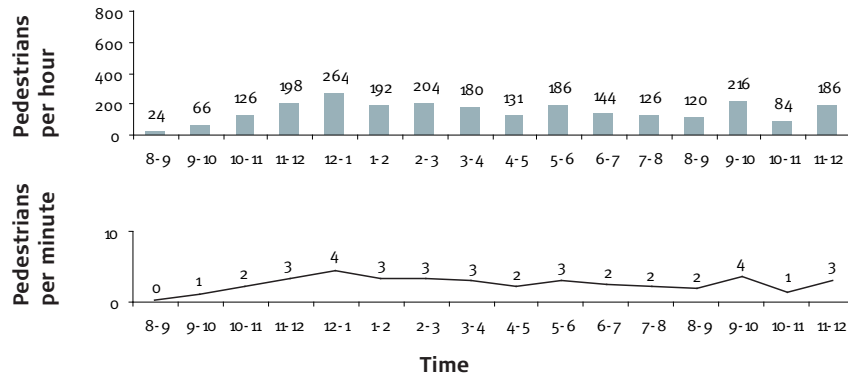


PEDESTRIAN TRAFFIC - SATURDAY



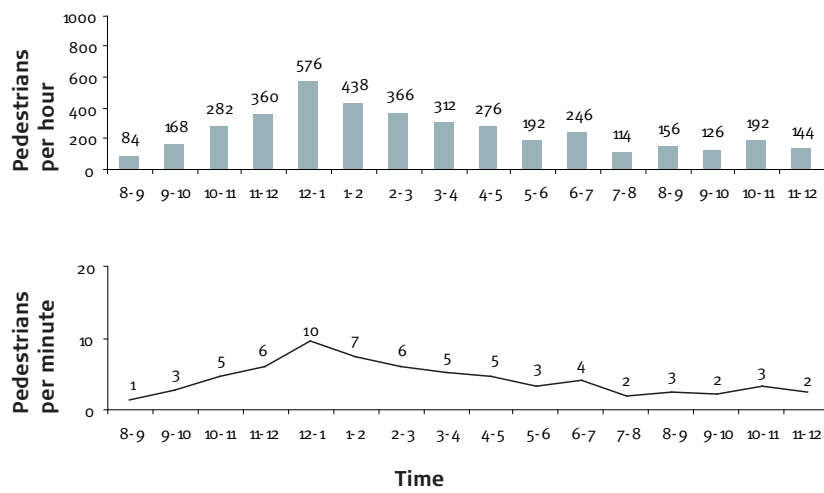
Hereford Street A

2.447 pedestrians all day



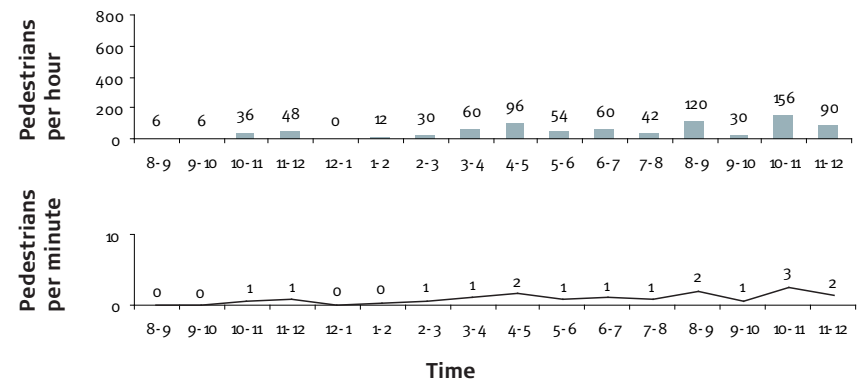
Hereford Street B

4.032 pedestrians all day



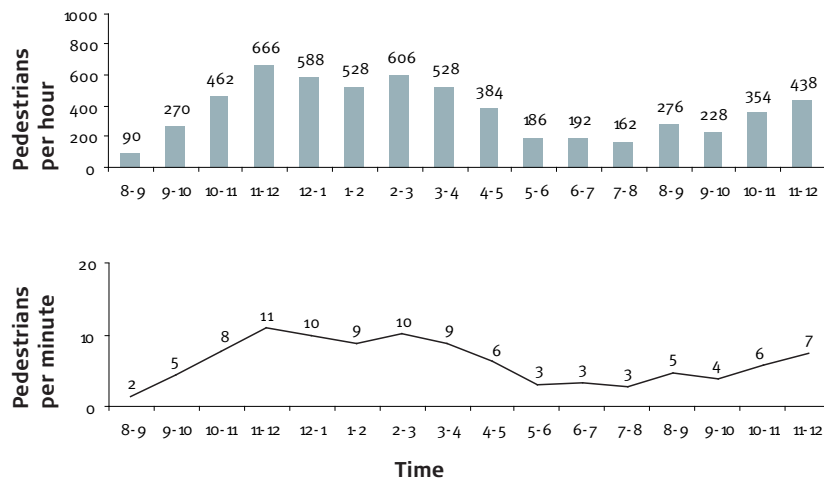
Kivers Lane

846 pedestrians all day



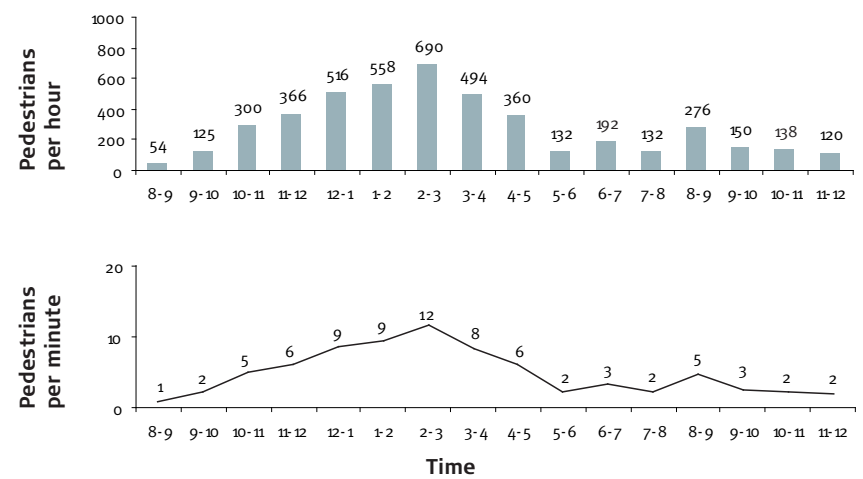
High Street A

5.958 pedestrians all day



High Street B

4.603 pedestrians all day



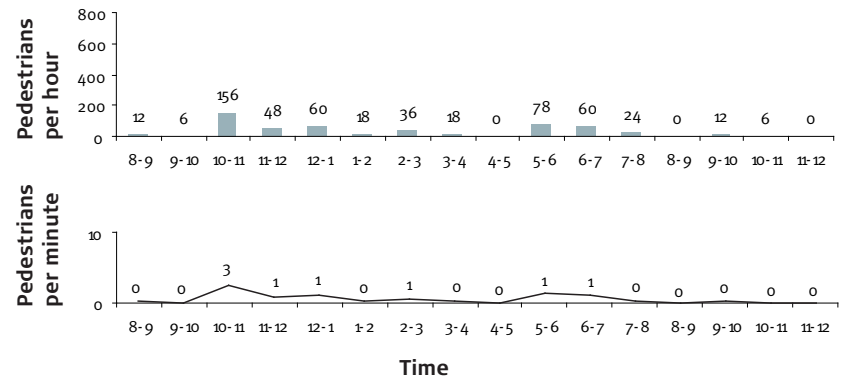


# PUBLIC LIFE DATA

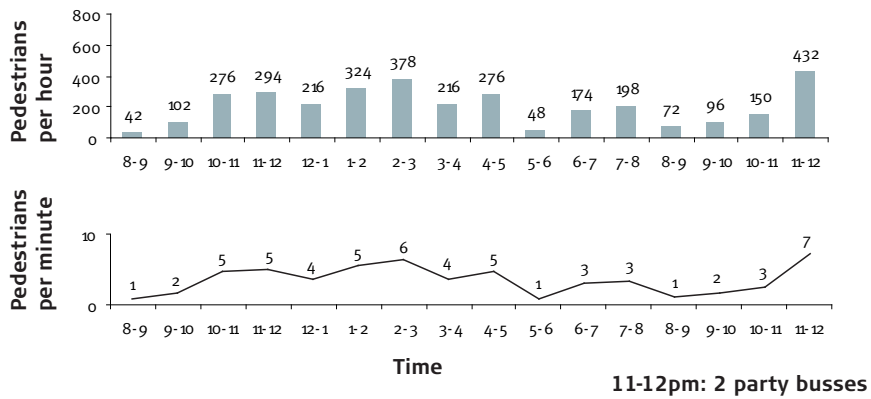
## PEDESTRIAN TRAFFIC - SATURDAY



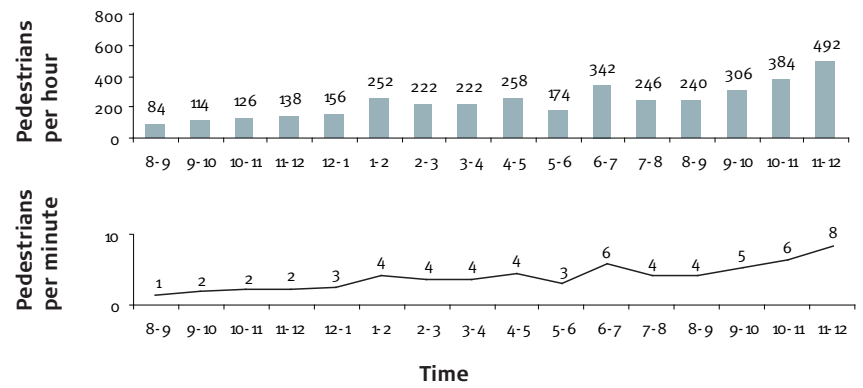
### Lane btw Worcester & Hereford **534 pedestrians all day**



