City Centre Indicative Business Case Briefing

27August 2025

Agenda

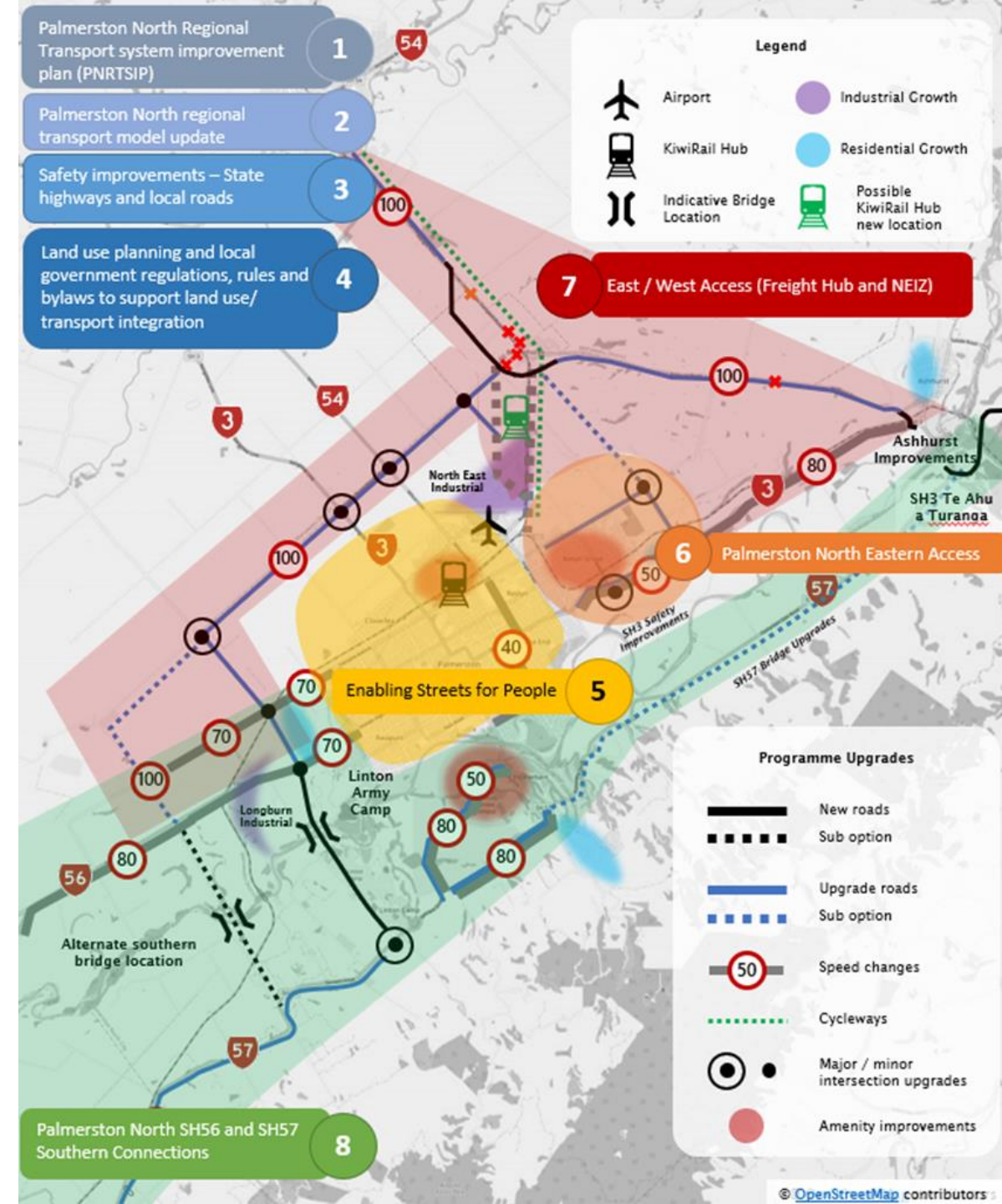- Background
- Project Scope
- Strategic Case
- Long List to Short List
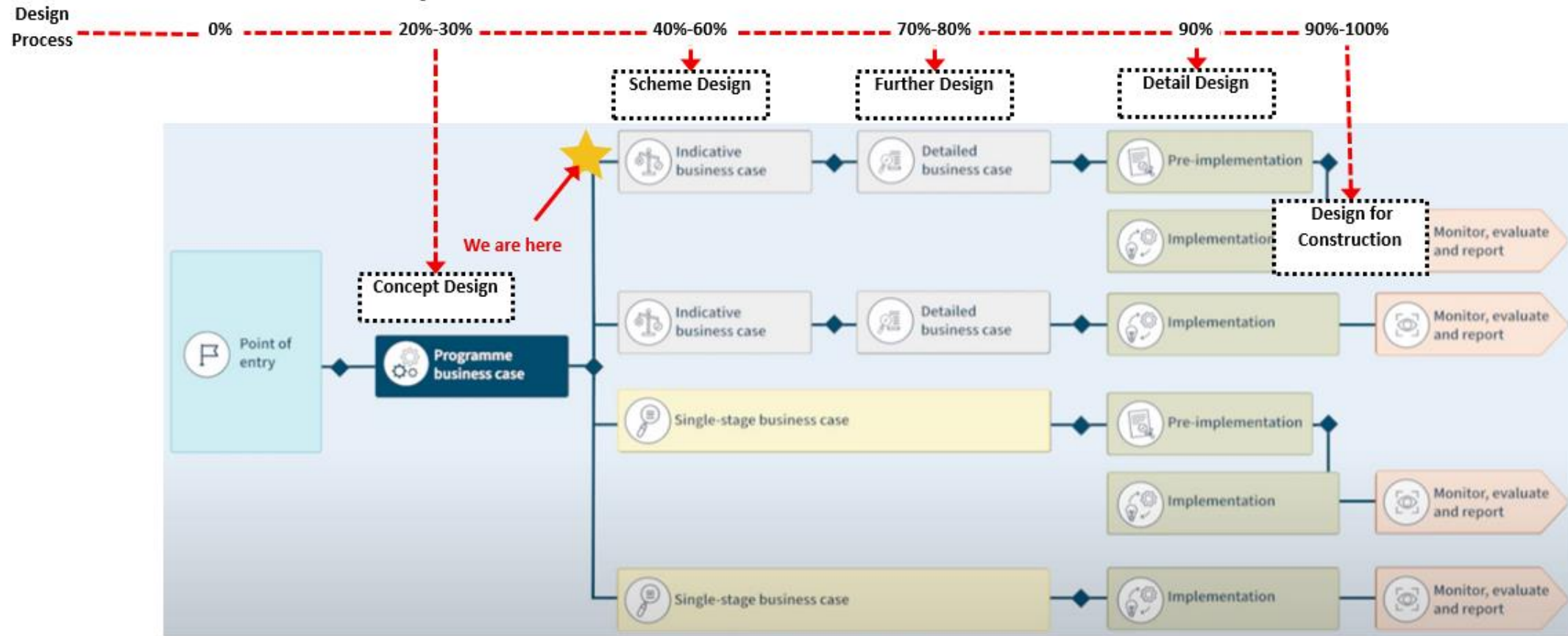- Recommended Option
- Next Steps

