Paving type 1 - Pedestrian Stone (P1) Granite slabs 600x400mm Granite paving on sand bed. 65mm thick stone on 30mm sand bed on 150mm compacted basecourse. Sawn sides, various surface treatment, e.g. flamed / bushhammered top and bottom

Paving type 2 - Vehicle Stone (P2) Granite 200 x 400mm Granite paving on concrete bed. 100mm thick stone on 30mm steintec tuffbed mortar on 100mm concrete base on compacted hardfill. Sawn sides, various surface treatment, e.g. flamed / bushhammered top. 3mm Stein Tec tuffgrout joints.

Paving type 3 - Pedestrian Concrete  (P3)  110mm thick, reinforced, in-situ concrete, over new base course – finish tbc (E.g exposed aggregate)

Paving type 4 - Pedestrian Asphalt (P4) 25mm TNZ Mix 6 asphalt wearing course over base course, including line marking

Paving type 5 - Vehicle Asphalt (P5) 35mm TNZ Mix 15 asphalt wearing course over base course, including line marking

Kerb type 1 (K1) – 300x200mm granite kerbs 1m long sections (flamed / cropped finish) on concrete bed with in-situ concrete channel with black oxide.

Kerb type 2 (K2) – 300x200mm flush granite kerbs 1m long sections (flamed / cropped finish) on concrete bed set flush with paving.

Kerb type 3 (K3) – 300mm wide insitu kerb and channel with black oxide. Saw cut at 2m on centre.

Edge type 1 (E1) – 70x70x6mm galvanised steel angle bolted to 100mm concrete base

Edge type 2 (E2) – 400x400mm granite wall blocks 1m long sections (holed finish) on concrete bed.
### 4.2 Materials Palette

A simple palette of high quality materials is proposed for surfacing within Palmerston North. The selection of materials has been mindful of the area’s distinctive character, life costs, durability and of the need for a cohesive design, linking streets and spaces through the use of common elements.

Mid grey granite paving slabs have been selected as the predominant surfacing material. It is proposed that slabs be laid flexibly on sand perpendicular the street and that their bond be staggered.

A standard 65mm unit depth has been selected to ensure that the proposed surfacing is robust and to help prevent sand from being drawn out of its joints. The application of a sealant and permanent joint spaces will improve structural integrity by ensuring jointing sand retention.

Careful consideration will need to be given to module size and thickness where heavy loads such vehicles, markets, etc, are likely.

Stone setts are proposed for frequently used vehicular routes within shared use areas (e.g. the Church Street junction with Square East). Materials within vehicular areas will need to be very robust. Where stone setts are used they will need to provide a comfortable finish and consideration will need to be given to the use of flamed or bush hammered finishes.

Granite drainage channels are proposed within all pedestrian areas. These will need to be mindful of chipping, disabled access and should be laid radially where it is necessary to go around corners. Granite kerbs with concrete drainage channels are proposed to the periphery of vehicular carriageways.

Where interventions such as the application of tactile paving are required they should be of a contemporary aesthetic and material.

Asphalt will be used for the majority of vehicular streets.

#### PAVING TYPE 1
- **Description**: Granite Paving
- **Grade**: Pedestrian Grade
- **Finish**: Combination flamed and bush hammered
- **Dimensions**: 450 x 600 x 65mm

#### PAVING TYPE 2
- **Description**: Granite Paving
- **Grade**: Vehicular Grade
- **Finish**: Combination flamed and bush hammered
- **Dimensions**: 150 x 300 x 100mm

#### PAVING TYPE 4
- **Description**: Concrete footpaths
- **Grade**: Pedestrian Grade
- **Notes**: (110mm thick)

#### PAVING TYPE 4/5
- **Description**: Asphalt footpaths / carriageway
- **Grade**: Pedestrian Grade / Vehicular Grade

#### KERB TYPE 1
- **Description**: Stone kerb (and concrete channel)
- **Dimensions**: 300mm width, 100mm height kerb, 300mm width gutter

#### KERB TYPE 2
- **Description**: Stone kerb - flush
- **Dimensions**: 300mm width at surface
- **Notes**: To define vehicular zones at thresholds

#### KERB TYPE 3
- **Description**: Stone dish drain
- **Dimensions**: 900mm width at surface
- **Notes**: To carriageways

#### DRAINAGE CHANNELS
- **Description**: Stone dish drain
- **Dimensions**: 900mm width at surface
- **Notes**: To carriageways
KEY

- Proposed street trees
- Proposed understory planting / Potential rain gardens
4.3 Green Infrastructure

Planting provides a level of aesthetic quality and functionality to the streetscape environment. The plant palette selected will provide a legible and imaginative planting framework for the city, while extending and enhancing the city’s tree heritage and garden image. This contributes significantly to the heart and soul of the CBD and the experience while shopping, living or working within the CBD or visiting The Square, enhancing the street atmosphere and providing a memorable experience.

Seasonal variation in the selected plant palette provides an opportunity to celebrate form, texture and colour throughout the year. The selected trees and shrubs provide a range of seasonal responses and displays in the form of leaf fall, flowering, fruiting, and seed set. Further seasonal expression is be added in the form of annual displays of bulbs.

