3.3 Design Principles

The development of design principles underpinning the subsequent options and final preferred plans for each street and terminal are described below. These principles emerged out the Part A baseline analysis, review of existing PNCC strategies and aspirations inputs from stakeholders.

Principle 1 Reinforce Activity Precincts

Principle 2: Establish Street Typologies That Support Activity Precincts

Principle 3: Enhance Townscape and Legibility

Principle 4: Deliver A Sequence of Activities and Nodes
Principle 1: Reinforce Activity Precincts

This principle ensures the underlying, predominant activity and function of an area is recognised and supported through any subsequent streetscape project.

The city centre operates in a particular way influenced by clusters of similar or mutually reinforcing activities. These include a focus on cultural and civic administrative activities to the west of The Square as shown on the below diagram. Such activities also include Te Manawa, The Globe and the City Library. The George Street/Cuba Street café cluster works well to support and extend the activity period of that location, creating a clear identity for Square West.

To the east of The Square the activity pattern is more directly informed by retail functions. The Plaza establishes an anchor to the southern end of Square East while Broadway Avenue establishes a street designed to facilitate easy interaction to Broadway Avenue. A street designed to facilitate easy interaction at the eastern end. The centre of the street includes The Regent Arcade to King Street and UCOL. The east-west alignment of the street creates a sunny north-facing southern street edge that should be optimised for outdoor activity.

The plan responds on a street by street basis to the different conditions across the study area and recognises that each street fulfils a different role, includes a different predominant activity mix, and has a different orientation and level of connectivity. Each street is identified in the adjacent diagram and briefly described in terms of the overall character and aspiration. The streets are:

**Broadway Avenue:** The city’s high street. A vibrant, busy and essentially commercial street allowing for street occupation and regular events. Provision for outdoor seating and dining. Focal space and quality design to support The Regent on Broadway.

**Square East:** The principal north-south retail spine linking The Plaza to Broadway Avenue. A street designed to facilitate easy interaction mid-way along Square East but presents an unattractive and hostile environment that does not integrate well with the retail street. Broadway Avenue functions as a coherent two-sided commercial ‘high street’. The street is long (310m) and the type of retail activity varies along its length with a clear food/drink cluster emerging at the eastern end. The centre of the street includes The Regent on Broadway with links south to Downtown and north via Regent Arcade to King Street and UCOL. The east-west alignment of the street creates a sunny north-facing southern street edge that should be optimised for outdoor activity.

**Main Street East:** To be reconfigured to support a high quality bus interchange for urban services. Removal of vehicle dominated space and redesigned to provide an attractive, balanced multi-modal environment with development of a new terminal structure to replace the existing poor quality canopy.

**Church Street:** A similar design language to Square North. Facilitates higher vehicle movements recognising the strategic links to the east and west. Central tree planting and median widened and enhanced. Parking rationalised and simplified and crossings at the intersection with Fitzherbert Avenue enhanced support direct links to The Square.

**Square West:** Continuation of the streetscape upgrade already completed outside the Council buildings. Retention and enhancement of the central planted median concept, reconfiguration of parking to allow more generous pavements, better supporting the Library. Creation of a new high quality shared surface space at the intersection with Coleman Mall to facilitate better integration of links to George Street.

**Square North:** To be distinguished from Broadway Avenue to ensure The Square retains its unique and special focus. Achieved by the introduction of central tree planting as partly exists to the western end of Square North. Providing a balanced movement environment that allows higher volumes of traffic than to Square East or West recognising the Rangitikei connection. Parking reconfigured along the northern edge to achieve better alignment with Broadway Avenue. Enhanced pedestrian crossings at the intersection with Rangitikei, linking more strongly with The Square.

**Rangitikei Street:** At present an unattractive vehicle dominated street presenting a poor arrival into The Square. Proposals to reduce lanes, introduce tree planting to edges and retain limited parallel parking. Fundamental to ensure direct visual links to The Square are achieved and to allow continuity with the wider Rangitikei Street environment to the north.