Background

PNITI

1. Transport planning
2. Palmerston North Area Traffic Model
3. Safety improvements
   - State highways
   - Local roads
4. Land Use Planning
5. <mark>Enabling Streets for People</mark>
6. PN Eastern Access
7. East/West ring route
8. Southern Connections

Business Case Pathway

Business Case Pathways – Waka Kotahi

A programme business case includes multiple projects, delivered progressively over approximately 10 years

Project Scope

Geographic Scope

City Centre bounded by

- Ferguson Street
- Princess Street
- Walding/Grey Street
- Bourke Street/Pitt Street

Inclusive of the boundary roads
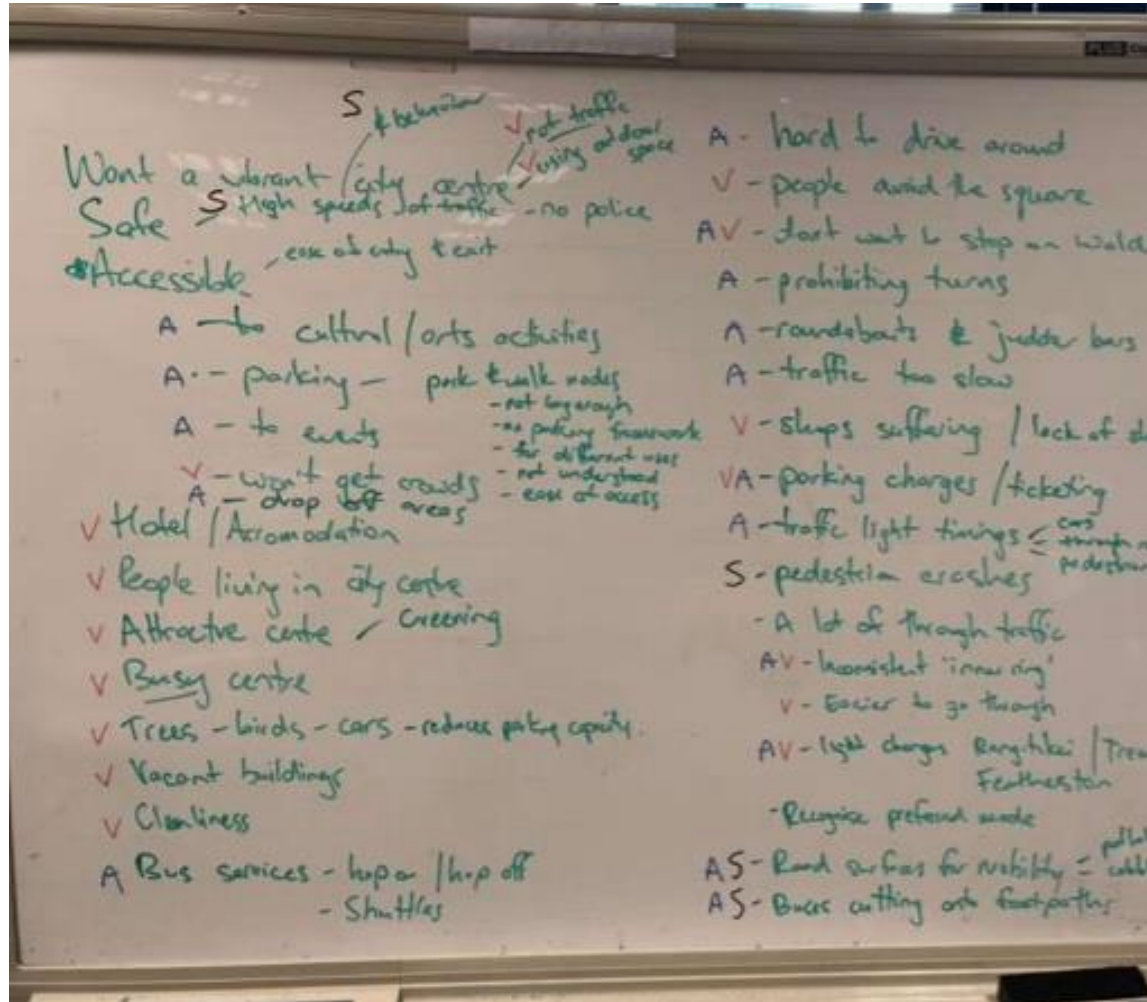
Project Focus