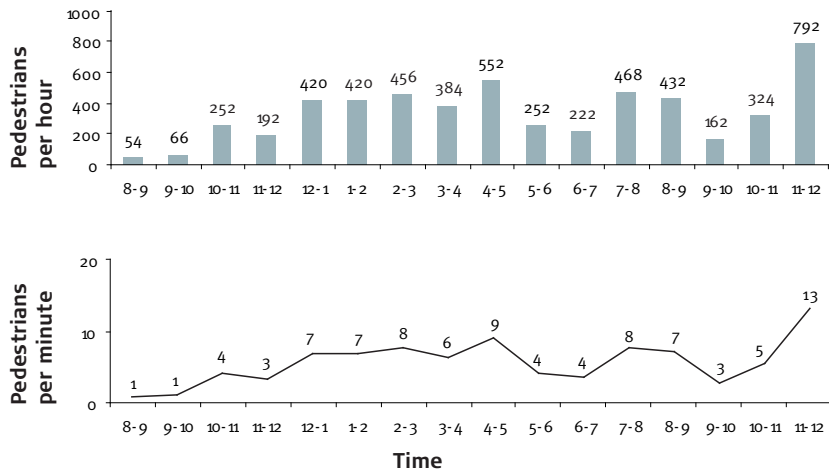
### Lichfield Street A **3,294 pedestrians all day**



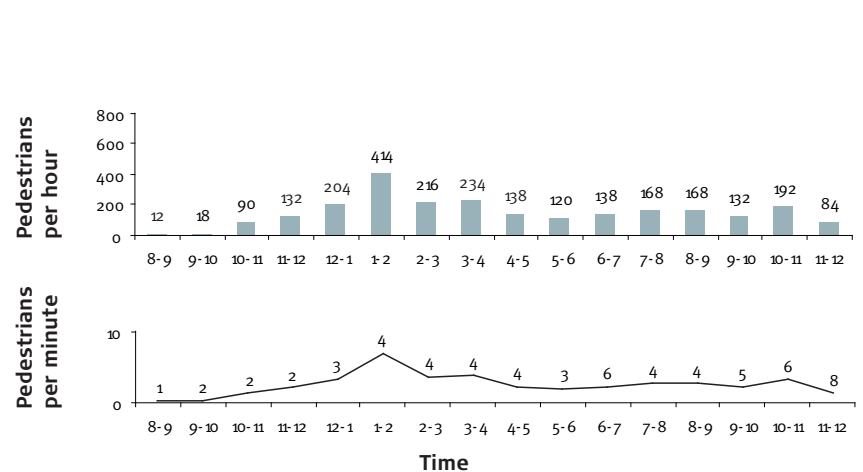
### Manchester Street A **3,756 pedestrians all day**



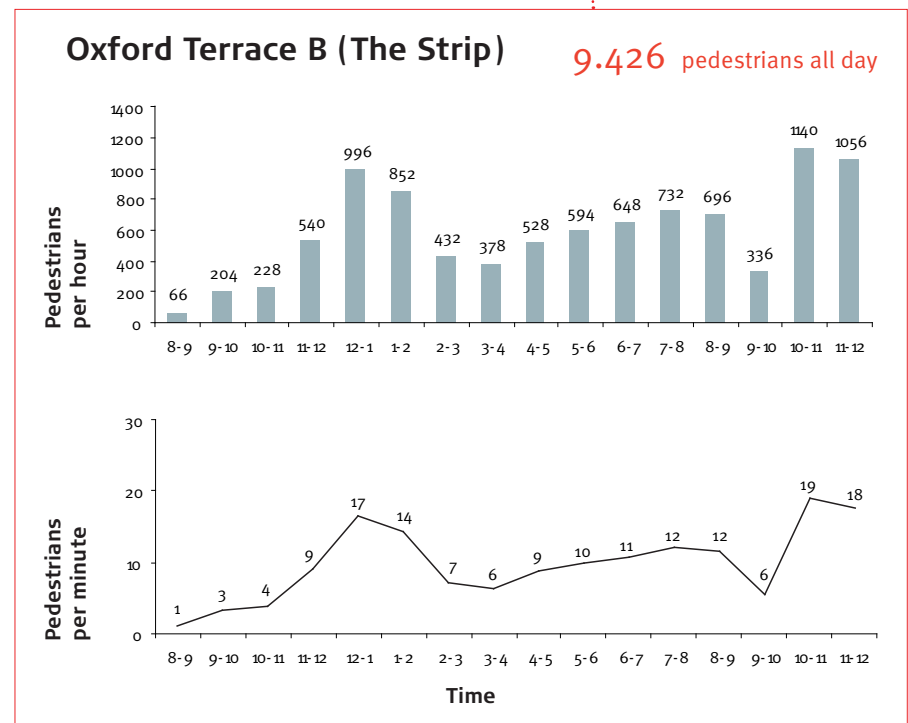
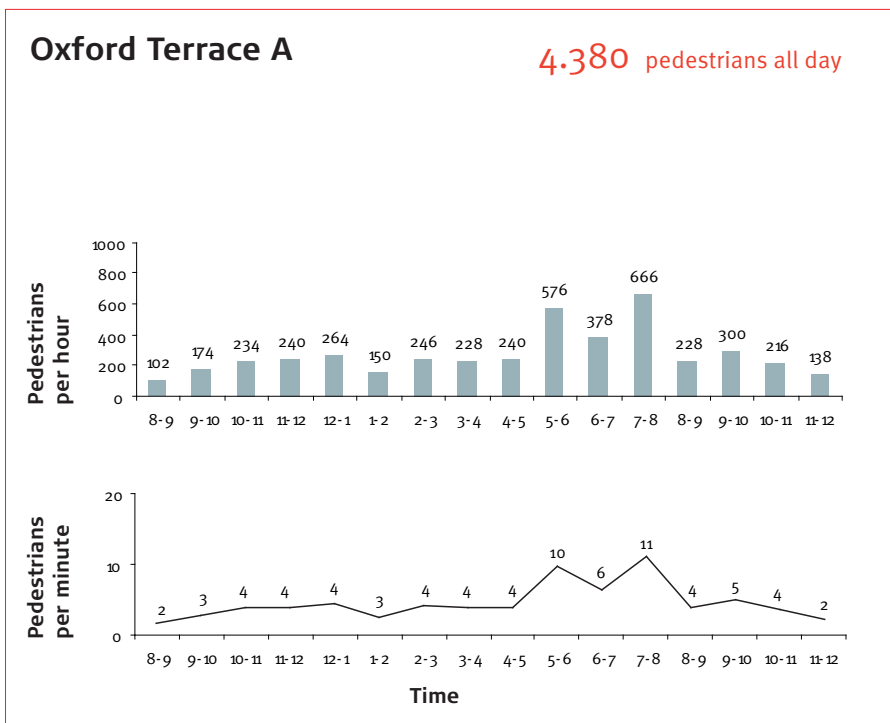
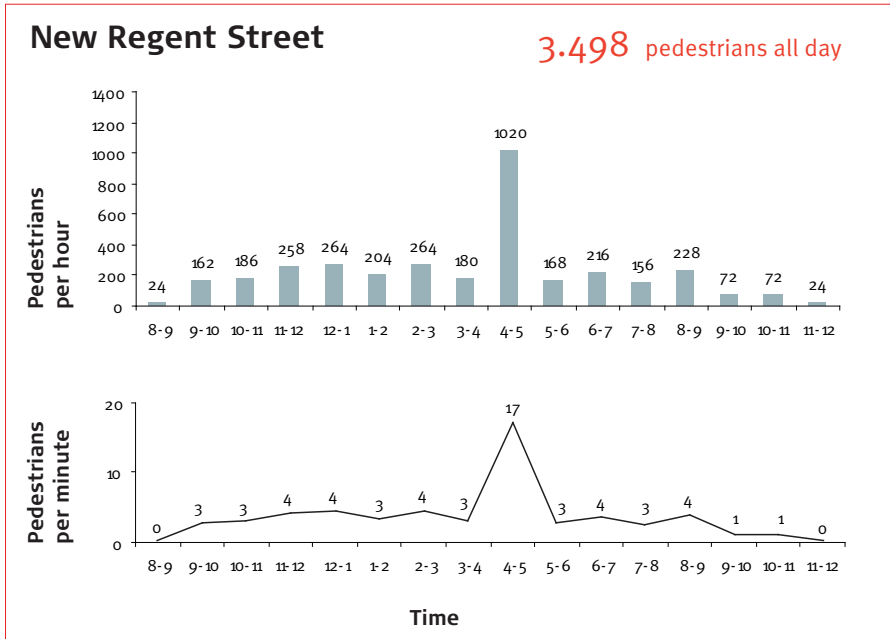
### Lichfield Street B **5,448 pedestrians all day**