Principle 2: Establish Street Typologies That Support Activity Precincts

This principle sets out the approach to street design and differentiation, informed by Principle 1 Activity Precincts and the spatial analysis and stakeholder feedback from Part A of this report.

The city centre operates in a particular way influenced by clusters of similar or mutually reinforcing activities. These include a focus on cultural and civic administrative activities to the west of The Square as shown on the below diagram. Such activities also include Te Manawa, The Globe and the City Library. The George Street/Cuba Street café cluster works well to support and extend the activity period of that location, creating a clear identity for Square West.

To the east of The Square the activity pattern is more directly informed by retail functions. The Plaza establishes an anchor to the southern end of Square East while Broadway Avenue establishes a street designed to facilitate easy interaction at the eastern end. The centre of the street includes The Regent on Broadway with links south to Downtown and north via Regent Arcade to King Street and UCOL. The east-west alignment of the street creates a sunny north-facing southern street edge that should be optimised for outdoor activity.

The plan responds on a street by street basis to the different conditions across the study area and recognises that each street fulfils a different role, includes a different predominant activity mix, and has a different orientation and level of connectivity. Each street is identified in the adjacent diagram and briefly described in terms of the overall character and aspiration. The streets are:

**Broadway Avenue:** The city’s high street. A vibrant, busy and essentially commercial street allowing for street occupation and regular events. Provision for outdoor seating and dining. Focal space and quality design to support The Regent on Broadway.

**Square East:** The principal north-south retail spine linking The Plaza to Broadway Avenue. A street designed to facilitate easy interaction mid-way along Square East but presents an unattractive and hostile environment that does not integrate well with the retail street. Broadway Avenue functions as a coherent two-sided commercial ‘high street’. The street is long (310m) and the type of retail activity varies along its length with a clear food/drink cluster emerging at the eastern end. The centre of the street includes The Regent on Broadway with links south to Downtown and north via Regent Arcade to King Street and UCOL. The east-west alignment of the street creates a sunny north-facing southern street edge that should be optimised for outdoor activity.

**Main Street East:** To be reconfigured to support a high quality bus interchange for urban services. Removal of vehicle dominated space and redesigned to provide an attractive, balanced multi-modal environment with development of a new terminal structure to replace the existing poor quality canopy.

**Church Street:** A similar design language to Square North. Facilitates higher vehicle movements recognising the strategic links to the east and west. Central tree planting and median widened and enhanced. Parking rationalised and simplified and crossings at the intersection with Fitzherbert Avenue enhanced support direct links to The Square.

**Square West:** Continuation of the streetscape upgrade already completed outside the Council buildings. Retention and enhancement of the central planted median concept, reconfiguration of parking to allow more generous pavements, better supporting the Library. Creation of a new high quality shared surface space at the intersection with Coleman Mall to facilitate better integration of links to George Street.

**Square North:** To be distinguished from Broadway Avenue to ensure The Square retains its unique and special focus. Achieved by the introduction of central tree planting as partly exists to the western end of Square North. Providing a balanced movement environment that allows higher volumes of traffic than to Square East or West recognising the Rangitikei connection. Parking reconfigured along the northern edge to achieve better alignment with Broadway Avenue. Enhanced pedestrian crossings at the intersection with Rangitikei, linking more strongly with The Square.

**Rangitikei Street:** At present an unattractive vehicle dominated street presenting a poor arrival into The Square. Proposals to reduce lanes, introduce tree planting to edges and retain limited parallel parking. Fundamental to ensure direct visual links to The Square are achieved and to allow continuity with the wider Rangitikei Street environment to the north.
**Principle 3: Enhance Townscape and Legibility**

This principle covers a wide range of urban design related matters, focusing on the performance of the city centre as a ‘whole place’. The diagrams below describe the approach of which the key features include:

**Extend The Square edge out beyond the green space to better integrate with the built street frontages** - At present the building frontages surrounding The Square do not connect well (spatially / visually) with The Square’s green spaces and perceptually the roads and The Square are very different types of environment that do not mutually reinforce each other. This is in part due to the nature of the vehicle dominated roads bounding The Square but also related to the lack of outdoor occupied space for pedestrians and limited crossing opportunities.

