Whangarei Complete Streets Masterplan

Council Briefing 22 July 2020

Outcome for Today's Meeting.

- Identification of Key Issues & Way Forward
- Report Back from Business Engagement
- Overview of the Masterplan
- Direction on prioritization for LTP

Key Contributors

- Strategy Team – Sonya Seutter, Tony Horton
- Roading/NTA – Jeff Devine, Nick Marshall, Mark Seakins
- Parks & Recreation – Sue Hodge
- Infrastructure Projects – Shelley Wharton, Spencer Nichols, Jed Whitaker
- District Development – Tony Collins

Report Back to Elected Members.

- City Centre Strategic Plan Cycle
- Key Issues
  1. Impact on Vehicle Movements
  2. Carparking
  3. Dent Street Pedestrian Crossing
  4. Buses
  5. Cycleways and Connectivity
  6. Street trees and maintenance
- Next Steps

City Centre Strategic Plan Cycle

Vehicle Movements

Intersection	AM			PM		
	Base	CSM	**Pk 15**	Base	CSM	**Pk 15**
Dent Street/ Bank Street	B	B	C	D	C	D
Dent Street/ Riverside Drive	D	D	D	D	C	D
Dent Street/ Walton Street	B	B	B	D	B	C
Dent Street/ Carruth Street	A	B	B	E	B	C
Reyburn Street/ Okara Drive	A	B	B	D	C	C
Okara Drive/ Port Road	A	C	B	F	D	D
Bank Street/ Walton Street	C	A	C	C	B	D
Bank Street/ Cameron Street	E	D	D	F	E	E
Walton Street/ Cameron Street	B	B	B	D	C	C
Walton Street/ Robert Street	A	A	B	D	B	B
Bank Street/ Water Street	E	C	E	F	D	F
Bank Street/ Manse Street	D	C	D	C	C	C
Walton Street/ Rose Street/ Albert Street	A	A	B	C	C	C

Carparking

- Parking is a contentious issue
- City Core Precinct Plan identifies future carparking buildings on current surface grade lots
- Urban Transport Strategy identifies mode shift to public transport, walking, cycling
- Carparking is required and maintained in city core
- High Amenity Streets with Parking Focus – on outskirts of City Core, some included in scope, some not

Dent Street Pedestrian Crossing

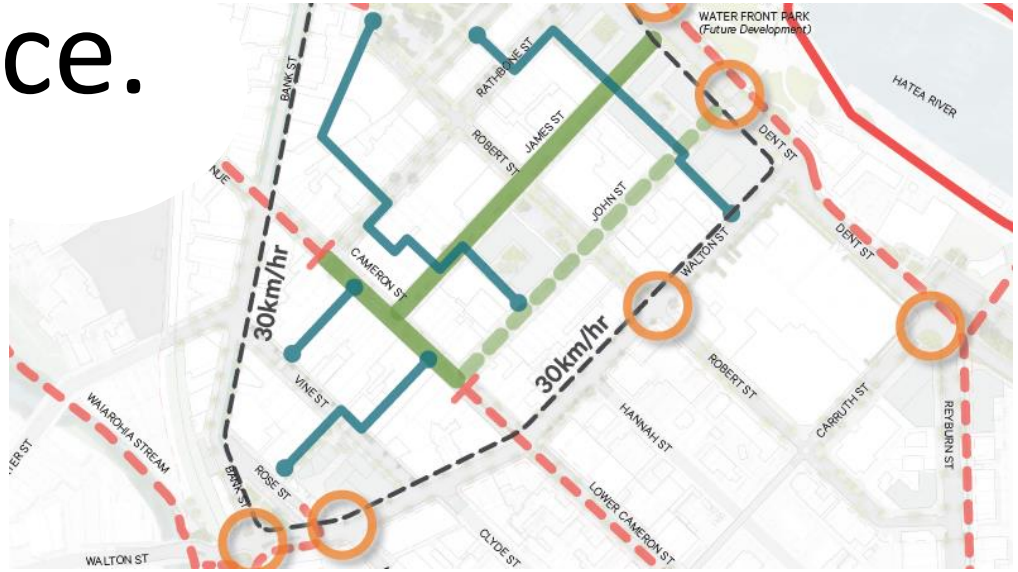
- Crossing options were discussed with Council on 11 December 2020
- New Town Basin Park will give people a reason to cross as will future development of John and James Street
- Masterplan approach is to keep Dent Street as four lanes and improve the existing crossing as an immediate action. In the longer term, subject to funding and private development opportunities a building to building option could be explored

Buses.

- Direction given to keep buses at Rose Street in short term and improve the site
- Funding received for visitor bus facility in Town Basin
- CSMP support both of those projects as well as identifying possible new bus stops
- Also future opportunities to incorporate a secondary bus site at Robert Street as mode shift changes.

Cycleways & Connectivity.
Street Trees & Maintenance.

- Key issue of connectivity between cycleways – CSMP offers a solution that has been worked through with NTA
- Maintenance and cost has been a key consideration for the CSMP. Tree species worked through with our parks team. Exact placement and species of trees will be worked through the detail design of the streets.