- Develop a clear vision for city centre transport system and align various programmes to this vision

- Aligning city centre programmes to this vision.

- Identify a preferred site for the bus hub

Strategic Case

Workshop 1

- Investment Logic Mapping

- Facilitated discussion about the City Centre

- Focus on transport, but recognised alignment is needed with wider interventions.

- Attendees included representatives from Rangitāne, City Centre Businesses, Chamber of Commerce, Palmy BID, Living Streets Aotearoa, Disability Reference Group and Horizons.

Investment Vision

The culture-rich Palmerston North City Centre should be a vibrant, safe destination that is easy to access, and attractive to people and business.
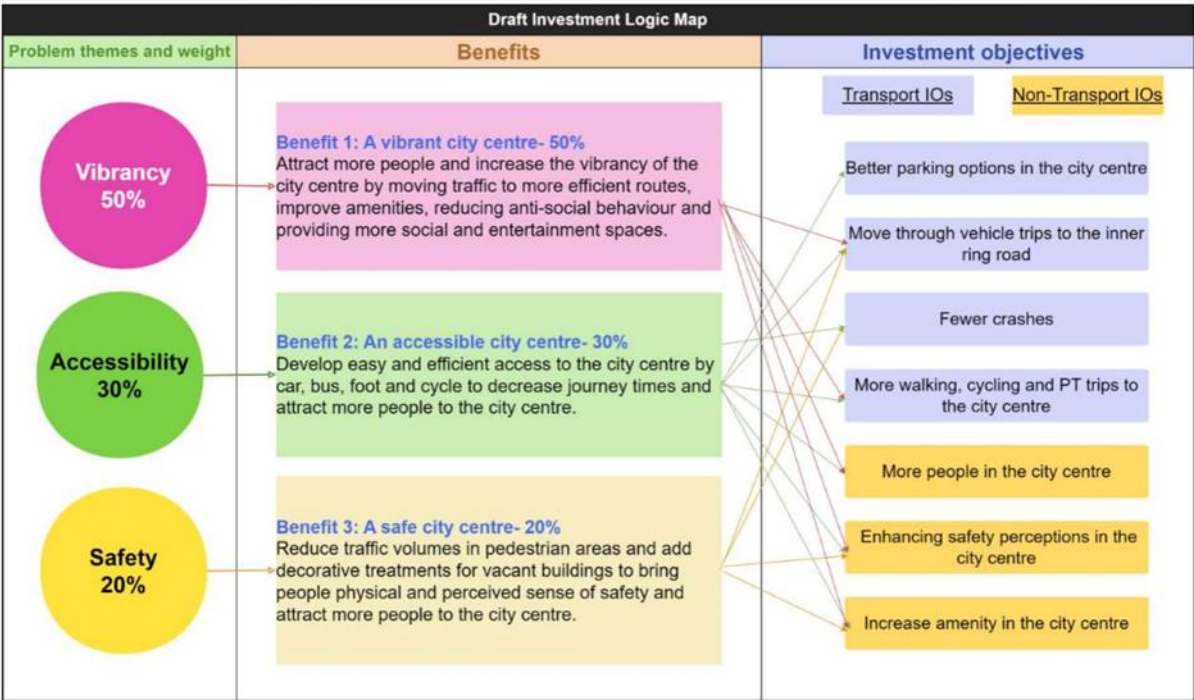
Long List to Short List

Workshop 2

Long List to Short List

180+ Intvns

Intervention screening (EAST)