**Create special places and events that recognise heritage features and clusters** - The Square environment includes a wide variety of buildings styles, types and quality. However, there are identifiable locations where notable heritage buildings co-locate and such locations should be supported through public realm design of a commensurate level of quality and potentially differentiated as ‘places’ within the centre. In this regard opportunities exist to enhance the setting of the heritage cluster at the corner of Square West / Coleman Mall, the corner of Square West / Church Street, The Regent on Broadway, and the old post office building on Main Street East. Other important locations include the junction outside The Plaza and the intersection between The Square and Broadway Avenue, both important ‘gateway’ locations.

**Extend Main Street east into The Square** - The Urban Bus Terminal located along Main Street east is an important node in the city but provides a poor quality environment at a number of levels. The terminal is not well integrated with its street setting nor with The Square. Equally Main Street east itself, partly due to the terminal design, is dislocated from The Square both physically and visually. The principle of ‘extending’ Main Street east into The Square is a concept that involves reconfiguration and design of the street space as well as redevelopment of the terminal building.

**Strengthen key views and links** - The visibility of The Square from the bounding streets and intersections is an important consideration. Strategic views from Main Street, Rangitikei Street and Fitzherbert Avenue exist and should be enhanced by position of planting, lighting, parking and treatment of surface materials. Links across The Square and mid-block links off the main street grid are to be established or enhanced, particularly along the northern edge of The Square and north-south mid-block links connecting Church Street to Main Street to Broadway Avenue.

**Principle 4: Deliver A Sequence of Activities and Nodes**

Principle 4 is drawn from best practice and a review of precedents to establish an appropriate level of public realm activity and interest. The adjacent diagram proposes an event or accent / point of interest to occur at 100m intervals. Whilst general retail frontages provide a good level of interest, these need to be punctuated at intervals to ensure a sequence of destinations or memorable nodes is achieved. This approach reinforces the importance of create special places at corners, at mid-block junctions or creating positive experiences through public transport terminal infrastructure. At present this sequence of nodes is not well established across the plan area and should be delivered by the Streetscape Plan.

**Increase the City’s capacity for creativity and display** - Supporting the principle for a sequence of activities is the need for the plan to establish spaces or ‘platforms’ for temporary and future permanent activation. These may include areas equipped to accommodate regular markets or the introduction of play spaces for children or simply areas for outdoor eating. Public art opportunities at appropriate locations should also be considered by the plan in consultation Palmerston North Public Sculpture Trust.
3.4 The Plan

The proposed streetscape is the culmination of design principles, opportunities and constraints, and a desire for a consistent approach to a high quality environment that creates a canvas to supports a vibrant and activity Palmerston North.

**KEY**

1. A new ‘plaza’ creating a focus for street activity
2. Wide footpath creating room for social space
3. Raised pedestrian crossing
4. Camber removed from street to allow for events
5. Median removed to reduce carriageway dominance
6. Potential location for demountable market structure
7. Bus interchange
8. New Structure(s)
9. Reduced traffic lanes
10. Recent upgrade retained
3.5 Traffic

The proposed concept of the Streetscape Plan area sees a significant shift in the road layout and intersections away from vehicle dominance to a more accessible, pedestrian friendly environment. While not actively discouraging vehicles, the introduction of the new layouts will result in lower speeds through reduced intersection capacity and increased side friction (the ability to access parking spaces from either side of the carriageway). This is likely to result in a displacement of those vehicles currently using CBD streets as part of a through route, rather than using them to access the area as the trip destination.

