

# 5 MOVING + CONNECTING

## GETTING HERE

- » As a country town people drive - car parking (and spaces for trailers) which are strategically located relative to key destinations makes it easy to find a park.
- » Managing parking for higher turn-over in the centre is better for businesses, allowing more people to access high-demand spaces.
- » Public transport supports inter-town travel and connects to larger centres like Palmerston North. A better level of customer service and support - like better waiting space and timetabling supports customers.
- » Getting people to town by walking and cycling is a healthy means of moving and makes the town accessible for people of all ages.
- » Living in town means access is easy - walking to the supermarket, cinema, library or to work if you work in the centre. We should encourage more people to move into town.

## MOVING ABOUT IN TOWN

- » When we are in town its more pleasant if streets and spaces are not busy with trucks and cars in large numbers - getting through traffic to go around the edge will be explored.
- » Roundabouts are good for moving lots of vehicles through intersections but are not good to walk across - raised street surfaces can work and make it easier for walkers and wheels (like push or wheel chairs or mobility scooters).
- » Wayfinding in town becomes second nature when we live in a place, but for visitors its good if its intuitive - 'signalling' the way into the centre with thresholds or even large sculptures.
- » Using street trees and a hierarchy of street types can 'signal' whether you are on a 'main road' or a centre road, how fast people should be driving, or when walking might be the priority in some parts.

Streets could have different types, such as:

1. **Circulation Streets** = 40kmh with longer term parking
2. **Slow Streets** = 20/30kmh with shorter term parking
3. **Shared Streets** = walking pace (perhaps in the square) may have less or no parking, people walking are prioritised

## SOMETHING TO THINK ABOUT

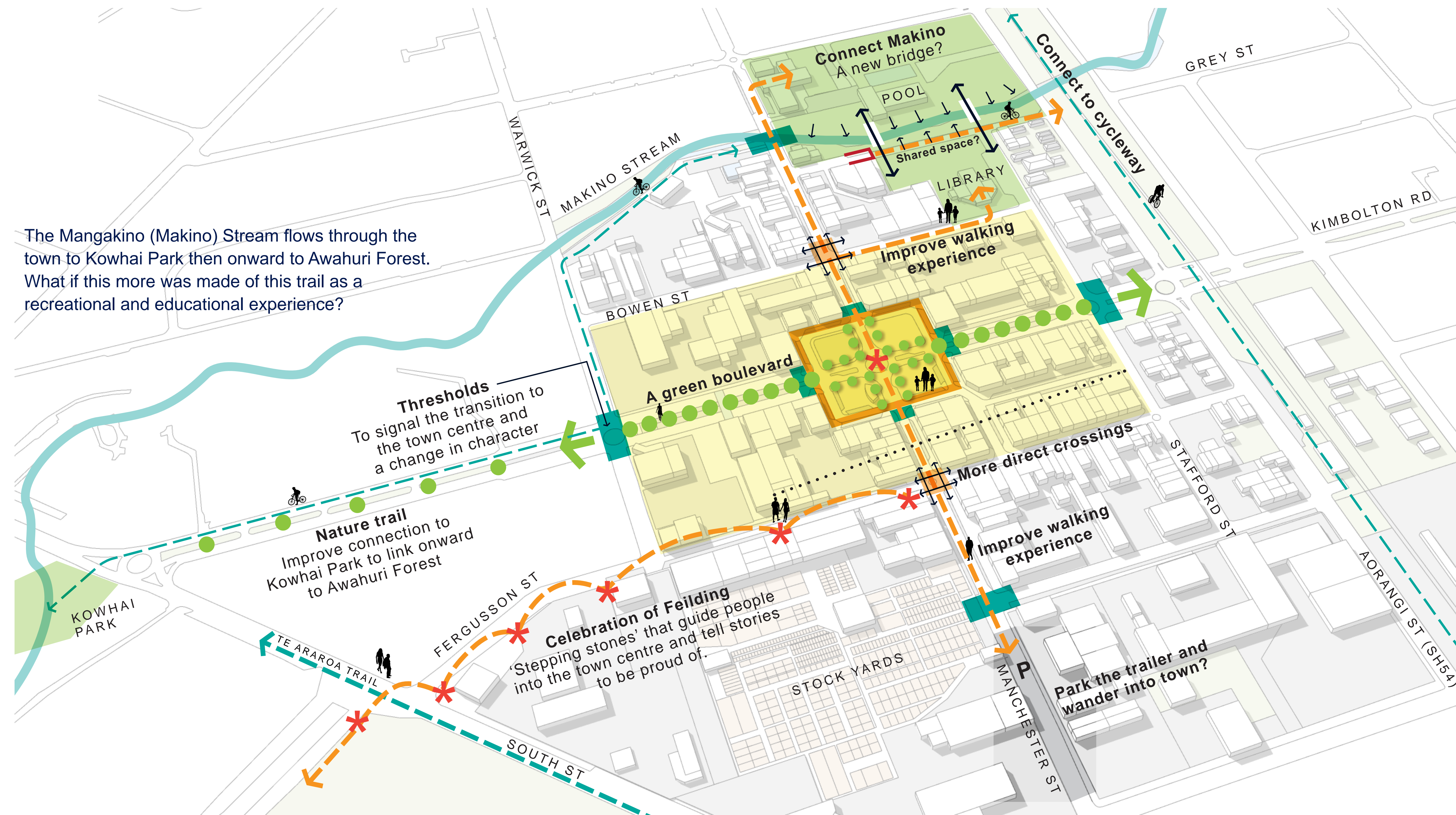
*What if we prioritised pedestrians over vehicles in the town centre?*