1 Original Long List Intervention

High Level MCA

87 Intvns

2 Semi Long List Intervention

Programme options consolidation

24 Intvns

3 Short List Intervention

Detailed MCA

3 Opts

4 Short List Programme Options

5 Preferred Programme Options

WS3   WS4   WS5
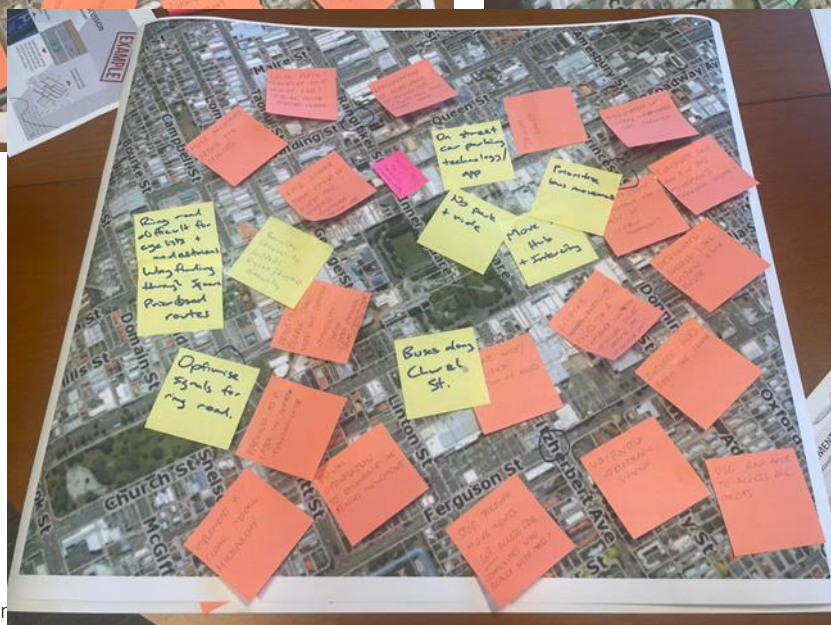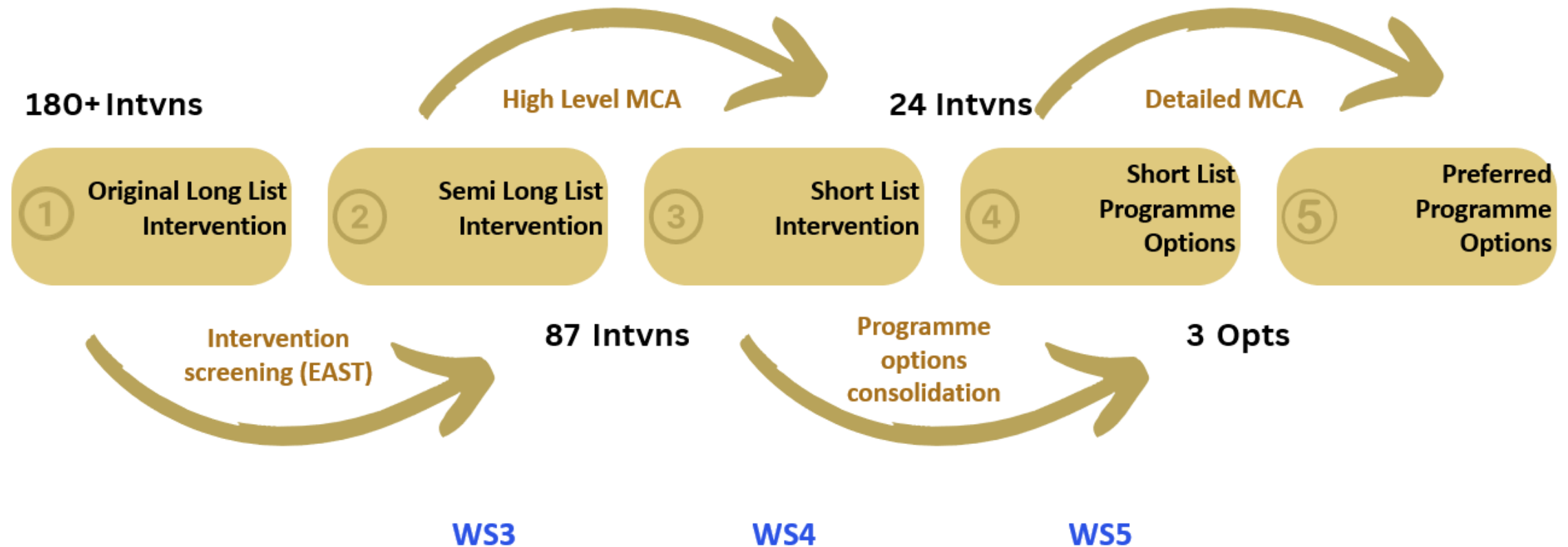
Multi Criteria Analysis

Objective	Measure
Better parking options in the city centre 20%	Increase the parking utilisation 20%
More walking, cycling and PT trips to the city centre 30%	Increase the use of public transport to the city centre 10%
	Increase the demand for walking and cycling 20%
Move through vehicle trips to the inner ring road 30%	Reduce traffic volume inside the inner ring road 10%
	Improved signage and wayfinding 10%
	Improve efficiency of traffic flow on the inner ring road 10%
Fewer crashes 20%	Improve transport safety for all road users 10%
	Increase operating traffic speed ratio 10%
Increased maintenance and resilience	Level of Service (LoS)
Value for money	Benefit-cost Ratio (BCR)
Enough land and infrastructure to enable housing development and business growth	Commercial activity, housing development and business growth
Affordability	Cost
Cultural value	Cultural value in city centre design

OPTION 1 - IMPROVEMENTS PROGRAMME

Separate traffic (create gateways to prioritise cars and trucks on the outside of The Square while allowing pedestrians, cyclists, and buses to enter The Square)
Road remarking and new signage.

Bus priority at the intersection
B Signal for buses.