To assess the potential effects of these changes, the Palmerston North Area Traffic Model (PNATM) has been interrogated to compare the ‘Do Nothing’ network with the network as presented in the Streetscape Plan.

The PNATM is not a micro-simulation model, and it is therefore unable to directly model the effects of changes such as removal of median islands or introduction of perpendicular parking. The model scenario testing was undertaken by reducing vehicle free speeds along affected links and updating node (intersection) parameters to reflect the number of approach and through lanes, turn lanes and dedicated signal phases, with associated conflicting movements. The model operates under an iterative process, whereby journeys will make route choices based on the level of delay experienced on alternatives. It makes assumptions that when delays increase, drivers will choose alternative routes where available.

The Streetscape scenario modelled showed a significant displacement of vehicular trips from CBD streets to the inner ring road (Princess Street/Ferguson Street/Pitt Street/Walding Street/Grey Street) and beyond, for both the morning and afternoon network peak periods. Figures 1 and 2, below, provide a diagrammatic representation of the modelled volume changes.

All roads within the central area were predicted to have some level of volume change, but only the most significant are included for clarity.

With buses, the ‘alternative route selection’ is not possible and additional travel time analysis has been undertaken for the fixed routes utilised by the urban bus services. The modelling showed additional travel time for most of the routes assessed (covering the majority of approach and departure routes). This additional travel time was greatest on routes approaching the terminal from the south and west of the city. Consultation with Horizons Regional Council has indicated that these routes have an adequate level of spare capacity in their timetabling to accommodate increases of the magnitude forecast.

Modelled vehicular flow change (vehicles per hour) - AM Peak

Modelled vehicular flow change (vehicles per hour) - PM Peak
3.6 Buses

The Palmerston North City Council Project Team has worked closely with Horizons Regional Council to determine the best location(s) and design for the bus terminals to facilitate access and efficient routing.

The current local bus service comprises:

- A pulse system.
- Total trips per year – 1.12 million (UCOL – 98,000, Urban – 500,000, Massey – 524,000)
- 3000-4000 trips around the city each weekday. Regional services bring 400 persons/day.
- Transfer system – 300-400 transfers per day
- Some routes travel through The Square.

Improvements to the service are proposed, which will include:

- New Summerhill and Ashhurst increased frequencies from 4th July 2016
- Bike racks on buses (Summer 2016). Already running on Fielding route.
- Other services, subject to business case:
  - Increased Milson/Cloverlea Frequency (2016-17)
  - Trial direct routes for Highbury/Takaro area (2017-18)
  - Improved weekend, evening services and Fernlea services (2017-18)
  - Increased frequency across all services (2018-20)
- New electronic ticketing system - will provide tag on/off GPS data showing origin/destination ($500,000).
3.7 Cycles

The flat and accessible street grid of Palmerston North holds great potential for cycling. Provision for cyclists however could be significantly improved as noted in Part A of this report. The Streetscape Plan follows the direction of PNCC Strategies that anticipate cycle movement to be integrated on-street rather than provided with separate, defined cycle paths. This approach encourages moderation of vehicle speeds and better supports the place street approach defined in the PNCC Street Design Manual.

Cycling access has been improved and prioritised through dedicated cycle stop locations at signalised junctions and through shared/raised surfaces that reduce vehicular dominance on streets.

Cycle parking has been considered in the plan and is recommended to be provided at visible, accessible and well-surveilled locations including adjoining shared space junctions, at public transport interchange locations (Inter-Regional and Urban Bus Terminals) and along Broadway Avenue (south side) at areas near crossing points. The detailed design of cycle parking facilities would be undertaken as part of the implementation of the plan.
3.8 Parking

Parking within the study area has been assessed as part of the streetscape project and in conjunction with the proposed Parking Management Plan.