Find out how to give us your thoughts via the weblink below, or by scanning the QR code.

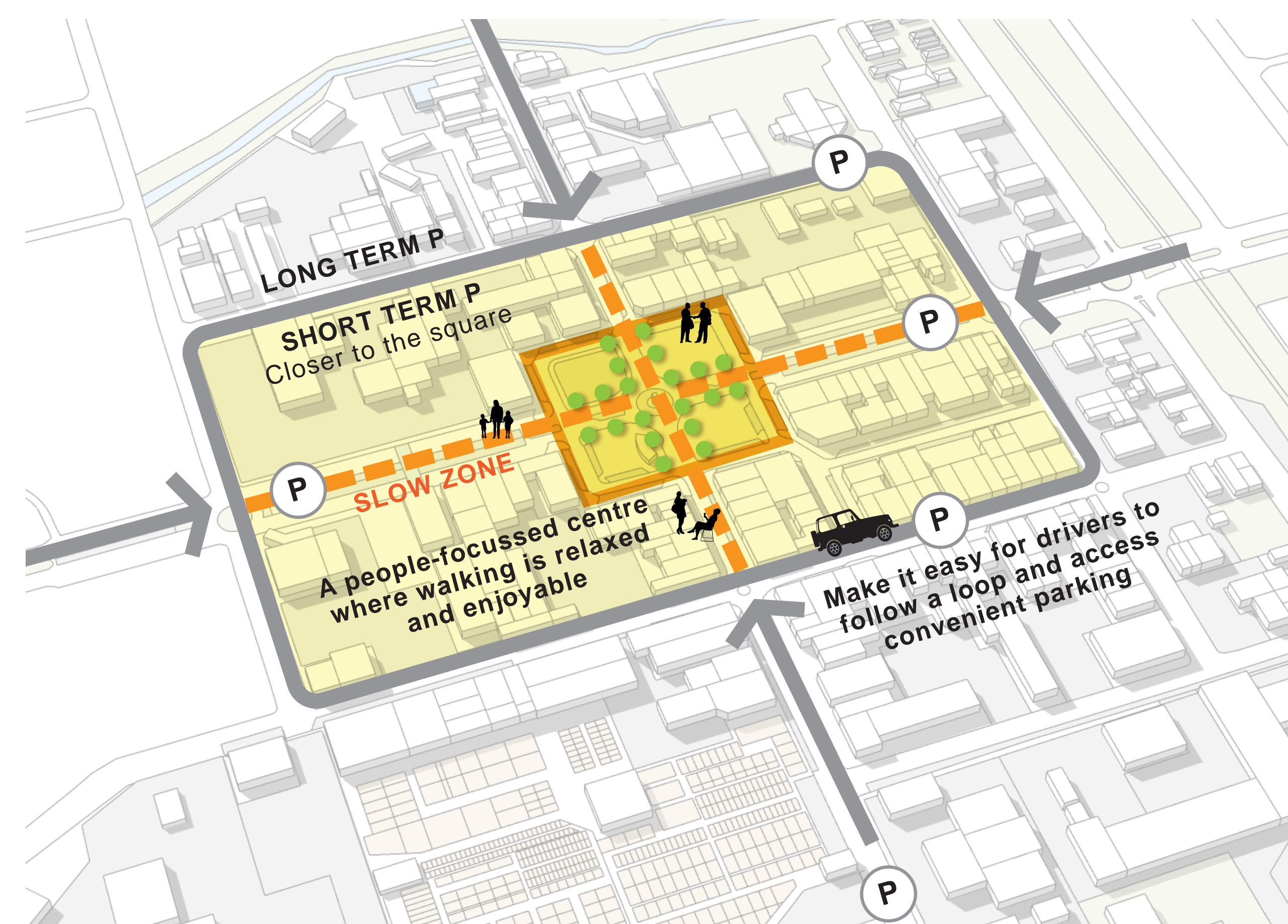
[www.mdc.govt.nz/Contact-Us/Have-Your-Say/Feilding-Town-Centre-Refresh](http://www.mdc.govt.nz/Contact-Us/Have-Your-Say/Feilding-Town-Centre-Refresh)