Prioritise pedestrians and street space (Broadway and CBD)
Pavement remarking and new signage.

Threshold
Welcome signs

New bus stops along the ring route
The current distance between bus stops along Ring Road are 6-700m. The proposed new bus stops depends on patronage and demand.
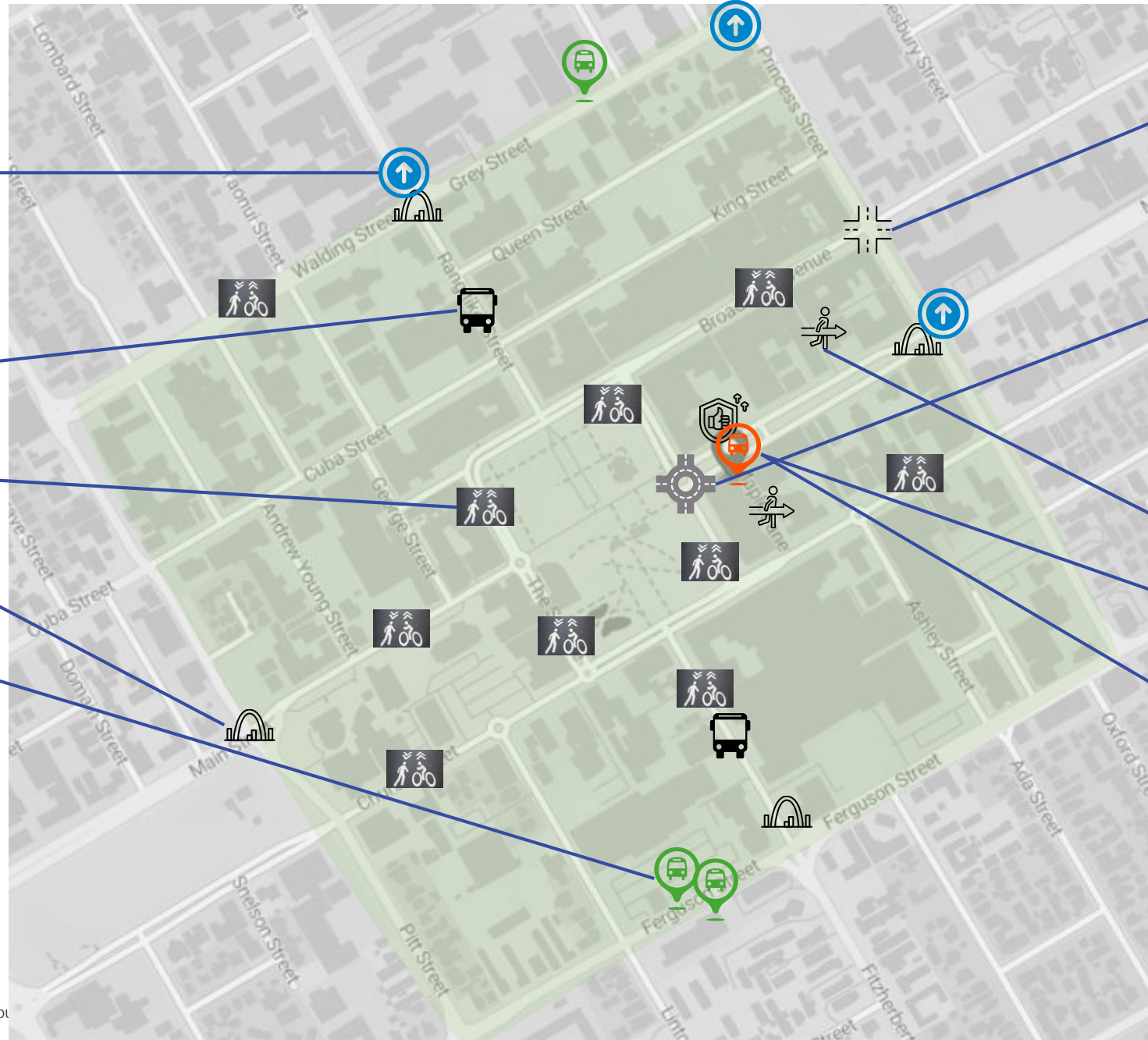
City Centre Transformation

Signal coordination for all users

Audio indicators on pedestrian crossings.

Prioritise traffic flow around the ring road

Speed limit 40

Intersection improvement - Broadway
Road remarking to remove the left lane from Broadway Avenue to Princess Street, change angle parkings to parallel parkings, widen shoulder for shared space.

RAB improvement (Main Street Bus Terminal and The Square)
Restrict access to the west approach of Main Street by installing 'Bus Only' signage and amending the traffic bylaw to enforce the change. Road remarking and new signages to improve safety.

Walkway treatment - Bus hub, Main st, CBD
Lane remarking and new signage.
Upgrade existing Bus Hub

Lane remarking and new signage.
Safety improvement at Bus hub
Add zebra crossings, warning diamond and ped crossing warning sign

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OPTION 2 - UPGRADES PROGRAMME

Recommended

Separate traffic (create gateways to prioritise cars and trucks on the outside of The Square while allowing pedestrians, cyclists, and buses to enter The Square)
Road remarking, new signage and partition.

Bus priority at the intersection
B Signal for buses.