As identified in the Parking Management Plan, Palmerston North’s transport network and parking facilities need to contribute toward the identified national, regional and local outcomes. Accordingly they need to:

1. Be safe, efficient, affordable, integrated and multi-modal
2. Be managed with respect for the environment, cultural heritage and amenity values of the city
3. Provide for adequate access and supply of parking throughout the city
4. Be controlled to support District Plan outcomes and manage effects associated with land-use activities
5. Contribute to quality urban design
6. Support the economic development of the city and
7. Protect and promote public health

Utilisation of parking within the study zone is less than optimal. Areas such as Broadway Avenue do experience increased demand during certain times of the day. It is proposed that parking within CBD streets is reduced as part of the streetscape upgrade to allow for better amenity and encourage pedestrian movement throughout the streets.
3.9 Flexible Zones

The streetscape plan is conceived from simple geometries that introduce flexibility in the future use of key areas. While the principal streetscape design aims to enhance the public realm, creating an attractive and inviting environment for living, working and recreation, the incorporation of flexible areas provide additional public space and the opportunity to have a range of temporary and permanent activities. These spaces offer the ability to enhance the usability, function and amenity of the ‘street’ as the city develops and changes, creating space where social engagement, pop up markets or ecological enhancement can take place as required.

These flexible zones are generally identified as parking spaces within the principal streetscape plan, but are designed to have minimal impediments to an extension of the pedestrian environment or additional green infrastructure opportunities.

Opportunities for the occupation of flexible zones include:
- Parking.
- Retail Spillout, i.e. kerbside dining.
- ‘Pop up’ retail.
- Social space, i.e. seating.
- Play space.
- Public Art.
- Green infrastructure – i.e. planting, stormwater management.

Flexible space is generally identified as parking within the principal streetscape design. This allows for the space to service the city centre and for temporary activation to be overlaid e.g. markets, pop up activities.

While the footpath design should generally provide for a 1.2m ‘spillout’ zone adjacent the building façade (allowing for a single row of tables) additional space may be required retail spillout or kerb side dining. The occupation of this space may be associated with adjacent businesses or could allow for temporary activation to be overlaid e.g. night markets, pop up activities or events.

More people, spending more time, in the city centre is a key aspiration for the city. The principle streetscape plan incorporates seating, public art and amenities to encourage occupation of the public realm yet it is envisioned that as the city develops and adapts the public realm needs to flexible enough to quickly change with the needs of its users. Additional social space should be quick and easy to plug into the streetscape providing amenity and interest.

Street planting is identified within the principal streetscape design at regular intervals to provide amenity, shade and uniformity to the environment. Further planting should be considered within flexible zones to further enhance the location or provide green infrastructure such as rain gardens.
3.10 The Approach to Individual Streets

While the Streetscape Plan provides a consistent approach to the city centre it has been broken down into individual streets and spaces for the ease of explanation and implementation.

This section of the streetscape plan describe the streets individually identifying what makes them unique and outlining the opportunities, proposed changes and effects on access.

The following section then describes components and materials that unite the CBD providing a consistent environment that is identifiable as the CBD and simple to understand and maintain.

Streets and spaces identified within this plan include:

3.11 Broadway Avenue
3.12 Square East
3.13 Main Street East (including updated local transport hub)
3.14 Inner Square (including Inter-Regional Bus Terminal)
3.15 Church Street
3.16 Square West
3.17 Square North
3.18 Rangitikei Street
Cafe / restaurant - evening focus

Quality heritage features (e.g. The Regent on Broadway)

Poor gateway definition

Wide, asphalt and vehicle dominated street

Parking creates barrier to pedestrian movement

Retail focus - daytime focus

Trees removed creating hard a environment with no green infrastructure

Potential inter-block connection
3.11 Broadway Avenue

Broadway Avenue is the historic ‘High Street’ of Palmerston North with a mix of retail and food offerings with The Regent on Broadway sitting proudly as a focal centre to the street. With a change in the retail habits of CBD visitors the eastern-end of the street is developing into a destination for food. The proximity of the area to UCOL and The Regent on Broadway means students and theatre goers pack vibrant restaurants and noodle bars in the early evening. The western end of the street has changed less over the years with it’s strong retail focus diminished by the relocation of key destination stoes into The Plaza Shopping Centre.