### Manchester Street B **2,460 pedestrians all day**



PEDESTRIAN TRAFFIC - SATURDAY



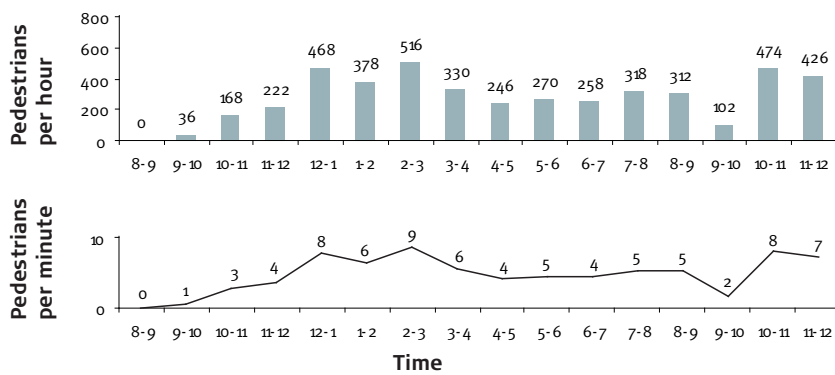
# PUBLIC LIFE DATA

## PEDESTRIAN TRAFFIC - SATURDAY



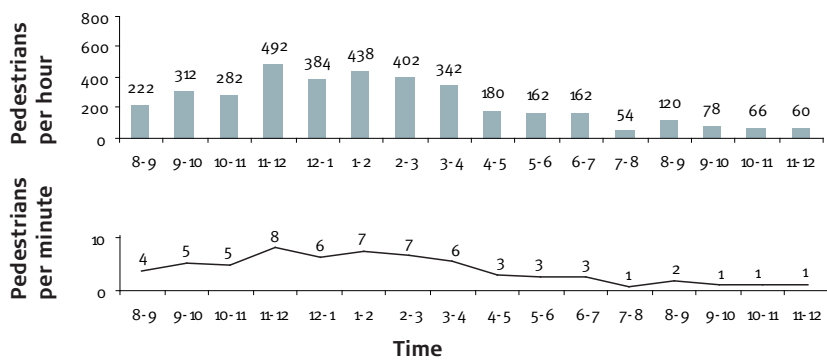
### Poplar Lane & Ash Lane

4,524 pedestrians all day



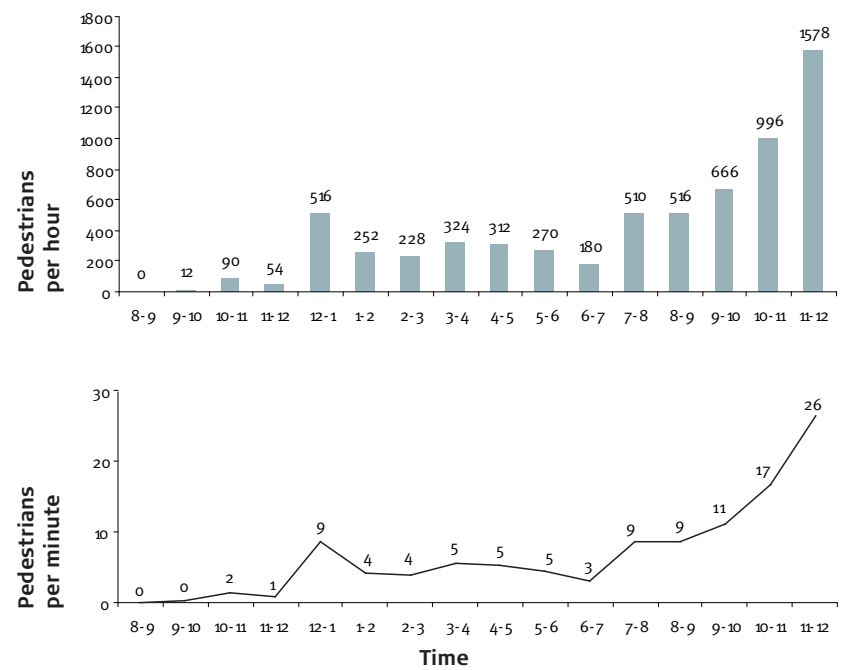
### Rolleston Avenue

3,756 pedestrians all day



### Sol Square

6,504 pedestrians all day



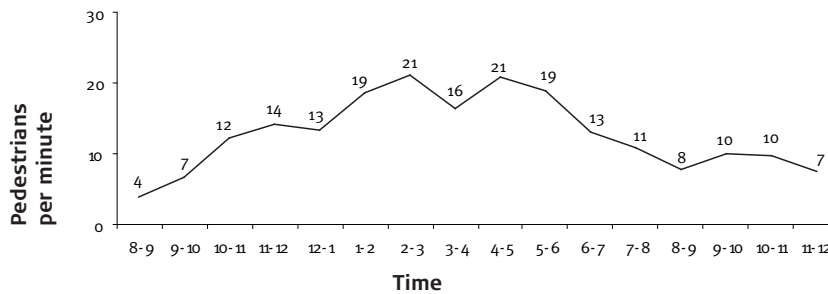
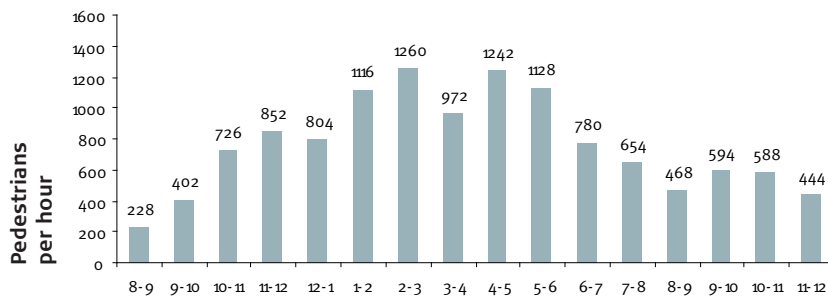


PEDESTRIAN TRAFFIC - SATURDAY



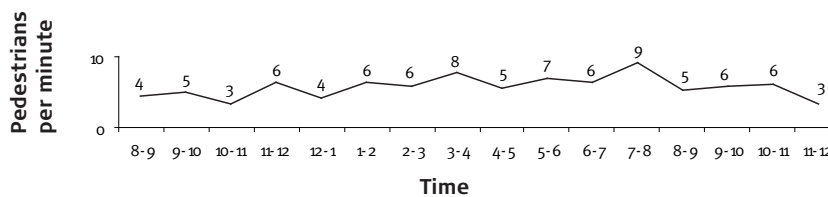
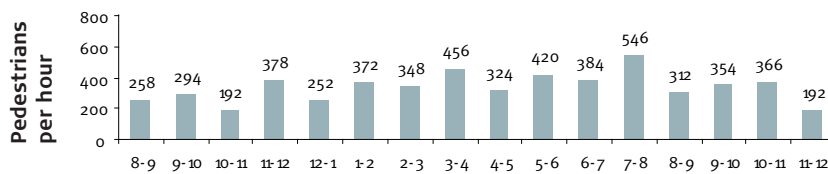
Worcester Street A

12.258 pedestrians all day



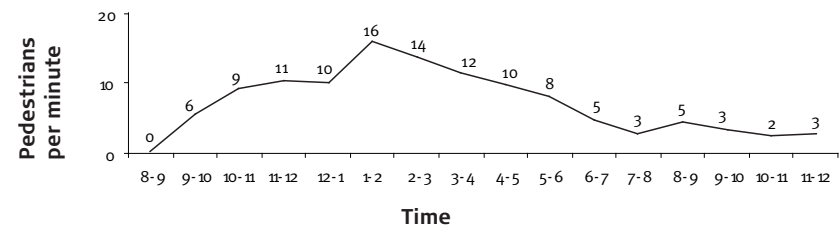
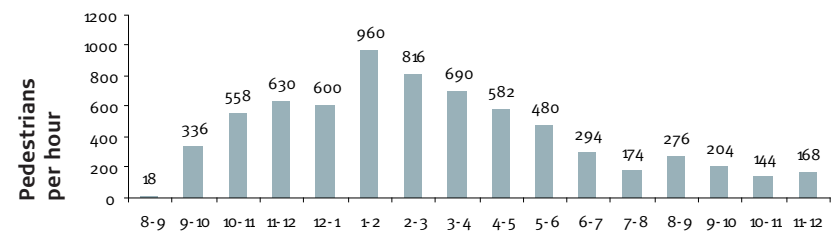
Worcester Street B