Species selection refer Draft Palmerston North Vegetation Framework, 2106.

Trees

An important component of the constructed streetscape are the trees, they enhance recreational and visual amenity, create physical barriers, help curb noise and pollution and provide an ecological resource. Trees planted in appropriate locations can help structure spaces, reduce the effects of climate such as wind, raising the ambient temperature and introducing a level of shade.
**Understorey Planting**

Low level planting provides opportunities to soften the edges and create spaces within the streetscape that reduce ‘thoroughfares’, where active and passive recreation can take place.

When determining new low level planting it is important to promote a feeling of safety and security, i.e. clear sight lines should be retained between the path network and key spaces. Where shrubs are used these should be in the form of low to medium sized plants, again to maintain good visibility and to remove potential hiding places.

Position plants with drooping stems or leaves that might trip pedestrians so that the leaves of the mature plants will not hang over any footpath.

<table>
<thead>
<tr>
<th>Botanic Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acaena sp.</td>
<td>Bidi-Bidi</td>
</tr>
<tr>
<td>Salvia sp.</td>
<td>Blue Salvia</td>
</tr>
<tr>
<td>Carex divulsa</td>
<td>Grey Sedge</td>
</tr>
<tr>
<td>Geranium traversii var. elegans</td>
<td>Chatham Island Geranium</td>
</tr>
<tr>
<td>Salvia 'Amistad'</td>
<td>Friendship Sage</td>
</tr>
<tr>
<td>Geranium ‘Pink Spice’</td>
<td>Pink Spice Geranium</td>
</tr>
<tr>
<td>Hebe 'Wiri Mist'</td>
<td>Hebe</td>
</tr>
<tr>
<td>Blechnum novae-zelandiae</td>
<td>Rio Rio</td>
</tr>
<tr>
<td>Lobelia angulata</td>
<td>Panakenake</td>
</tr>
<tr>
<td>Rosemarinus officinalis</td>
<td>Prostrate Rosemary</td>
</tr>
<tr>
<td>Dianella nigra</td>
<td>Turutu</td>
</tr>
<tr>
<td>Pachysandra terminalis</td>
<td>Japanese Spurge</td>
</tr>
</tbody>
</table>
Rain Gardens

Water Sensitive Urban Design (WSUD) addresses both water quantity and quality issues. Rain gardens are one component of WSUD system that help reduce quantity, enhance water quality and improve amenity in the urban environment. These gardens increase the greening and biodiversity of the urban centre.

Well designed and regularly maintained raingardens are well placed to treat stormwater, within the streetscape. They could catch stormwater runoff from the roads, parking spaces and pavements, passing it through natural filtering systems before being discharged to conventional stormwater network and the Manawatu River.
4.4 Lighting and Technology

The recent refurbishment of the existing veranda lighting will be complemented through new lighting within the streetscape providing the opportunity to improve the street environment and hierarchy of space.

New lighting should aim to enhance the city centre’s night-time environment, provide attractive, vibrant and stimulating spaces and to increase footfall and public usage at night. Consideration should also be given to the health and safety of city centre users.

The vibrancy of the city centre’s lit effect is dependent upon the achievement of appropriate brightness and colour contrast ratios. It is important to recognise that absolute adherence to prescribed numerical standards will create a mundane scheme.

Lighting will assist in:

- the provision of an exciting and stimulating environment mindful of health, safety and welfare requirements.
- the provision of a consistent environment day and night, considering.
- efficacy, colour appearance and rendition and operating requirements.
- enhance landmark buildings, structures and landscapes elements.
- highlight and emphasise artwork (both temporary and permanent).
- create an ambiance appropriate to the use, character and form of the street and public spaces.

The recent addition of free Wi-Fi in the CBD has encouraged further occupation of the street. In addition to future upgrades of the system amenity for these users such as seating in shaded areas should also be provided.

<table>
<thead>
<tr>
<th>Catenary Lighting</th>
<th>Fairy Lights to Trees</th>
<th>Uplights to Trees</th>
<th>Uplights to Significant Facades</th>
</tr>
</thead>
<tbody>
<tr>
<td>Uplights to Significant Facades</td>
<td>Lighting Artwork</td>
<td>Street Lighting</td>
<td>Wi-Fi Hotspots</td>
</tr>
</tbody>
</table>

Opportunity to engage public artist to develop lighting artworks to heritage built form
Opportunity to engage public artist to develop lighting artworks to streetscape
Opportunity to engage public artist to develop lighting artworks to streetscape
4.5 Public Art + Performance

Public Art can enhance public spaces, contributing to the distinctive character of the city centre and orientation within it, and improving the experience of those who work, visit and reside there.

The existing streetscape contains evidence of a strong commitment to art in public places with a number of high quality works are sited in prominent locations. These works together with the Clock Tower and a number of sculptures within The Square contribute to the distinctive nature of Palmerston North.

While all these works should be retained during the streetscape upgrade some (Numbers by artist Anton Parsons in Coleman Mall) suffer from poor siting and a more sympathetic approach needs to be undertaken, others (Returning Column by artist Greg Johns) will require relocation due to changes in the street layout.