Prioritise pedestrians and street space (Broadway and CBD)
Wide and seperate path for pedestrians and cyclists.

Threshold
Welcome signs

New bus stops along the ring route
The current distance between bus stops along Ring Road are 6-700m. The proposed new bus stops depends on patronage and demand.
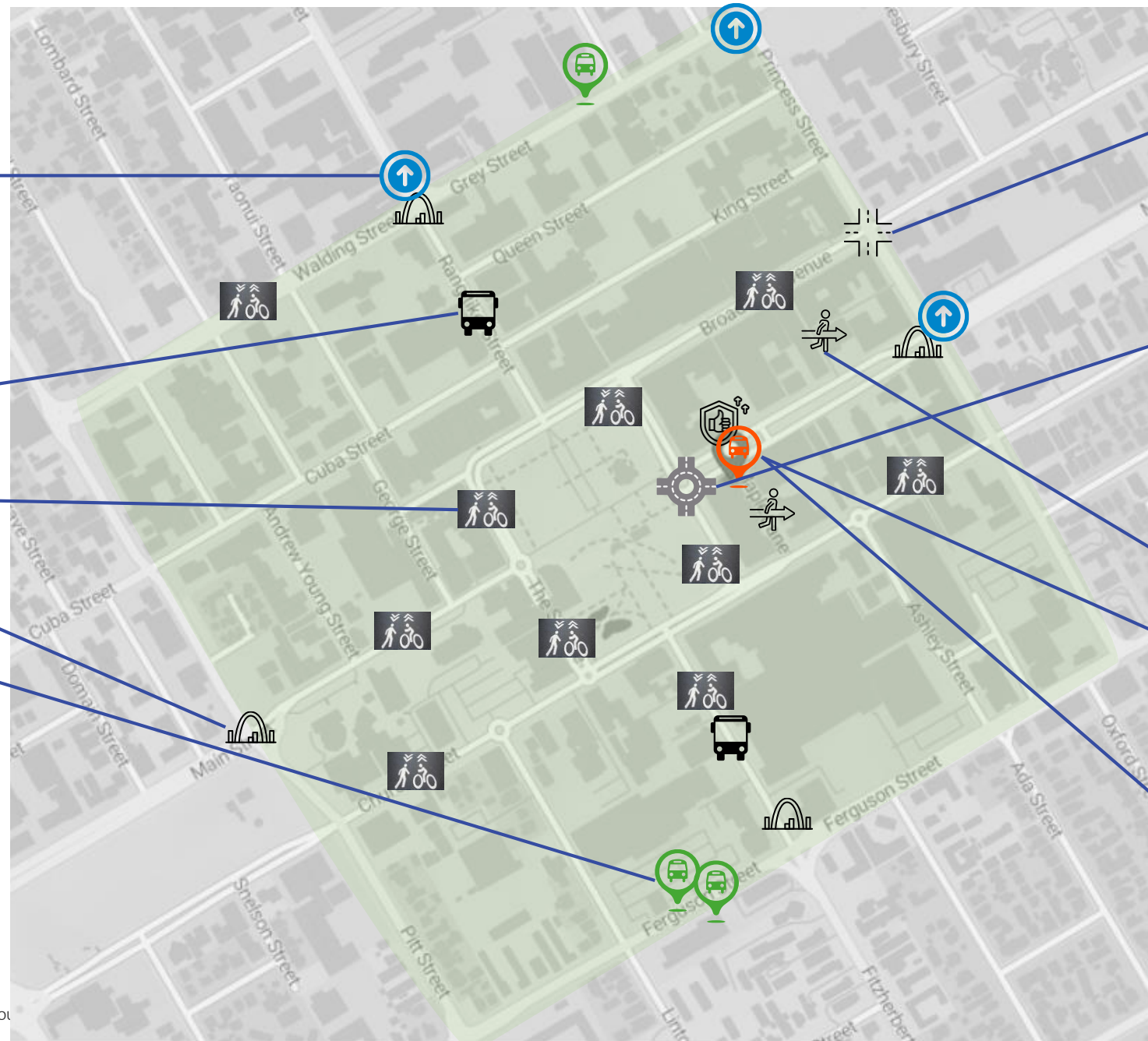
City Centre Transformation

Signal coordination for all users

Audio indicators on pedestrian crossings.

Prioritise traffic flow around the ring road

Speed limit 40

Intersection improvement - Broadway
Road remarking to remove the left lane from Broadway Avenue to Princess Street, change angle parkings to parallel parkings, widen shoulder for shared space.

RAB improvement (Main Street Bus Terminal and The Square)
Restrict access to the west approach of Main Street by installing 'Bus-Only' signage and amending the traffic bylaw to enforce the change. Road remarking and new signages to improve safety. New roundabout design and road layout.

Walkway treatment - Bus hub, Main st, CBD
Lane remarking and new signage.

Upgrade existing Bus Hub
Redesign road layout and add in a parking area.
Add in a park as the partition for the court.