5.448 pedestrians all day



Worcester Boulevard

6.930 pedestrians all day



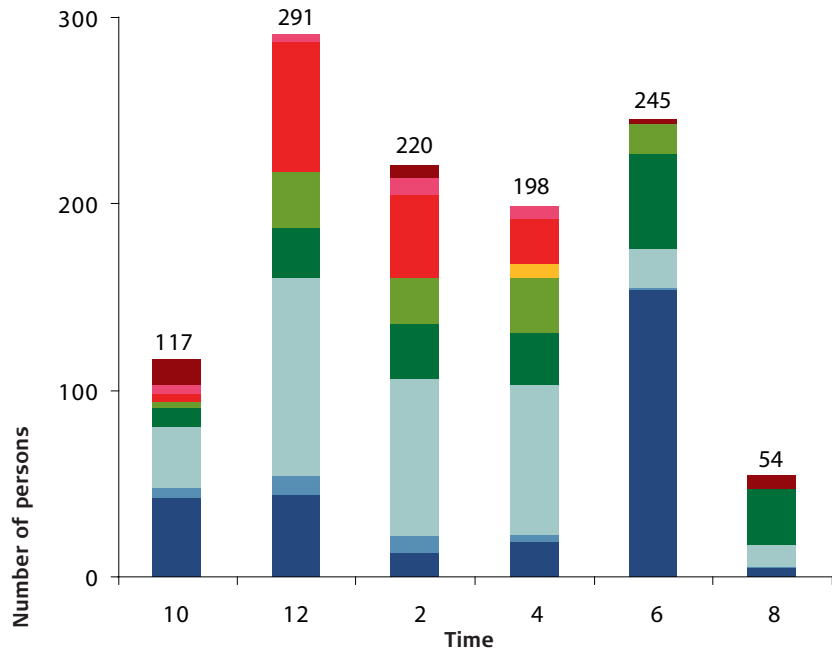






### Cathedral Square

1,125 activities  
(registered at selected times)

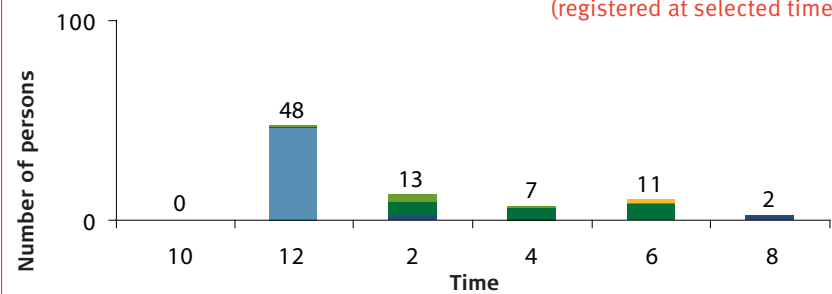


### STAYING ACTIVITIES - WEEKDAY



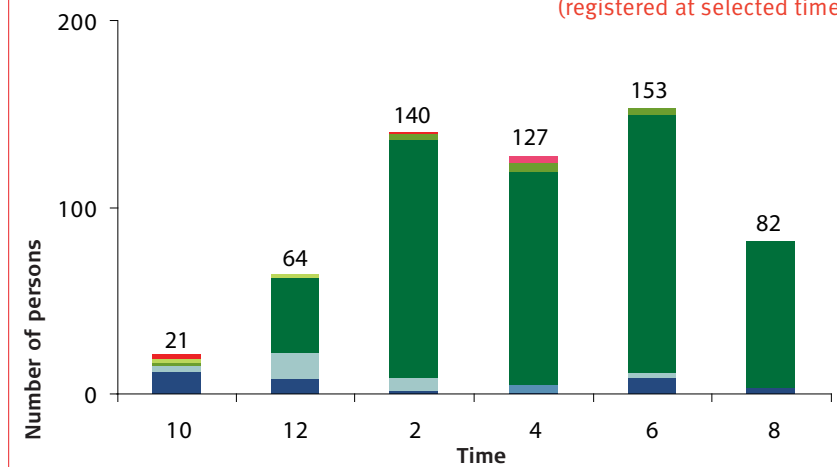
### Art Gallery Square

81 activities  
(registered at selected times)



### Art Centre

587 activities  
(registered at selected times)



Physical activities



Children playing



Secondary seating



Waiting for transport



Cultural activities



Lying down



Sitting on caféchairs



Standing



Commercial activities



Sitting on folding chairs



Sitting on benches



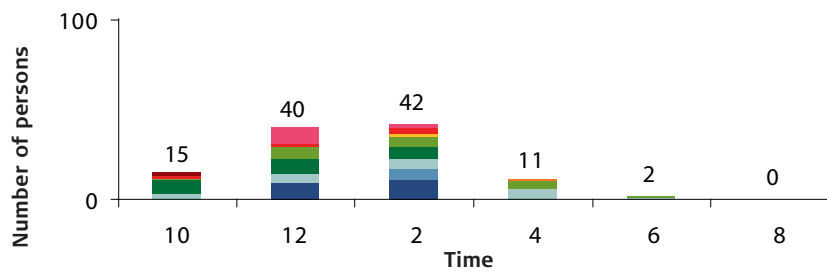
# PUBLIC LIFE DATA

## STAYING ACTIVITIES - WEEKDAY



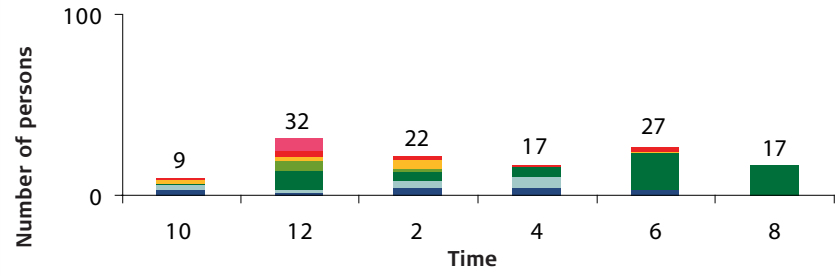
### Avon River A

110 activities  
(registered at selected times)



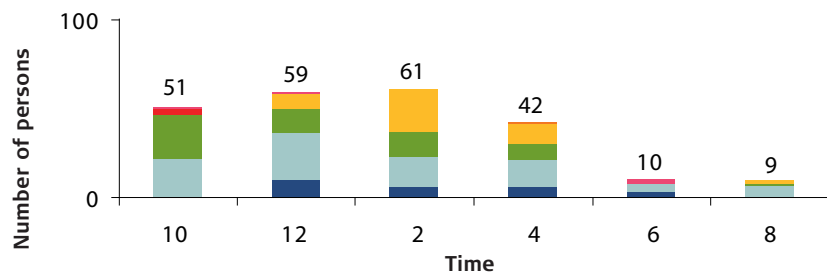
### Avon River C

124 activities  
(registered at selected times)



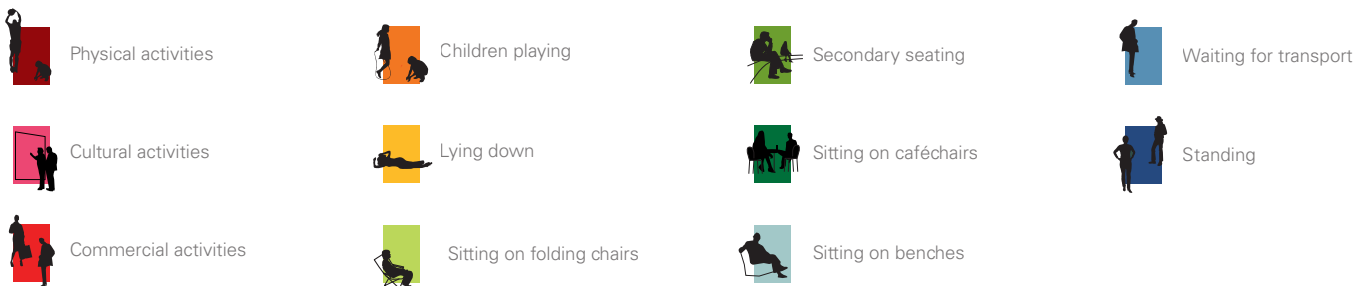
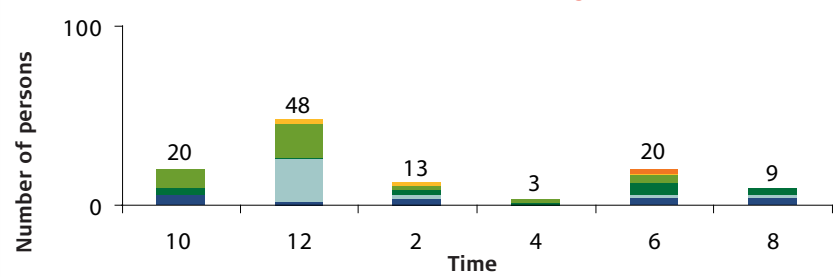
### Avon River B