Future public art projects are an important strategy in revitalization and regeneration projects. They help to attract investment and encourage pride in the streetscape environment.

Public art provides an opportunity to engage with artists, local business and community to develop site specific art works that can be permanent or temporary, kinetic or static, and passive or interactive.

The success of the art project requires a setting of quality public space and careful site selection (such as at the corner of Square East and Broadway Avenue) is imperative.
4.6 Social Infrastructure

Streets require more than just paved pedestrian space, social infrastructure is required to create dynamic inviting spaces that enhance social interaction, passive observation of what’s around us and enhance community wellbeing.

The proximity of elements can influence and encourage interaction among users. Seating or elements spaced far apart creates privacy and contemplation, while close arrangements encourage interaction. Orientation and hierarchy of space, stimulating environments whether they involve watching others or taking in surrounding architecture or landscapes.

Elements could be movable, relocatable, permanent or temporary, passive or provide for interactive play opportunities but above all they should add amenity and vitality to the street.

- **A SUITE OF SITE SPECIFIC FURNITURE**
  Simple modern bespoke elements unique to Palmerston North

- **SCULPTURAL ELEMENTS**
  Engaging, sculptural seating

- **URBAN PLAY**
  Incidental play and engagement opportunities throughout the city centre
4.7 Building Opportunities

To enhance users’ experience and perceptions of the quality of the public realm, it is recognised that the built interface with streets and spaces is an important ingredient. Whilst not a significant part of this Streetscape Plan, the study considered a range of issues facing the city centre’s built fabric as identified in Part A of this report. Key matters included the extent of unsympathetic modifications to facades, the occasional poor level of maintenance, the quality of canopies and the need to create positive settings for important heritage buildings.

The plan therefore recommends six areas of further investigation into the enhancement of buildings across the study area. Of these the formalization of quality public realm settings to heritage features/buildings is critical and it is suggested that the clusters of heritage buildings identified in Part A are used to guide this intervention. Secondly encouraging building edges to ‘spill out’ and activate streets would address the often low level of occupation of the central area. To achieve this the study focuses on pavement widths, sun and shelter, and provision for outdoor seating and planting. Other key areas of consideration include providing support for the evening economy to achieve a longer activity period for the city centre. The new Urban Bus Terminal should aim to provide facilities for after hours activities. Monitoring and partnering by PNCC with the private sector should occur to ensure buildings are occupied and well maintained.

- **HERITAGE ARCHITECTURE**: Encourage the active protection and management of natural and cultural heritage in the city. Support property owners to apply to the heritage fund for financial assistance.
- **RETAIL SPILLOUT**: Increase and enhance the opportunities for retail spillout, lease outdoor dining spaces throughout the day and/or night. Opportunity for PNCC to take over leases for short-medium-long-term creative tenancies incl. co-working studios, artists-in-residence and pop up stores, contributing to the dynamic, changing nature of the streetscape.
- **VACANT TENANCIES**: Opportunity for PNCC to take over leases for short-medium-long-term creative tenancies incl. co-working studios, artists-in-residence and pop up stores, contributing to the dynamic, changing nature of the streetscape.
- **UNSYPATHETIC ADDITIONS**: Support property owners to remove unsympathetic additions to significant built form.
- **MAINTENANCE**: Work with property owners to develop and enforce maintenance standards.
- **FLEXIBLE & MULTI-USE**: A calendar of after-hours events e.g. night markets, performance, concerts.
5. Project Implementation
5.1 Cost Estimate

Maltbys have prepared a cost estimate for the proposed streetscape, area totals from this are identified on the adjacent diagram while a detailed breakdown can be found in the appendix. This is a concept masterplan cost estimate only and is subject to a range of clarifications and exclusions that must be considered in conjunction with the estimate. Items such as inflationary provisions and other specific exclusions noted below should be allowed for separately if required.

This estimate assumes that competitive tenders will be called and that there will be no restriction on access.

The estimate has been based on area by area quantities and square metre rates and costed at rates and prices current as at April 2016. No allowance has been made for increases in labour and materials beyond that date.

Maltbys recommend that provision be made for escalation until construction starts. A further allowance for escalation during the construction period should also be included.

Historically construction cost escalation has averaged 2.65% per annum over the last ten years with a peak of 6.06% and a low of -2.22%, the last three years have provided a more stable average of 3.3% per annum.

The following items have been specifically excluded from this estimate:

- Building Consent
- Goods & Services Tax (GST)
- Construction Cost Inflation
- Development levies
- Disposal of any contaminated soil / Asbestos
- Excavation in rock / significant unforeseen underground issues
- Major infrastructure upgrades

Refer to the estimate detail for additional exclusions.
5.2 Project Phasing

The Streetscape Plan is a large, city-scale project that will need to be implemented over time.

The sequencing of projects has been considered and consulted upon with stakeholders, resulting in a clear desire to progress Square East at an early stage. The rationale behind this first stage is to ensure the core retail focus at The Square is transformed to support retail activities for the city centre and to expand the attractiveness of the retail environment beyond The Plaza, linking north towards Main Street and the Urban Bus Terminal.

