

Attachment F – Examples From Other Cities of Road Reserve/Closed Roads Being Converted to (or Considered as) Open Space

City of Sydney

1. The City of Sydney's "Open Space, Sports and Recreation Needs Study 2016" identifies street closures as one of its open space classifications. The classifications are:
 - Park
 - Pocket Park
 - Foreshore Park
 - School
 - Street closure
 - Civic
 - Ancillary link
 - Open space not controlled by the City of Sydney
2. The strategy notes that *"key to creating open space linkages is the City's Liveable Green Network and at a wider regional level the State Governments Sydney Green Grid. These projects will make walking and cycling a viable option to access the open space and recreation network as well as being part of a greater recreation/fitness network"*.

City of Melbourne

3. The City of Melbourne's investigations into open space opportunities for North and West Melbourne (Open Space Opportunities In North and West Melbourne – City of Melbourne (undated)) includes a number of road reserves adjacent to existing parks.
4. Although North and West Melbourne possess few large parks, the local street pattern produces two important open space assets. Thoroughfares are wide, and pockets of open space occur where different street grids intersect. Some of these streets and intersections are intensively landscaped. These areas provide green corridors and green oases within a dense fabric of residential and mixed – use buildings. However, the potential of many other streets and sites remains unrealized. In their current form they are too small, too inaccessible or too sparsely planted to provide valuable recreational amenities.
5. The study focuses on the irregular "left over" spaces that occur between North and West Melbourne's skewed street grids. It examines how these accidental open spaces can become more significant components of the city's recreational open space system.
6. The analysis recommends full and partial (narrowing of the road reserve) road closures and the incorporation of land into adjacent reserves.

Christchurch City

7. The Christchurch City Council Public Open Space Strategy covers the following categories:
 - 'green spaces' (parks used for recreation and amenity purposes and for the protection of biodiversity and cultural heritage);
 - 'blue spaces' (the city's waterways and wetlands);
 - 'grey space' (streets, malls and squares).
8. Grey Spaces primarily refers to the street network. In addition to its transportation function, it also provides for passive recreation, amenity, potential connectivity between parks and other civic features, as well as areas for exercise.
9. Grey spaces also incorporate elements of green, such as grass berms and plantings and make a major contribution to the landscape character of the city. A high proportion of urban Christchurch's open space consists of street networks.
10. Examples of roads enhanced for pedestrian use include civic squares, pedestrian malls and living streets such as Cathedral Square, City Mall and New Regent Street.
11. Open space issues identified in the strategy include:
 - Provision of adequate parks space is needed to meet the day-to-day requirements of existing and future residents in areas with open space deficiency and urban intensification including the Central City;
 - Improved pedestrian friendly linkages, including streets, are needed within the Central City to link existing open space features;
 - Generally, Christchurch urban parks are not well linked either by pedestrian friendly streets or green or blue open space;
 - Better access through rural areas for walking and cycling using Council-owned unformed legal roads is needed.