232 activities  
(registered at selected times)

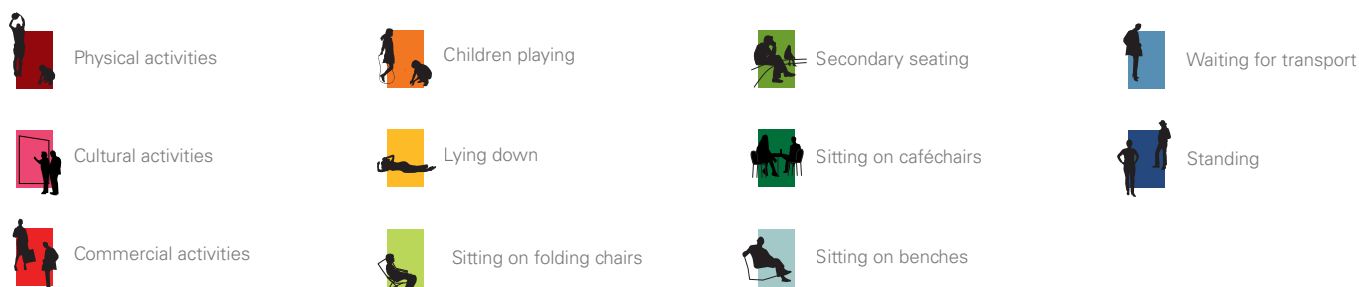
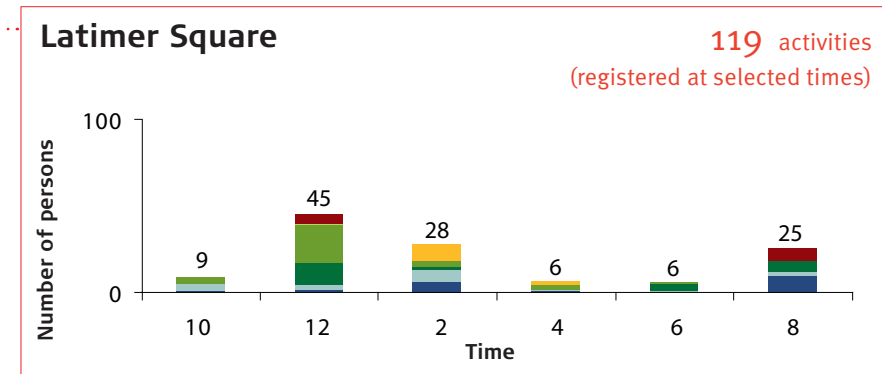
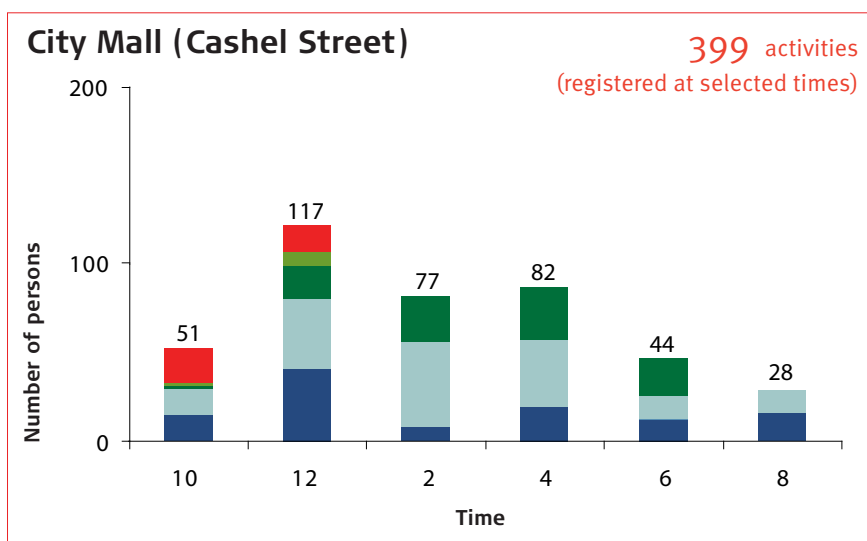
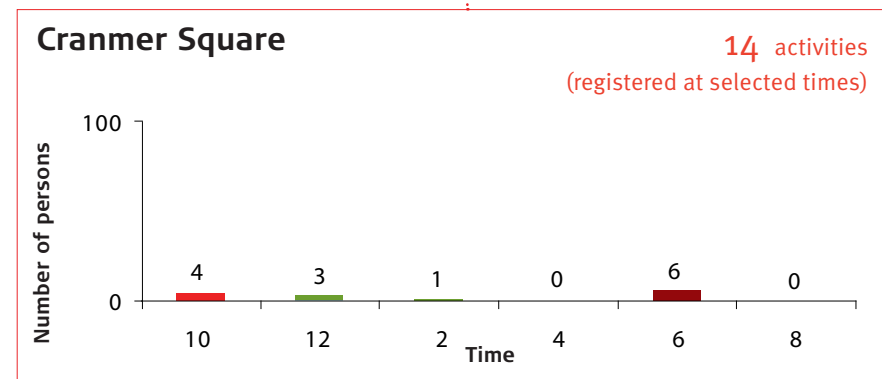
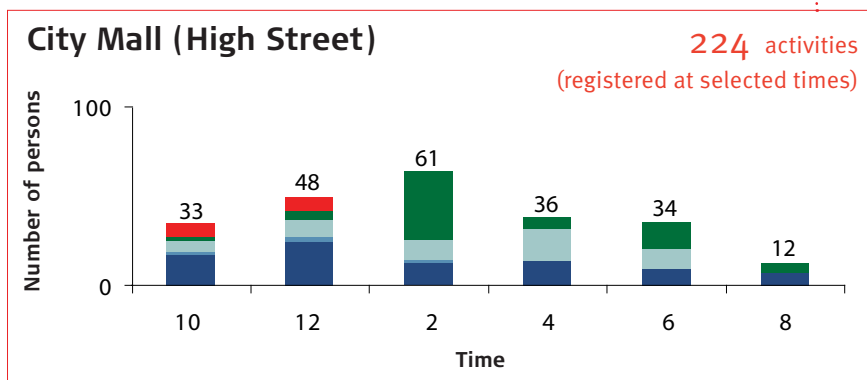


### Avon River D

113 activities  
(registered at selected times)



STAYING ACTIVITIES - WEEKDAY



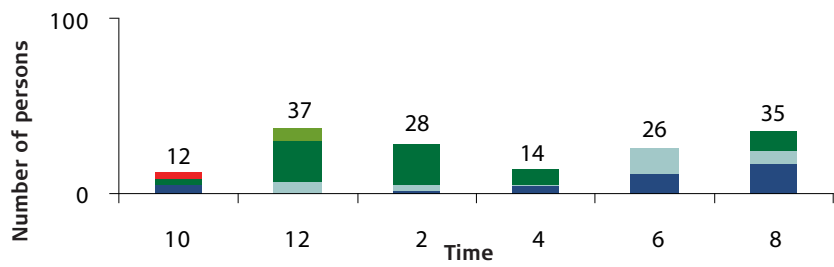
# PUBLIC LIFE DATA

## STAYING ACTIVITIES - WEEKDAY



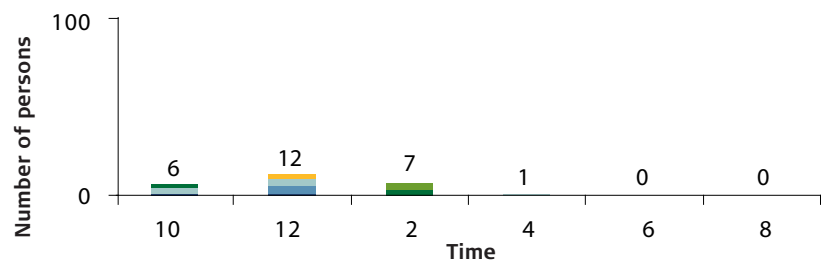
### Lichfield Lanes

152 activities  
(registered at selected times)