Subsequent stages would see the continuation of works along Square East to connect with Broadway Avenue and including the western portion of Broadway Avenue down to The Regent on Broadway. Coleman Mall at the northern end of Square West is a relatively discrete but important project, facilitating connection to George Street that could be delivered in parallel with Broadway Avenue.

As funding allows and priorities are determined by Council, the remaining streets would be implemented over the plan period.

The detailed design and implementation of the two bus terminal projects will be subject to further design scrutiny, costing and agreement with the regional authority and would most likely occur in the medium term.
5.3 Streetscape Prototyping Plan

**About prototyping**
The implementation of the Streetscape Plan will occur over a number of years which allows key ideas to be tested in advance of permanent infrastructure. This prototype plan responds to a number of important issues which were identified through the plan’s development. Through prototyping we can reduce uncertainty and accelerate transformation.

Cities are becoming increasingly complex with a more rapid pace of change. Because of this discovery-driven approaches are become used to manage the uncertainty of plans and to achieve more rapid implementation. The streetscape plan includes four prototype locations to test key assumptions in the plan and get the city started on the transformation journey.

**The lean start-up approach**
The lean start-up approach is used to manage the prototyping process. The Build Measure Learn process (see diagram right) takes the inputs from the prioritised list and follows a structured process which uses another set of questions:

1. **Learn** - What do we want to find out?
2. **Measure** - How can we measure it?
3. **Build** - What do we need to make to answer the question (The minimum viable product?)

The aim of the process is to learn as quickly as possible with the minimum use of resources.

**Quality of Prototypes**
A judgement call on quality is required to produce the minimum viable product for experiments to ensure that the experiment will lead to learning. Matching quality is an important determinant of whether a prototype will produce the kind of information required for learning. Too low quality prototypes may be counter-productive.

Finally, a project management technique called Kamban is used to manage the process. The Kanban process keeps limits the number of experiments and size so that learning is rapid. When an experiment is completed and it supports the assumption it is referred to as validated and another experiment begins. When an idea is not validated it should be changed or removed from the plan to make space for ideas which deliver value.

The lean start-up is an iterative process which reduces waste effort and resources, and sets a course to a ‘winning’ combination of features for a street.
From principles to prototypes

A. Establish the principles we want to test

Streetscape Principles
1. Reinforce Activity Precincts
   • Cultural and civic
   • Retail
   • Mixed (retail, dining, entertainment)
2. Establish Street Typologies That Support Activity Precincts
   • Street by street (see individual plans)
3. Enhance Townscape and Legibility
   • Extend The Square edge out beyond the green space to better integrate with the built street frontages.
   • Create special places and events that recognise heritage features and clusters.
   • Extend Main Street east into The Square.
   • Strengthen key views and links.
4. A Sequence of Activities and Nodes
   • Establish an appropriate level of public realm activity and interest.
   • Create special places at corners, at mid-block junctions or creating positive experiences through public transport terminal infrastructure.
   • Increase the City’s capacity for creativity and display.

B. Establish components we want to test

Streetscape components
1. Flexible streetscapes
   • street infrastructure
   • flex zones
2. Building opportunities
   • significant building
   • event overlays
   • retail spillout
   • vacant tenancies
3. Lighting and technology
   • trees
   • facade
   • awnings street lights
   • technical infrastructure
4. Green infrastructure
   • trees
   • understorey planting
   • lawn
5. Materials
   • carriageway
   • pedestrian paving
   • raised intersections
6. Ground plane

C. Select prototype location

Prototype 1
Night-time economy & Nightscape

Prototype 2
Transport hub as a destination

Prototype 3
Broadway piazza and market
new Parking layouts

Prototype 4
Flexible spaces Library and Coleman Mall
Prototype 1 | The night-scape & night-time economy

What we want to learn
How social infrastructure and lighting can support the day and night functions of The Square.

Design Principles we are testing
1. Reinforce Activity Precincts
   • Reinforce day-time and night-time use of cities central place.
2. Establish Street Typologies That Support Activity Precincts
3. Enhance Townscape and Legibility
4. A Sequence of Activities and Nodes
   • Establish an appropriate level of public realm activity and interest.

Streetscape components we should build
1. Flexible streetscapes
   • Market layout in central Square / Inter-Regional Bus Terminal space.
   • Social infrastructure - relocatable seating, shade, shelter etc.
2. Building opportunities
   • Inter-Regional Bus Terminal waiting space which houses flexible streetscape elements- shared with food truck night-market & events.

3. Lighting and technology
   • Tree uplighting / fairy lighting to trees. Catenary lighting for market/terminal.
4. Green infrastructure
5. Materials
6. Ground plane
Prototype 2 | Transport hub as a destination

What we want to learn
How the southern edge of Main St can contribute to a positive transport experience.

Design Principles we are testing
1. Reinforce Activity Precincts
2. Establish Street Typologies
3. Enhance Townscape and Legibility
4. A Sequence of Activities and Nodes
   - Positive transport experience.
   - Activity node for Courthouse and transport
   - Street art to post office wall / Downtown walls.