Safety improvement at Bus hub
Add zebra crossings, warning diamonds and pedestrian crossing warning signs

OPTION 3 - TRANSFORMATIONAL PROGRAMME
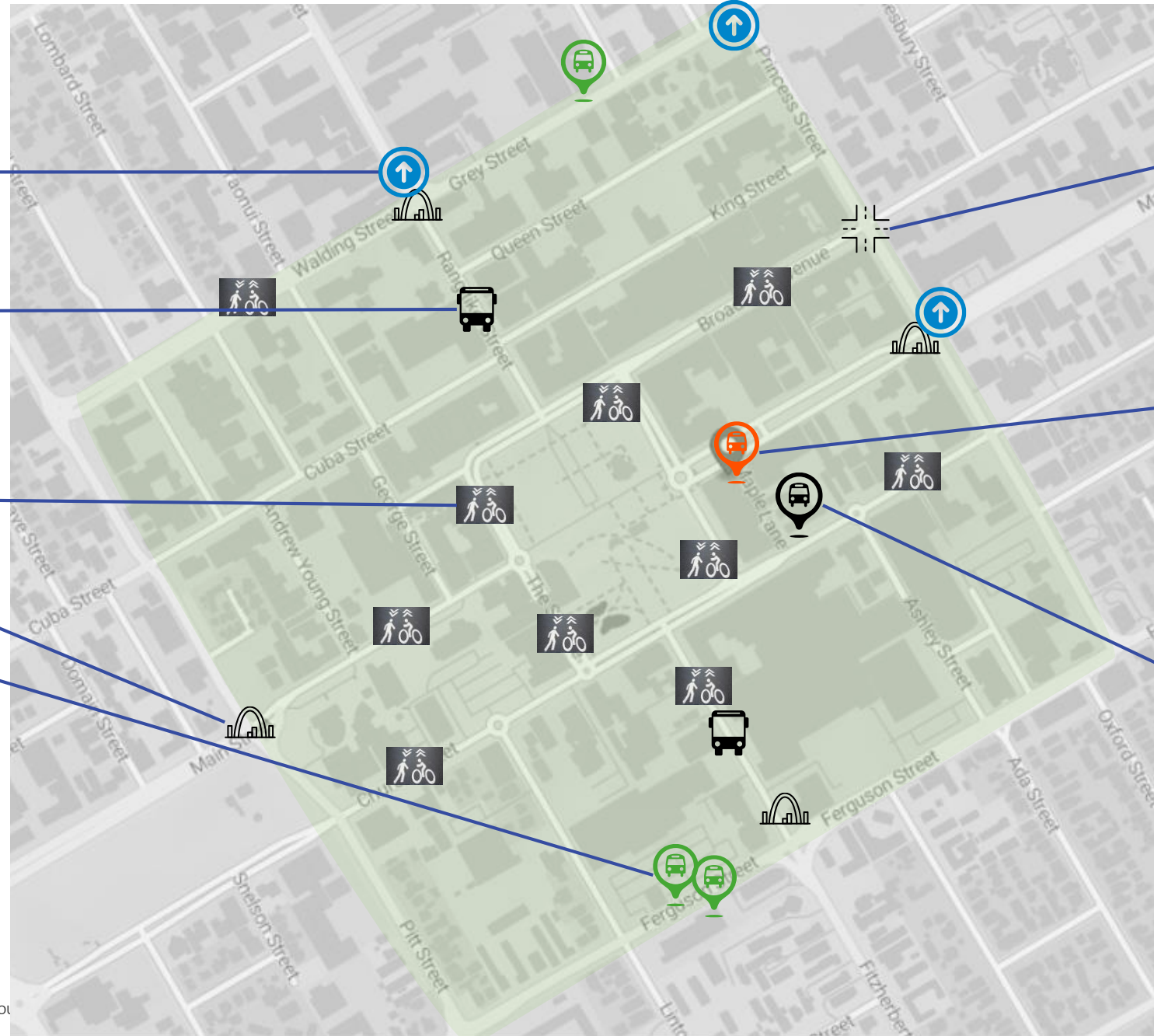
Separate traffic (create gateways to prioritise cars and trucks on the outside of The Square while allowing pedestrians, cyclists, and buses to enter The Square)
Redesign of road layout.

Bus Priority along bus routes

Bus-Only lanes during peak hours on Rangitikei Street& Fitzherbert Ave.
Changes in parking layout to accommodate bus only lanes.
Median islands as traffic separators

Prioritise pedestrians and street space (Broadway and CBD)
Wider footpaths and improved marking for cyclists.

Threshold
Artistic signs or sculptures

New bus stops along the ring route
The current distance between bus stops along Ring Road are 6-700m. The proposed new bus stops depends on patronage and demand.

City Centre Transformation

Signal coordination for all users

Audio indicators on pedestrian crossings.

Prioritise traffic flow around the ring road

Intersection improvement - Broadway
Road remarking to remove the left lane from Broadway Avenue to Princess Street, change angle parkings to parallel parkings, separate shared lane.

The existing bus hub can be converted into a landscaped park and or car park.

Bus Hub relocation to Old Police Station
Build new infrastructure, that will include bus hub, footpaths and upgrades to intersections and redesign the road layout.

Speed limit 40

OPTIONS COMPARISON

Op1: Road Marking and Signage
Op2: Partition
Op3: Redesign

Op1: B Signal
Op2: As above
Op3: Bus-Only lanes

Op1: Road Marking and Signage
Op2: Road Separation
Op3: As above

Op1: Welcome Sign
Op2: Vegetation
Op3: Sculpture

Op1, Op2, Op3: New Bus Stop

Op1: Widen shoulder
Op2: As above
Op3: Redesign

Op1, Op2, Op3:
Road Marking and Signage

Op1: Improvement
Op2: Upgrade
Op3: Relocation

Signal coordination for all users

Audio indicators on pedestrian crossings.