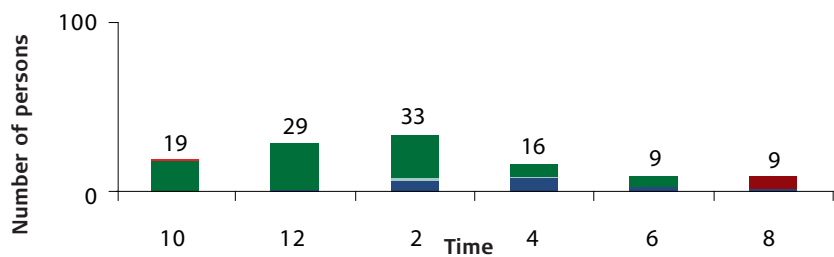
### Peter Scoular Park

26 activities  
(registered at selected times)



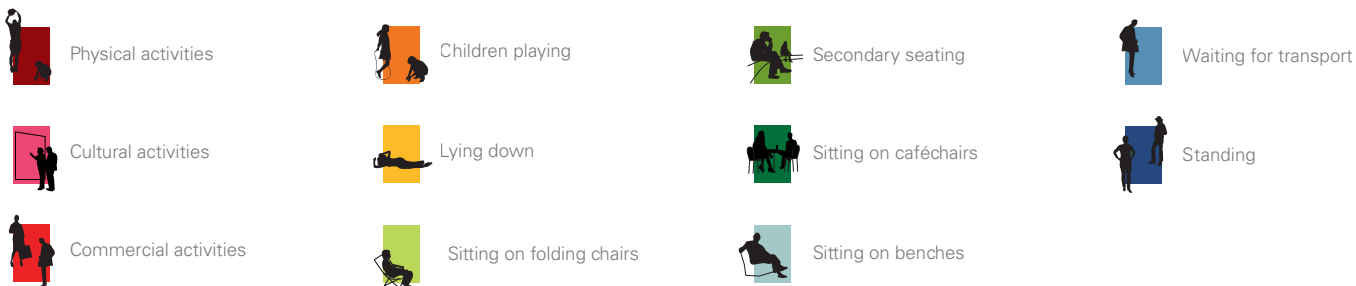
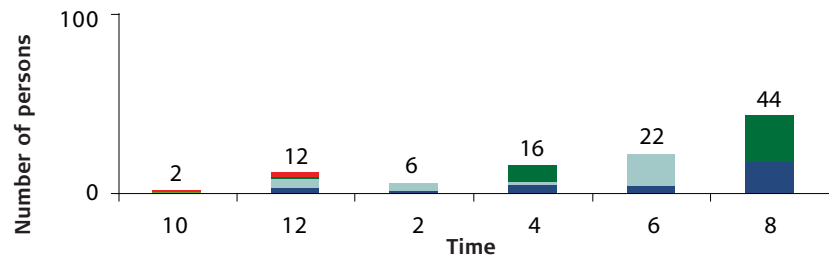
### New Regent Street

115 activities  
(registered at selected times)



### Sol Square

102 activities  
(registered at selected times)



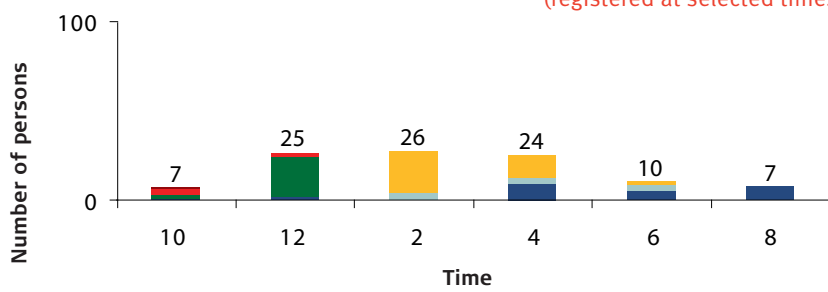


STAYING ACTIVITIES - WEEKDAY



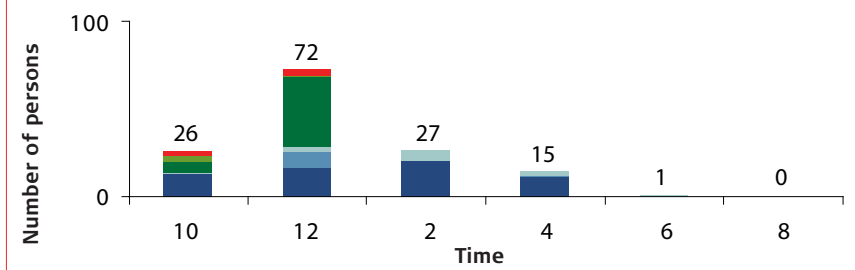
The Strip

99W activities  
(registered at selected times)



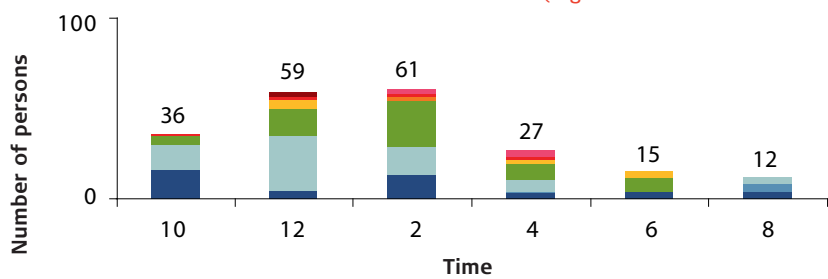
Worcester Street

141 activities  
(registered at selected times)



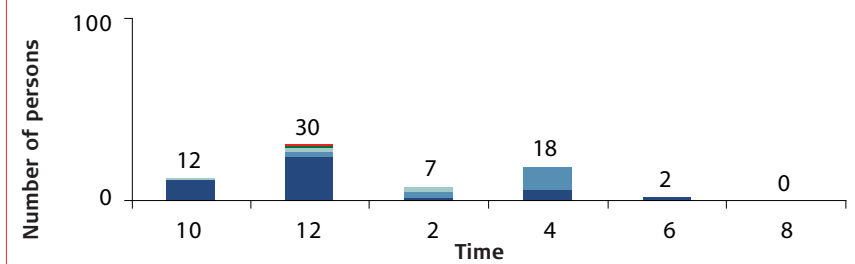
Victoria Square

210 activities  
(registered at selected times)



Worcester Boulevard

69 activities  
(registered at selected times)