Streetscape components we should build
1. Flexible streetscapes
2. Building opportunities
   - Activation of blank Courthouse frontage with tiny tenancies.
   - Removal of unsympathetic additions- old post office
3. Lighting and technology
   - Lighting to significant buildings- old post office, Courthouse.
   - Smart city infrastructure- sensors, info.
   - Laneways- safety and creativity.

4. Green infrastructure
   - Humanise the space at key points.
5. Materials
6. Ground plane
Prototype 3 | Broadway piazza / market & parking layouts

What we want to learn
How the piazza will work, how Broadway Avenue can support market/ event days, and the footpath and parking reconfiguration for the CBD.

Design Principles we are testing
1. Reinforce Activity Precincts
   • Retail spill-out
   • On-street dining
2. Establish Street Typologies
3. Enhance Townscape and Legibility
4. A Sequence of Activities and Nodes
   • Activity node- Piazza activation and programming.

Streetscape components we should build
1. Flexible streetscapes
   • Retail spill-out for flex space.
   • Demountable market set-up, access, and street closure.
   • Widened mid-block crossing points
2. Building opportunities
3. Lighting and technology
   • Lighting to façades
4. Green infrastructure
   • Use to define the piazza
5. Materials
6. Ground plane

- Parking layout of 90-degree parking
- Broadway Piazza dimensions
Prototype 4 | Flexible spaces play & social streetscape

What we want to learn
How flexible spaces can work for play and locations for activity nodes and outdoor dining in Square West/Coleman Mall.

Design Principles we are testing
1. Reinforce Activity Precincts
2. Establish Street Typologies
3. Enhance Townscape and Legibility
4. A Sequence of Activities and Nodes
   • Activity node

Streetscape components we should build
1. Flexible streetscapes
   • Flexible space - play
   • Flexible space - social infrastructure
2. Building opportunities
3. Lighting and technology
   • Catenary lighting to outdoor dining areas.
   • Uplighting/Fairy lighting to street and park trees.
4. Green infrastructure
   • Use to define flexible spaces and build ‘place’ identity

5. Materials
6. Ground plane
   • Layout and definition of place
6. Appendix
Agenda

Arrival and Lunch: 12noon
Start 12.30pm

1  INTRODUCTION
   Welcome, introductions, overview of PNCC context
   The Streetscape project scope & programme
   Workshop purpose, process and outcomes

2  WARM-UP – ‘Questions, Key Intelligence & Bright Ideas’

3  ANALYSIS, ISSUES & OPEN DISCUSSION
   – Presentation of analysis work to date (by theme)
   – CPTED (stakeholder input, 5mins)
   – Key findings discussed with stakeholders throughout

Afternoon tea (2.00pm)

4  FEEDBACK ON QUESTIONS, INTELLIGENCE, IDEAS
   Identification of common themes
   Any additional matters or gaps?

4  DESIGN BRIEFING – GROUP WORKING
   Focus on the 3 categories - movement, culture/life, space quality
   Stakeholders define key concerns and issues (15mins)
   Image cards design briefing (15mins per category)
   What do you want the area to look like?

5  FEEDBACK AND WRAP-UP
   Groups feedback (3mins per table)
   Summary observations
   Next steps

3:30pm Close
**QUESTIONS**

- How do we attract people back to the City Centre?
- How do we build surprise into the design?
- How do we build in sensory experience?
- Is there any engagement with the general public about the proposed place-making? (If not, why?)
- What is the hierarchy/priorities in terms of development?
- How is this hierarchy decided on?
- Is $10 million enough to achieve anything significant?
- How long will the temporary bus terminal be in the Square? How will planning work with/around this?
- How will the interface between people and buses be managed (especially with events)?
- Conflict of space outside the courthouse and bus area [feel/public perception]?

**BRIGHT IDEAS**

- **Process**
  - Provide clear stakeholder analysis and rationale (without which how can effective decision making occur?)
  - Urban design must reflect what we want our city to be
- **Concentration and Scale**
  - Require new development to be in the CBD (currently new seems to be down Broadway, away from CBD)
  - Scale: size is important
- **Space and Urban Landscape**
  - Urban gardens, cycling spaces, pedestrian only areas and more pedestrian areas
  - Improve storefront cosmetics
  - 'Weather related' outside spaces, comfortable, touching the senses
  - Broadway: wind breaks, sun shelter, sails
- **Activity**
  - Encourage ‘pop up’ business, particularly food, for empty spaces
  - 'Broadway on Broadway’ – shows, entertaining, buskers, etc
  - Going to the CBD must provide a unique experience
  - Carousel in the Square (x2)
  - Thoughts on ongoing community events, e.g. a permanent screen for films and imaging
  - Integrating art/adult playgrounds (public sculpture)
  - Late shopping
- **Access and Connections**
  - Car-less days in central city!
  - Use parking intelligently – keep workers out of customer car spaces
  - Local bus terminal not in Main Street – only stop and pick up (like Intercity bus location)
  - Improve public transport perception
  - Safe and consistent transportation in and out of city
  - Improve people flow between blocks
  - Improve connections – Boys High, UCOL, through to Square, buses, shops