## Walking and Cycling



## A People-Focussed Core

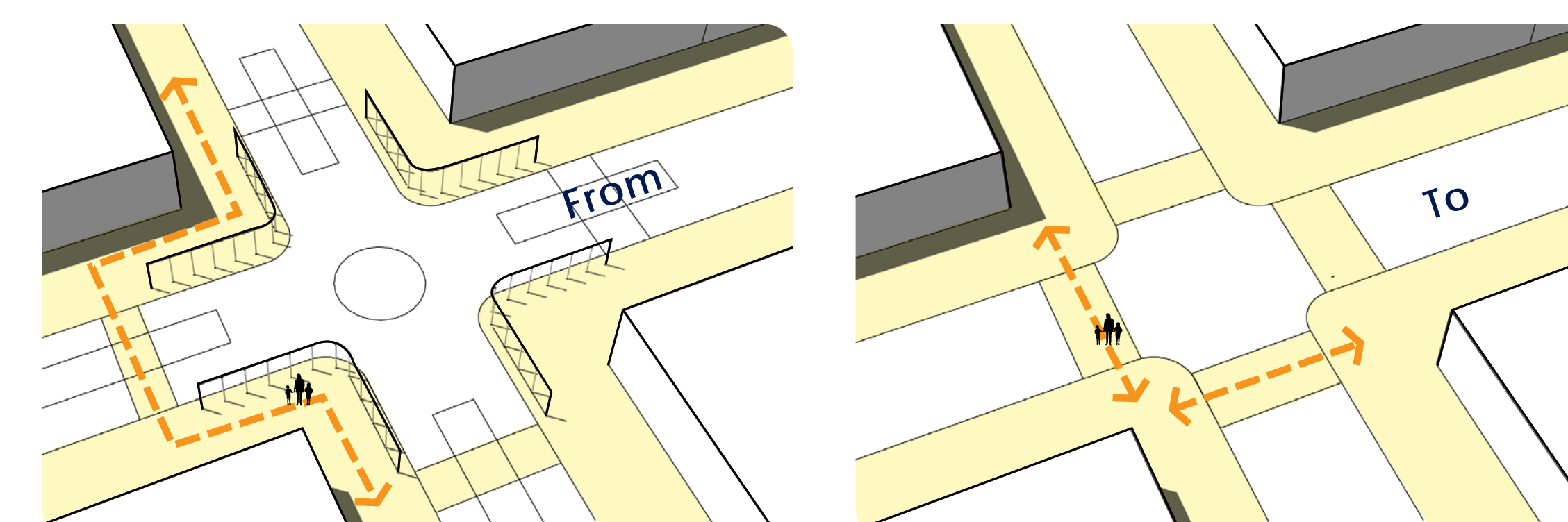


## Valuing people in the town centre

What if we set up a more 'people' focused core that has less through traffic? Kimbolton Road would continue to have parking but towards the square it might be easier to walk across and more parking could be provided on peripheral streets around the core.