Upgraded within the 1990’s the street had a strong vegetation framework of semi mature trees which were removed in 2015, this has uncovered a number of buildings in need of refreshment and resulted in a harsh environment in need of a refresh.

The proposed upgrade further highlights the Regent Theatre by creating central shared space dominated by the historic building and available for events and spill-out from the iconic theatre. Much like Square East the design include a generous spine of social infrastructure enhancing the amenity and aesthetics of the street. Increased footpath widths on the southern side of the road allow pedestrians more access to sun, while ample space is available for restaurants and retailers to spill out into the public realm. Traffic movements will be rationalised allowing 90 degree parking to be accessed from either direction or parallel parking to occupy the northern edge. Pedestrian crossings will be increased in number with angle parking removed to allow for easier informal crossing of the road. Multiple opportunities within the extended footpath and adjacent parking bays exist for temporary and permanent occupation of the street.

At the junction with The Square the traffic junctions will give more priority to pedestrians and cycles with The pedestrian focused Square East and Broadway Avenue treatment taking priority and extending the pedestrian environment across to The Square.

KEY

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Raised, paved intersection.</td>
</tr>
<tr>
<td>2</td>
<td>Single lane of vehicular movement provided in either direction, with parallel and perpendicular on-street parking provided.</td>
</tr>
<tr>
<td>3</td>
<td>Existing crossing points are extended and repaved, with new tree plantings which are suited to the urban environment.</td>
</tr>
<tr>
<td>4</td>
<td>A spine of social amenity, incorporating fixed infrastructure and temporary overlays, is provided clear of pedestrian circulation.</td>
</tr>
<tr>
<td>5</td>
<td>A new plaza space is created adjacent The Regent on Broadway, framing and highlighting the building’s architectural detail. It will incorporate seating, sculpture and lighting, as well as reinstating the existing public art.</td>
</tr>
<tr>
<td>6</td>
<td>Opportunities for outdoor dining zones are provided along the length of the street, allowing cafes and restaurants to spill into the public realm, extending the nighttime economy and increasing passive surveillance of the street.</td>
</tr>
<tr>
<td>7</td>
<td>Pedestrian crossings will be relocated to improve permeability of the street</td>
</tr>
<tr>
<td>8</td>
<td>Opportunity for public art aiding city wayfinding</td>
</tr>
</tbody>
</table>

---

Focal ‘Zone’
Day to day operation

Traffic movements are simplified with 90 degree parking introduced to allow vehicles to access parking bays from either direction. This together with the removal of the high camber in the road allows for easier pedestrian and vehicle movements. The reduction in carriageway widths and parking arrangement is designed to slow vehicle speeds while allows additional space to be dedicated to pedestrian activity and movement.
Event layout

By removing the street’s camber and reorganisation of parking the street is configured to enable sections to be closed to vehicles providing vehicle access to part of the street while other parts remain available for access and parking. Permanent infrastructure will be positioned in multiple locations to enable a demountable ‘pop up’ canopy to be easily placed in the street for markets and events.
Retail spill-out activates streetscape
Quality heritage features e.g. old post office
Dark, narrow footpath with steep camber
Large, vehicle dominated intersections with poor connections to square
Very narrow footpath adjacent to The Square
3.12 Square East

Square East is a retail spine connecting the historic ‘High Street’ with Church Street and The Plaza Shopping Centre. Running along the edge of The Square it is currently segregated from the open space by vehicle movements and parking. The asphalt footpath, utilitarian surroundings and lack of street furniture are a stark contrast to the internal Plaza shopping environment, doing little to entice users out of the mall.