**KEY INTELLIGENCE**

- Cosmopolitan culture focuses on food rather than alcohol
- Carparking and access
  - Carparking is critical – do not reduce.
  - Can change, but do not reduce.
  - Parking made easy and affordable
  - Speed between Broadway and Church Street
  - Bring back roundabout at bottom of George Street
  - Car-less for half of Broadway
  - People need to feel safe
<table>
<thead>
<tr>
<th>ISSUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pedestrian crossing. Cars don’t stop</td>
</tr>
<tr>
<td>2. Buses (especially when events taking place)</td>
</tr>
<tr>
<td>• Redirection of buses</td>
</tr>
<tr>
<td>• Wheelchair access - stony pathways</td>
</tr>
<tr>
<td>• Separate consultation</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>UNSAFE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nighttime</td>
</tr>
<tr>
<td>Ugly</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SAFE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daytime</td>
</tr>
<tr>
<td>Dark, scary</td>
</tr>
</tbody>
</table>

- **Beggars**
- **Dangerous Pedestrian Crossings**

- **Bird poo**
- **Courthouse**
- **Lighting**
- **Nighttime**
- **Dark, scary**
- **No lighting**
- **Overspill from courthouse**

- **Anytime**
- **Little Cuba**
- **Kids congregating**

- **Safe at night**
### ACCESS AND MOVEMENT

<table>
<thead>
<tr>
<th>Image</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Image" /></td>
<td>Incorporates heritage and modern life. Conservation and growth together.</td>
</tr>
<tr>
<td><img src="image2.png" alt="Image" /></td>
<td>George Street Coleman. Scale, Warm, Eclectic. Little bit of magic. Someone’s art installation. Surprising. Purpose. Street retailers taking ownership.</td>
</tr>
<tr>
<td><img src="image3.png" alt="Image" /></td>
<td>Like the level of lighting. The whole street has a consistent theme. Pedestrian.</td>
</tr>
<tr>
<td><img src="image4.png" alt="Image" /></td>
<td>Like scale of artwork + dynamic lighting. Railway Station. Building is the artwork. Art/Junction combined.</td>
</tr>
<tr>
<td><img src="image5.png" alt="Image" /></td>
<td>Creative. Point of interest. Vibrant.</td>
</tr>
<tr>
<td><img src="image6.png" alt="Image" /></td>
<td>Safe space to interact. Encourage positive social interaction.</td>
</tr>
<tr>
<td><img src="image7.png" alt="Image" /></td>
<td>Social. Strategic view points. Visible social interaction.</td>
</tr>
<tr>
<td><img src="image8.png" alt="Image" /></td>
<td>Sustainable. Active lifestyle.</td>
</tr>
<tr>
<td><img src="image9.png" alt="Image" /></td>
<td>Public transportation. Functional and sexy.</td>
</tr>
<tr>
<td><img src="image10.png" alt="Image" /></td>
<td>Colour is great in our grey city.</td>
</tr>
<tr>
<td><img src="image11.png" alt="Image" /></td>
<td>Looks busy and vibrant. Good mix of people.</td>
</tr>
<tr>
<td><img src="image12.png" alt="Image" /></td>
<td>Spaces in and around Square. Great use of space.</td>
</tr>
<tr>
<td><img src="image13.png" alt="Image" /></td>
<td>Excellent to have large pedestrian numbers.</td>
</tr>
<tr>
<td><img src="image14.png" alt="Image" /></td>
<td>FT not second class.</td>
</tr>
<tr>
<td><img src="image16.png" alt="Image" /></td>
<td>Gorgeous. Narrow roads to discourage cars.</td>
</tr>
<tr>
<td><img src="image17.png" alt="Image" /></td>
<td>Gorgeous. Clever shelter.</td>
</tr>
<tr>
<td><img src="image18.png" alt="Image" /></td>
<td>Pedestrians. Gorgeous.</td>
</tr>
<tr>
<td><img src="image19.png" alt="Image" /></td>
<td>Entrance way, makes it a location, visual.</td>
</tr>
<tr>
<td><img src="image20.png" alt="Image" /></td>
<td>Flowers and umbrellas.</td>
</tr>
</tbody>
</table>