- » short term parking within 100m of the square to support people to quickly run errands, grab a coffee etc.
- » longer term parking 100-200m from the square, ideally in pockets so you know where you are likely to get a park.
- » parking for campervans and trailers where it is most suited.

## Make it easier to cross the street?



Help people find their way around



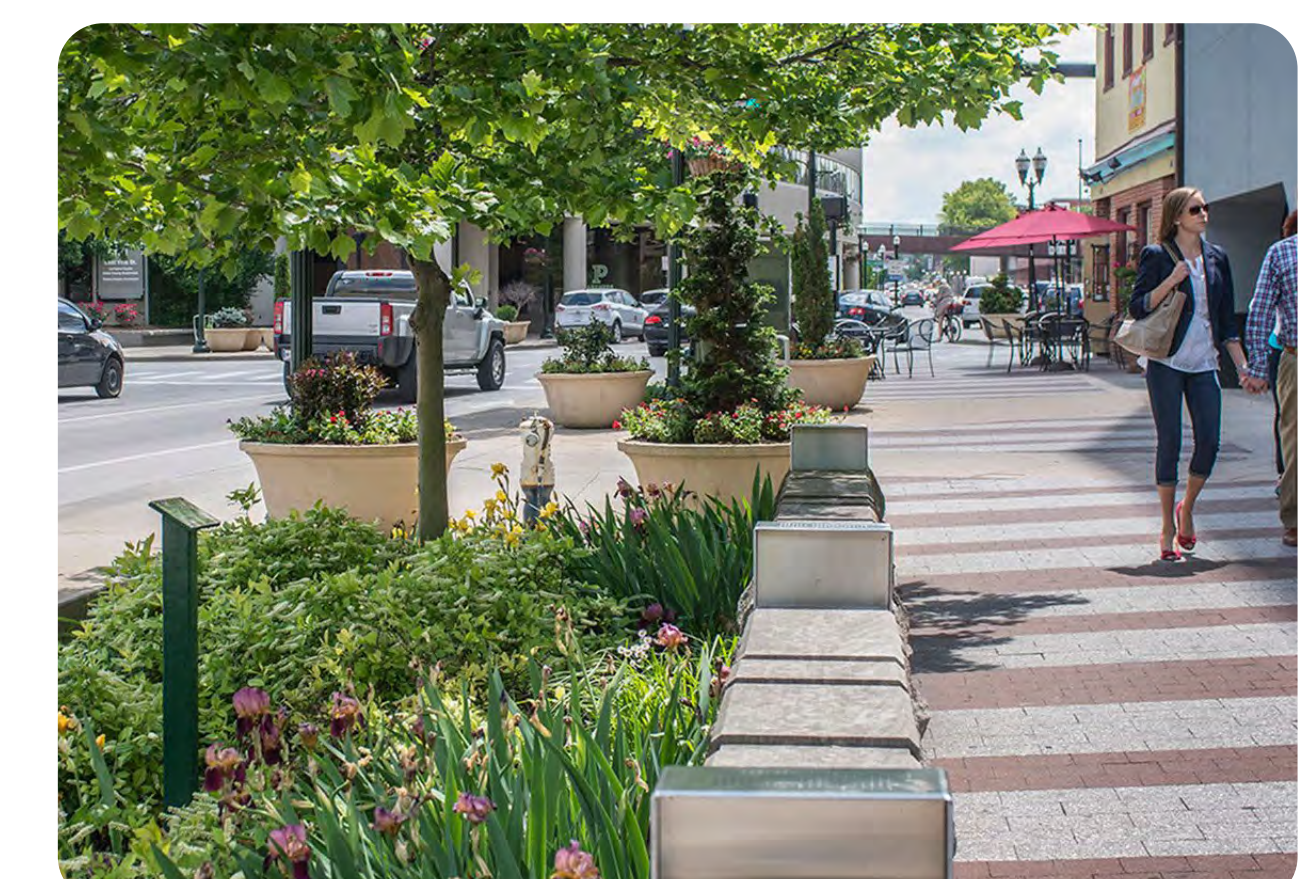
Tell stories of significance along journeys



Streets that are inviting to spend time in



Combine a bus shelter with public amenity, toilets and even a performance stage?



Street trees help to make walking enjoyable.