The proposed upgrades include a generous spine of social infrastructure enhancing the amenity and aesthetics of the street. Increased footpath widths will allow pedestrians to choose between walking under the covered veranda or in the afternoon sun, while seating and social space will provide room to dwell and occupy the public realm. Traffic movements will be de-prioritised with the central median strip removed allowing 90 degree parking to be accessed from either direction. Pedestrian access to The Square will be facilitated though multiple informal crossing points and the removal of the median strip of roses and chain barriers.

At each of the traffic junctions more priority will be given to pedestrians and cyclists with roundabouts simplified to intersections. At the intersection of Square East and Broadway Avenue a raised pedestrian crossing will be introduced.

Outside of the old post office building improved links across Main Street and Square East will encourage free pedestrian movement. The removal of the existing roundabout and raised platform attached to the old post office building will rebalance movement in favour of the pedestrian, providing clear sight lines and routes. This space will be also be enlarged to perform social, ecological and leisure functions and act as a central focal point to the street. Complementary uses should be encouraged within adjacent buildings in particular within the old post office.

At the junction with Church Street, the pedestrian focused Square East treatment will take priority extending the pedestrian environment across to The Plaza entrance. This raised crossing will create an inviting pedestrian environment for those stepping out of the shopping centre encouraging shoppers to cross the road into The Square or along the improved retail spine of Square East.
Bays of 90 degree parking are designed as flexible zones, to be easily switched from vehicle to public amenity. These space offer the ability to enhance the usability, function and amenity of the ‘street’ as the city develops and changes, creating space where social engagement, pop up markets or ecological enhancement can take place as required.

Vehicle Amenity

Public Amenity
Courthouse presents negative edge to street and obscures views / disconnects square

Vehicle dominated intersection with large expanses of asphalt

Poor unsafe pedestrian environment and connections

Multiple service businesses requiring vehicle access

Berrymans Lane offers a potential better inter-block connection

Potential inter-block connection

Key view to The Square

good retail spillout and on-street activation

Utilitarian terminal structure dominates street and obscures views / disconnects square
3.13 Main Street East

Currently home to the local bus interchange and until 1963 occupied by rail traffic Main Street is one of the widest streets in Palmerston North and has always had strong transportation links. Over 40m wide the street is currently dominated by bus movements, making it difficult to cross and providing limited public amenity for those waiting for buses. As outlined in the previous section on buses, it is envisioned that patronage of the Palmerston North bus service is likely to increase thus requiring additional buses and space for waiting / transferring.

A new local transport hub is therefore envisioned with a new pedestrian focused bus terminal providing better shelter and more attractive environment for bus and CBD users. This light weight timber structure will provide a permeable edge to the bus parking bays and adjacent public space allowing users to find shelter or sit in the sun depending on the weather.

The new public space will be activated by the existing businesses along the southern edge of Main Street while a spine of social infrastructure occupies the plaza, providing for optimal occupation and spill out opportunities for local business. Access to businesses will be provided over the public space creating a ‘shared’ pedestrian and service vehicle environment.

While parking will still be provided within the eastern section of the street additional pedestrian crossings will be introduced providing better link with Berrymans Lane and adjacent businesses.

**Key**

1. A new Urban Bus Terminal provides shelter to passengers and an attractive landmark within the public realm.
2. Lighting poles are extended from The Square into the public realm of the street, strengthening the visual connection between the two.
3. A high quality paved shared zone provides restricted (potentially timed) access to service and loading vehicles, as well as maintaining the Courthouse’s disabled access.
4. Dedicated bus stops are provided with angled parking bays, reducing the need for excessive turning movements and reversing in the public realm.
5. A spine of social infrastructure is provided, with new street trees, a suite of public realm furniture, and opportunity for generous cafe spillout.
6. Courthouse access is retained, with a dedicated disabled car space.
7. Access to the public carparks is maintained, with proposed amended circulation (right hand in, left hand out).
8. Improved laneway connections

---

Currently home to the local bus interchange and until 1963 occupied by rail traffic Main Street is one of the widest streets in Palmerston North and has always had strong transportation links. Over 40m wide the street is currently dominated by bus movements, making it difficult to cross and providing limited public amenity for those waiting for buses. As outlined in the previous section on buses, it is envisioned that patronage of the Palmerston North bus service is likely to increase thus requiring additional buses and space for waiting / transferring.