Prioritise traffic flow around the ring road

Speed limit 40
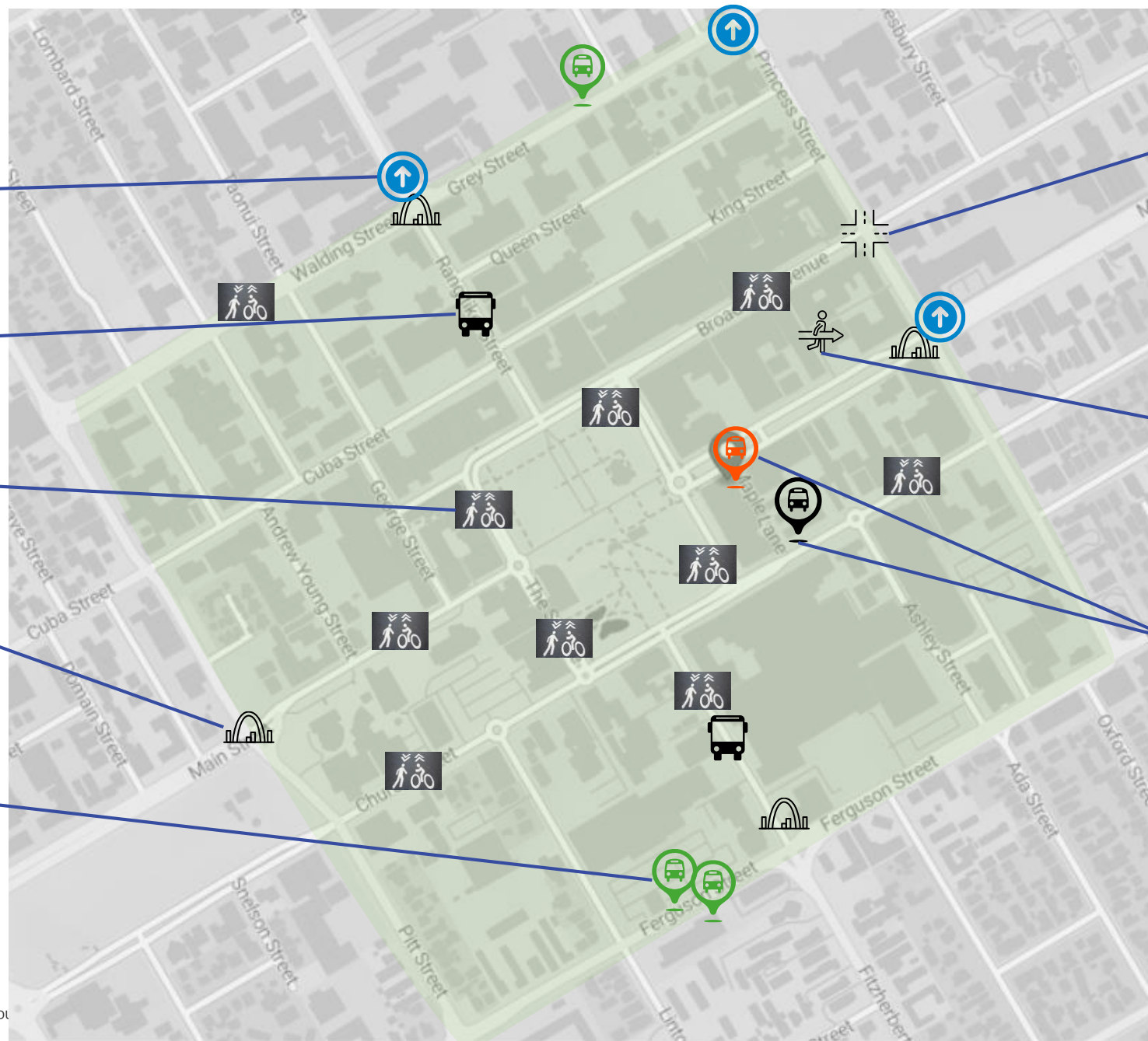
Recommended Option

OPTION 2 - UPGRADES PROGRAMME -AMENDED

Separate traffic (create gateways to prioritise cars and trucks on the outside of The Square while allowing pedestrians, cyclists, and buses to enter The Square)

Bus priority at the intersection

Prioritise pedestrians and street space (Broadway and CBD)

Threshold

New bus stops along the ring route
Review of Fergusson St Stops

City Centre Transformation

Signal coordination for all users

Audio indicators on pedestrian crossings.

Prioritise traffic flow around the ring road

Speed limit 40

Intersection improvement - Broadway
Dropped intervention

RAB improvement (Main Street Bus Terminal and The Square)

Walkway treatment - Bus hub, Main st, CBD

Upgrade existing Bus Hub

Safety improvement at Bus hub

Next Steps

- Finalise Business Case – currently updating following peer review comments

- Present to Council later this year – looking at October

- Take direction from the Council about which elements of the programme that we are to prioritise in the next LTP