Physical activities



Children playing



Secondary seating



Waiting for transport



Cultural activities



Lying down



Sitting on caféchairs



Standing



Commercial activities



Sitting on folding chairs



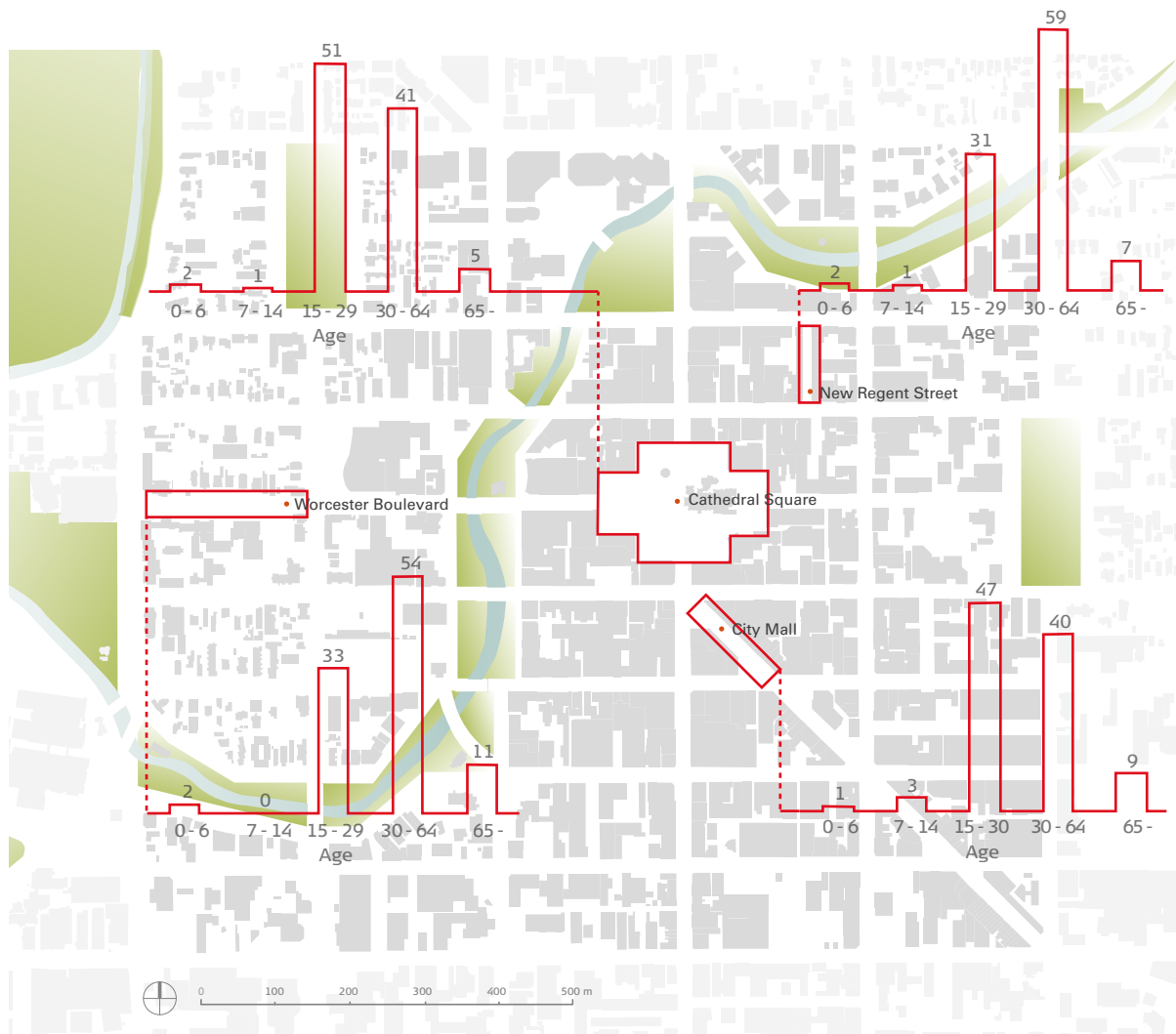
Sitting on benches







PUBLIC LIFE DATA  
AGE DISTRIBUTION - WEEKDAY



AGE DISTRIBUTION IN THE CITY CENTRE

Recordings made on a summer weekday at Cathedral Square, Worcester Boulevard, City Mall and New Regent Street.

The graphs show the average age distribution between 11 am - 9 pm at each recording place.

WHO IS USING THE CITY CENTRE OF CHRISTCHURCH?



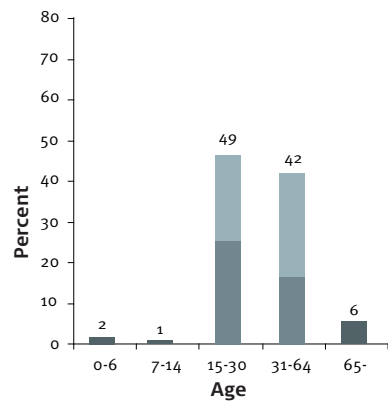
THE AVERAGE REPRESENTATION OF AGE GROUPS RECORDED ON A SUMMER WEEKDAY IN CATHEDRAL SQUARE, WORCESTER BOULEVARD, CITY MALL AND NEW REGENT STREET.

The survey illustrates a city centre primarily inhabited by young and middle aged people. Children and elderly are poorly represented in the city centre.