### Tables

<table>
<thead>
<tr>
<th>Table 1</th>
<th>Incorporates heritage and modern life. Conservation and growth together.</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Like the level of lighting. The whole street has a consistent theme. Pedestrian.</td>
</tr>
<tr>
<td>3</td>
<td>Like scale of artwork + dynamic lighting. Railway Station. Building is the artwork. Art/Junction combined.</td>
</tr>
<tr>
<td>4</td>
<td>Creative. Point of interest. Vibrant.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 2</th>
<th>Safe space to interact. Encourage positive social interaction.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Social. Strategic view points. Visible social interaction.</td>
</tr>
<tr>
<td>2</td>
<td>Sustainable. Active lifestyle.</td>
</tr>
<tr>
<td>3</td>
<td>Public transportation. Functional and sexy.</td>
</tr>
<tr>
<td>4</td>
<td>Colour is great in our grey city.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 3</th>
<th>Looks busy and vibrant. Good mix of people.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Spaces in and around Square. Great use of space.</td>
</tr>
<tr>
<td>2</td>
<td>Excellent to have large pedestrian numbers.</td>
</tr>
<tr>
<td>3</td>
<td>FT not second class.</td>
</tr>
<tr>
<td>4</td>
<td>Creative. Individual. Let’s copy it.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gorgeous. Narrow roads to discourage cars.</td>
</tr>
<tr>
<td>2</td>
<td>Gorgeous. Clever shelter.</td>
</tr>
<tr>
<td>3</td>
<td>Pedestrians. Gorgeous.</td>
</tr>
<tr>
<td>4</td>
<td>Entrance way, makes it a location, visual.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 5</th>
<th>Gorgeous, narrow roads to discourage cars.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Gorgeous, narrow roads to discourage cars.</td>
</tr>
<tr>
<td>2</td>
<td>Gorgeous, clever shelter.</td>
</tr>
<tr>
<td>3</td>
<td>Pedestrians. Gorgeous.</td>
</tr>
<tr>
<td>4</td>
<td>Entrance way, makes it a location, visual.</td>
</tr>
<tr>
<td>5</td>
<td>Flowers and umbrellas.</td>
</tr>
</tbody>
</table>
CITY LIFE AND CULTURE

Table 1
1. Invites play for all ages
2. Interactive art
3. Mysterious/evocative
4. Like a street park
5. In the middle of car-less Broadway
6. Cannot be too small
7. A tall fountain that captures people from afar

Table 2
1. Market
2. Regular event
3. Family friendly
4. Attraction to the Square
5. Safety

Table 3
1. Relaxation
2. Activities in open spaces
3. Farmers market in the square on a Sunday morning
4. Night and evening eating
5. Public art

Table 4
1. Identity
2. Options for use
3. Integrated playfulness
4. Flexibility
5. Approachable

Table 5
1. Typography
2. Everyday use lunch spot you could see being used daily
3. Need seating furniture
4. Colour
5. Gorgeous, interactive art

Options for use
Interact
Water attracts
Integrated playfulness
Not single use
Approachable
Open
Flexible level of interaction / committal
Identity
Typography
Light “Broadway Ave” (like Bakery Lane)
Community and Connectivity
Broadway

Table 1
1. Invites play for all ages
2. Interactive art
3. Mysterious/evocative
4. Like a street park
5. In the middle of car-less Broadway
6. Cannot be too small
7. A tall fountain that captures people from afar

Table 2
1. Market
2. Regular event
3. Family friendly
4. Attraction to the Square
5. Safety

Table 3
1. Relaxation
2. Activities in open spaces
3. Farmers market in the square on a Sunday morning
4. Night and evening eating
5. Public art

Table 4
1. Identity
2. Options for use
3. Integrated playfulness
4. Flexibility
5. Approachable

Table 5
1. Typography
2. Everyday use lunch spot you could see being used daily
3. Need seating furniture
4. Colour
5. Gorgeous, interactive art
ENVIRONMENT AND SPATIAL QUALITY

Table 1
1. Tactile
   - Create a sense of texture
   - Asymmetric
2. Looks architectural, like a cathedral
   - Beautiful
3. Like the lighting
   - Would sit on that more than grass flush to the ground
4. Enjoying the sun
   - Relaxing
5. Looks comfortable
   - Versatile
   - Nice curvature

Table 2
1. Green space
   - Bike lane
   - Beauty
2. Safety
   - Beauty
3. Options
   - Flexible
   - Multi-use
4. Colour
5. Art
   - Green

Table 3
1. Sunshine!
2. Fun
3. People
4. Lighting
   - Safe without being utilitarian
5. Creating a river

Table 4
1. Versatile
   - Simple, interactive
   - Adaptable
2. Pretty
   - Appears to be best street in the world
3. Cute
   - Original
   - Well-executed
4. Lighting
   - Safe without being utilitarian
5. Fun looking

Table 5
1. Also like lights in the windows from other images
   - Colour, lighting, vibrancy, night hot spot
   - Wander-ability
2. Something people will interact with
   - Attraction
   - Like minions
3. Joint third
   - Love the different texture and shapes
   - Joint third
   - Seating and potential for theatre, singing, etc. (like a stage)
4. Stands for small quirky things over the city
   - Hidden discoveries
5. Art in the floor
   - Pretty
   - Lighting/Reflections
   - Dress the pavement
• Consider sheltered rate between the Plaza and Broadway
• Why is the urban bus terminal a terminal and not simply a bus stop - pickup and drop off?
  - Short layover stops for drivers
  - Removing layover would reduce congestion
• Why do buses need to move around the Square if they do not pick up passengers there
• View that best to support cafes around the Square rather than to establish more within the Square
• What is the purpose of the CBD? What is its identity?
  - Personable
  - PN and not somewhere else
  - Welcoming to students
  - Liveable space
  - Space that is actively inhabited on a daily basis
• Why are people not coming into the City Centre? City is bigger but people aren’t visiting. Problem is businesses moving out? Why are they leaving?
• Perceptions of safety in the CBD influence some decisions to locate there
THE PROJECT

The Palmerston North City Centre Streetscape Plan aims to reinforce the City Centre as a key destination. It will celebrate the character of the area, be easily accessible and increase connectivity, with the aim of creating vibrant and distinctive places for people.