A new local transport hub is therefore envisioned with a new pedestrian focused bus terminal providing better shelter and more attractive environment for bus and CBD users. This light weight timber structure will provide a permeable edge to the bus parking bays and adjacent public space allowing users to find shelter or sit in the sun depending on the weather.

The new public space will be activated by the existing businesses along the southern edge of Main Street while a spine of social infrastructure occupies the plaza, providing for optimal occupation and spill out opportunities for local business. Access to businesses will be provided over the public space creating a ‘shared’ pedestrian and service vehicle environment.

While parking will still be provided within the eastern section of the street additional pedestrian crossings will be introduced providing better link with Berrymans Lane and adjacent businesses.

**Key**

1. A new Urban Bus Terminal provides shelter to passengers and an attractive landmark within the public realm.
2. Lighting poles are extended from The Square into the public realm of the street, strengthening the visual connection between the two.
3. A high quality paved shared zone provides restricted (potentially timed) access to service and loading vehicles, as well as maintaining the Courthouse’s disabled access.
4. Dedicated bus stops are provided with angled parking bays, reducing the need for excessive turning movements and reversing in the public realm.
5. A spine of social infrastructure is provided, with new street trees, a suite of public realm furniture, and opportunity for generous cafe spillout.
6. Courthouse access is retained, with a dedicated disabled car space.
7. Access to the public carparks is maintained, with proposed amended circulation (right hand in, left hand out).
8. Improved laneway connections

---
The bus shelters have been designed to provide a high quality waiting environment that fits with the overall context of The Square and surrounding streetscape. They are a free standing sculptural form that is easily identifiable as a destination for passengers providing shelter from prevailing weather whilst waiting for the buses to board. The shelters are a steel structure with timber linings and features to provide a warm street environment. The roof has discrete lighting that will enhance the area around the shelters after dark along with the opportunity to fit in signage (electronic time tables etc).

The good clear views and lighting around the shelters provide an environment where people waiting will feel safe and can wait in some comfort for their buses to arrive and depart.
Alternative Options for Main Street East

Option 1

Option 2

Option 3
The Streetscape Plan reviewed six options for the redevelopment of the Urban Bus Terminal on Main Street East. These were evaluated using a range of assessment criteria and tested at PNCC officer and stakeholder workshops, including Council briefing sessions.

A sample of the assessment criteria is provided in the Appendix and included the following 4 matters:

1. Operational
2. Design
3. Access, Movement and Safety
4. Viability and Policy

Of the six options prepared, option 5 was found to be the preferred layout that delivered most strongly against all of the criteria. In parallel with the spatial layout options, a number of different approaches for the design of the terminal structure and canopy were prepared. These considered the need for a high quality, ‘landmark’ structure that provided the necessary bus operational facilities whilst delivering a range of added value benefits for the townscape, safety and activation of the public realm. Option 5 was considered the most appropriate approach and the final plan for Main Street East developed this design further with modifications around bus access and orientation of bays. This modified final plan achieved the following:

- Maintained a clear sense of Main Street as a multi-functional street not single purpose / dominated by bus movements.
- Allowed for easier use by other modes outside of peak hours.
- Provided flexibility for future bus expansion and operation.
- Consolidated the bus interchange and limits the extent to which it ‘spreads’ down the street.
- Created clear views and physical connections between the terminal and The Square.
Lack of clarity between parking and buses

Canopy does not provide shelter from westerly wind

Minimal connections to gardens

Amenities at the i.Site are disconnected