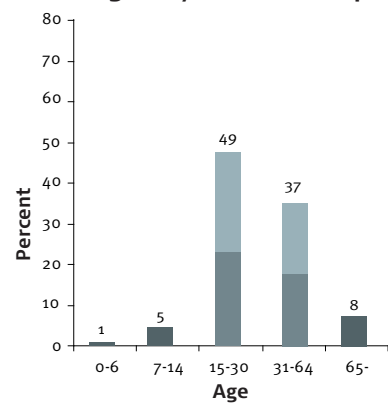


# PUBLIC LIFE DATA

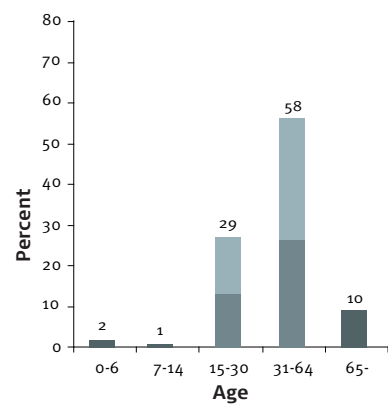
## Average Cathedral Square 11am-9pm



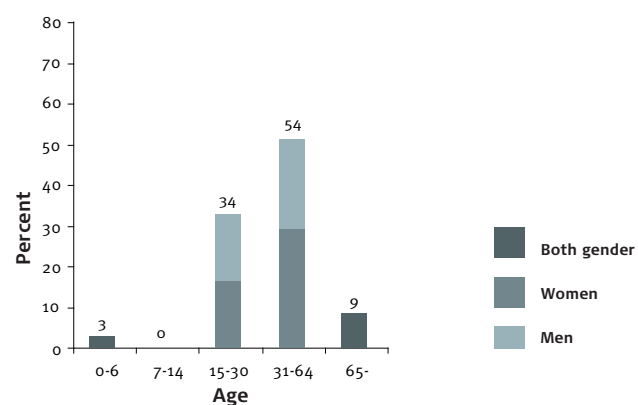
## Average City Mall 11am-9pm



## Average New Regent Street 11am-9pm

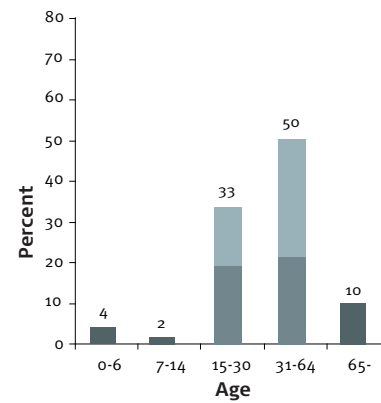


## Average Worcester Boulevard 11am-9pm

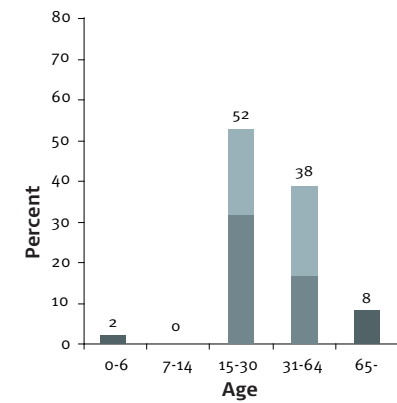


Both gender  
Women  
Men

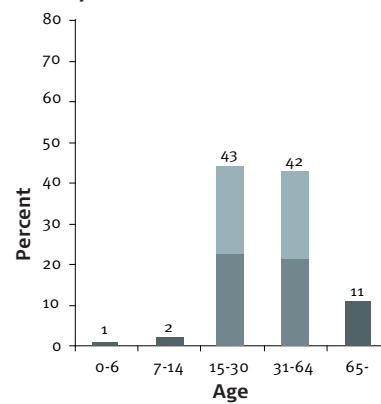
## Cathedral Square 11am



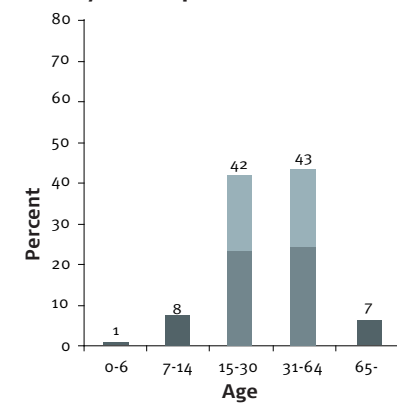
## Cathedral Square 1pm



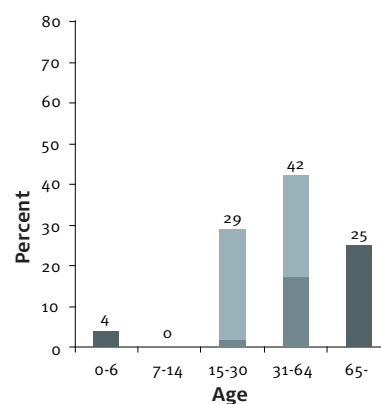
## City Mall 11am



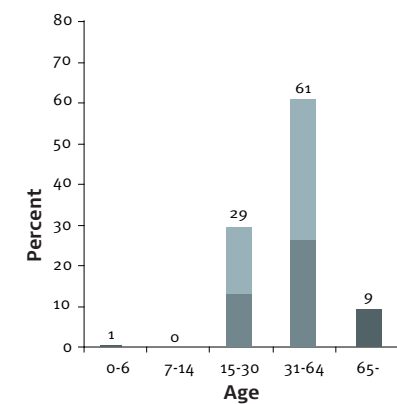
## City Mall 1pm



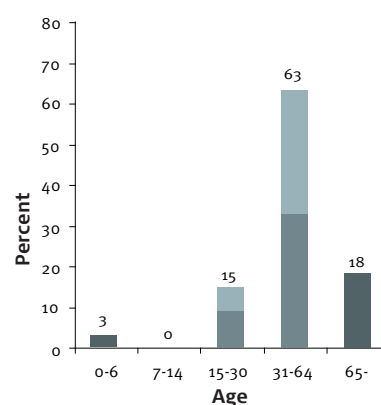
## New Regent Street 11am



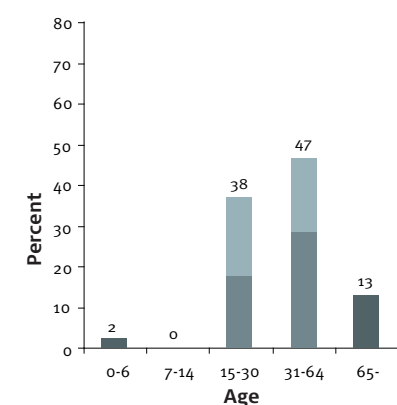
## New Regent Street 1pm



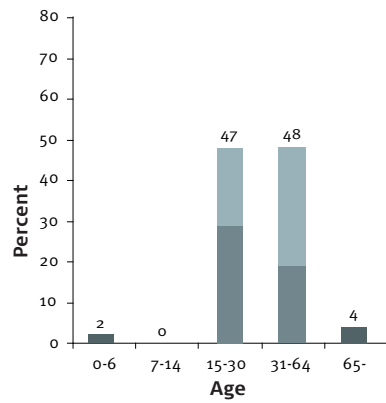
## Worcester Boulevard 11am



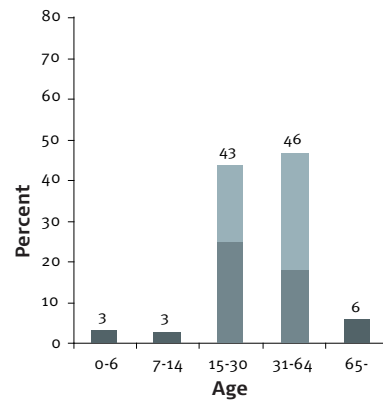
## Worcester Boulevard 1pm



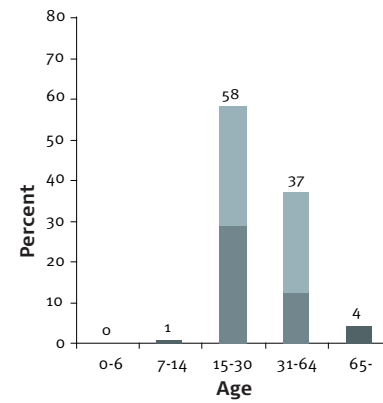
Cathedral Square 3pm



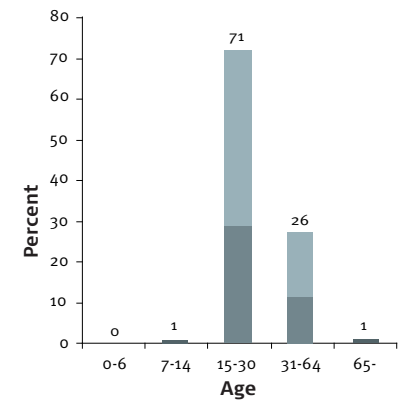
Cathedral Square 5pm



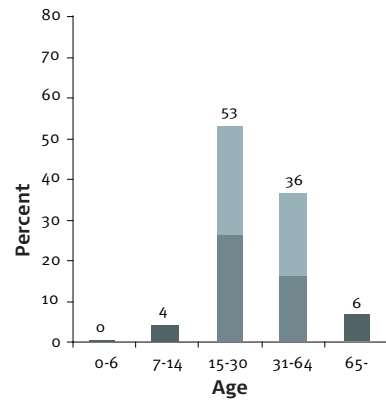
Cathedral Square 7pm



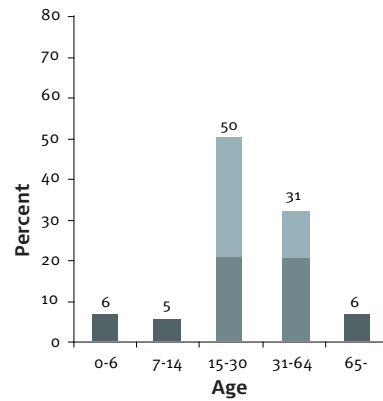
Cathedral Square 9pm



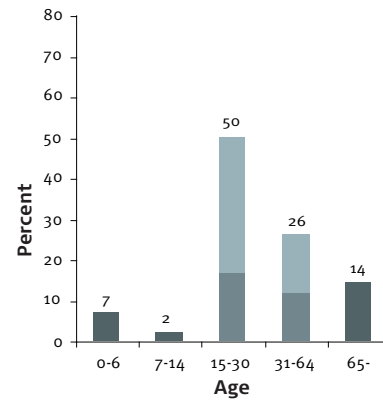
City Mall 3pm



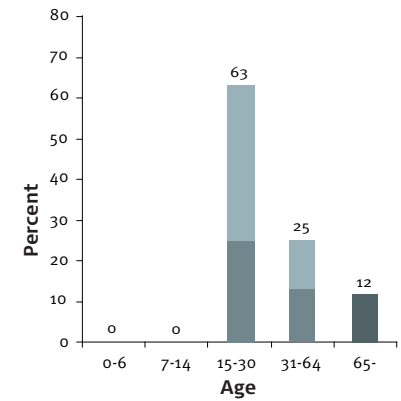
City Mall 5pm



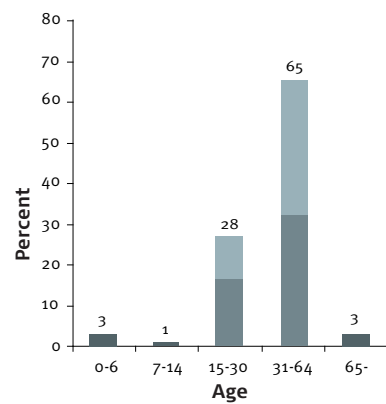
City Mall 7pm



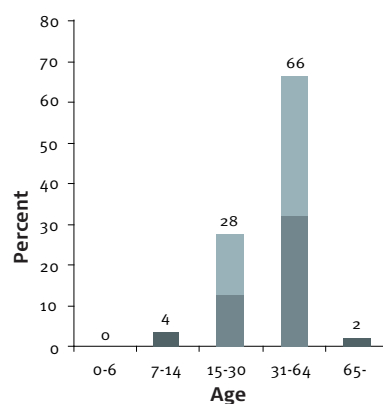
City Mall 9pm



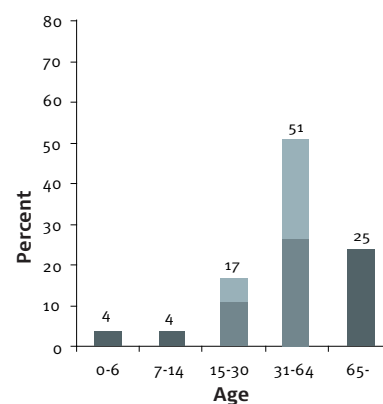
New Regent Street 3pm



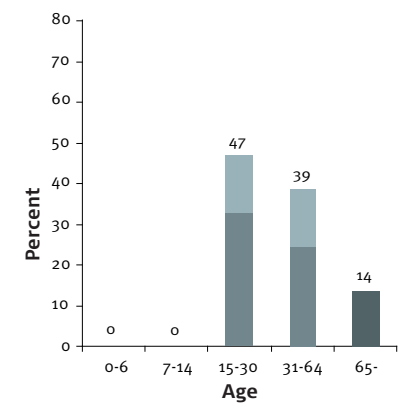
New Regent Street 5pm



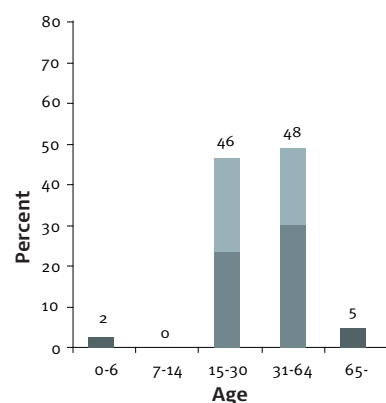
New Regent Street 7pm



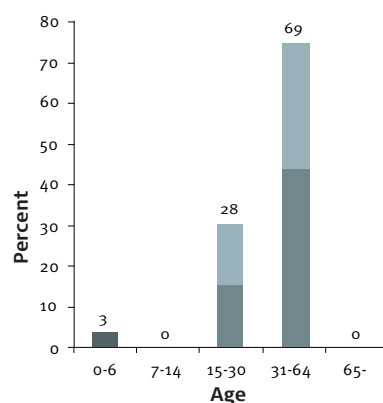
New Regent Street 9pm



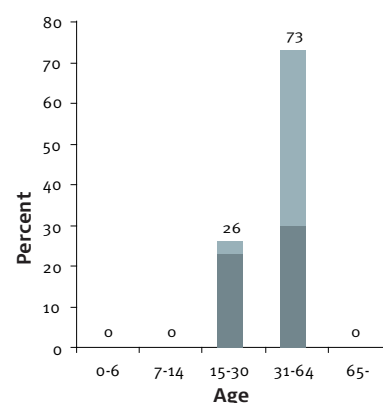
Worcester Boulevard 3pm



Worcester Boulevard 5pm



Worcester Boulevard 7pm



Worcester Boulevard 9pm