The Plan is guided by a number of PNCC strategies, including the Urban Design Strategy, the City Centre Framework and the Street Design Manual and, together with a number of other PNCC initiatives, will contribute toward positive change in the City.

In addition to the PNCC strategies, stakeholder and community engagement forms an integral part of the design process, providing critical insight and opportunities for the City Centre to be shaped by those who live, work and play in it.

THE SITE

The Palmerston North City Centre Streetscape Plan is centred around The Square, addressing the streetscapes of The Square, The Inner Square, Broadway Avenue, Rangitikei Street, Church Street and Main Street. It also includes the Inter-regional Bus Terminal and the Main Street Urban Bus Terminal.
Do you have some great insights or a vision for Palmerston North’s City Centre? Feel free to write them down on a post-it note, and stick them to this board, or have a chat with us. We’d love to know your thoughts.

### What Makes the City Centre a Great Place?
- The shops are diverse e.g. moves, food, jewellery, crafts, etc
- Esplanade qualities - food, family activity, green space
- Events in the square bring lots of people
- The square is good - gardens etc
- The square, trees, flowers, people space
- Walking, bike lanes, public art
- What happened to the fresh flowers in the WC? Was a nice cheap touch
- Central pedestrianised area on Broadway

### Is There Anything Stopping the City Centre from Being the Very Best It Could Be?
- Free left turns difficult for visually impaired
- 1. The Plaza, 2. Parking is a clauster of bad design, high prices, rip off system
- Do their job properly first time
- Encourage inner city housing, apartments too!
- The price of parking. The empty stores on Broadway
- Need a tram.
- Disabled access and junctions is poor
- Tactile strips hard for blind people. Tactile studs better.
- Sloped footpath by plaza - difficult for disabled, prams, etc
- Uncontrolled crossings - hard for blind people
- No shops on Broadway therefore no one cares
- Footpath crossfall excessive for wheelchairs
- Cleanliness
- Free parking - why pay when can get it for free
- Broadway - parking makes cycling unsafe
- Feels ‘over shopped’ for population
- Bring more people to square and ... ... parking
- Post Office - facilitate
- Remove ped ...

### What Would Make the City Centre Better?
- Re plant the trees on Broadway, get ride of the fake grasses, flowers
- 2 hours free parking on Broadway. People will walk to plaza but past Broadway and square. There’s nothing to lost - 6 month trial
- Parking should be free Sat morn (2 hours)
- Parking should [be] free for first hour to compete with the Plaza
- Water features, cafes and trees
- Take buses out of square!!
- Make Broadway a foot traffic street only. Bring in stalls and food venues. buskers and performers. seats and leisure activities.
- Clean up glass which gets stuck in wheelchair tyres. cuts.
- Pop up shops!
- Move cars out of square. Leave buses.
- Create a lovely ‘Boulevard’ on Broadway
- Use the sunny side of Broadway.
- Open our square for performances ‘Theatre’ for the street
- Level-off Camber of footpath for disabled
- More right angled corners to make crossings easier for wheeled users
- Cap the rents for the shops to encourage new business
- Pop-up shops and stalls
- Remove parking fees or remove parking all together
- Crossings flush with the footpath
- Crossings with a clear pedestrian row
- Outdoor Piano
- More ... ?
Using the sticky dots provided, please choose two images which best reflect your vision for access and movement in the City Centre.

Use this dot ⬤ for your favourite image and this dot ⬤ for your second favourite.

If you’ve any other ideas, please have a chat to us, or make sure to add them to the plan below.
Do you feel safe moving around the City Centre?

Tell us your favourite safe spots by marking it with a green sticky dot or pen, and if there are any that you think are unsafe, show these in red.

Types of safety can include actual safety (injury and risk due to physical elements such as trip hazards, vehicular movements or lack of public infrastructure), perceived safety (how you feel) and social safety (such as lighting, cleanliness).

Don’t forget to let us know why, so that we can work to make your City a more inviting and safe place for everybody.

NOTES

• PEDESTRIANS ONLY, NO CARS
• FLEXIBILITY REALLY GOOD AS IS WITH EVENTS ON AT NIGHT
• MOVE ALL BUSES TO MAIN STREET OUT OF SQUARE!
• GREATER PEDESTRIAN PRIORITY ON CROSSINGS FROM PLAZA TO BROADWAY
• TURN BROADWAY INTO A PEDESTRIAN BOULEVARD WITH POP UP OUTDOOR EATERIES AND STALLS
• FIRST HOUR OF PARKING FREE
• HATE THE BUSES IN THE SQUARE
• SOCIAL SAFETY ISSUES IN BROADWAY. PROFESSIONAL BEGGAR NUMBERS INCREASING