Business Engagement.

- 15 July 2020 from 1:30 to 3:30 pm
- Approximately 50 people in attendance
- Presentation from 20 May 2020 Council Briefing
- Comments /Questions around:
  - Parking
  - Water features/play & support for more pedestrian friendly spaces
  - Pedestrian crossing on Dent Street
  - Intersections – roundabouts to intersections
  - Visitors and movements
  - How do you accommodate for the growing population?
  - Inner city living support/encouragement
  - Funding & detailed design of shovel ready projects
  - More hospitality and mixed use developments

Contents.

The Why.

The Background.

The Network.

The Masterplan.

The Streetscape Design Manual.

The Next Steps.

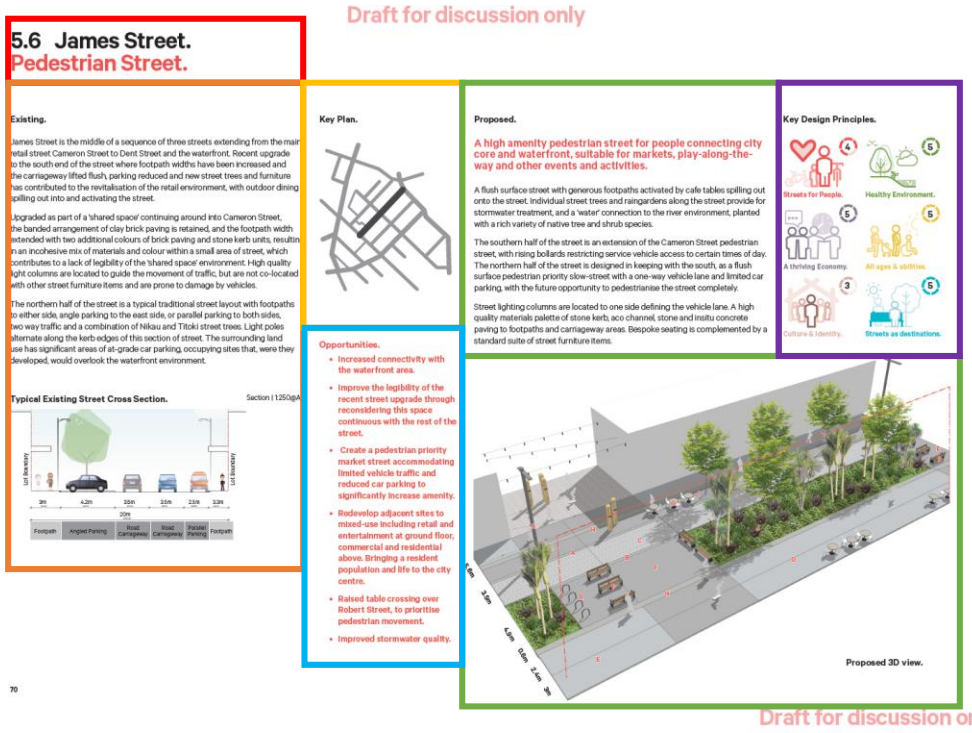
5.4 Street by Street Summary.

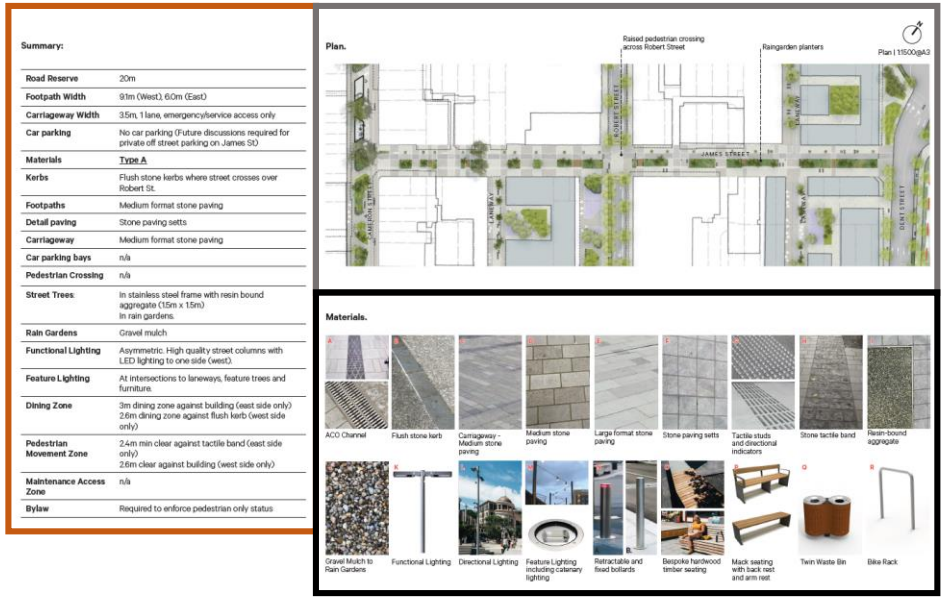
General.	• Streets for people - a pedestrian prioritised street network. • 30km/hr speed limit to city centre streets within the Dent, Bank, Walton 'triangle'. • Consistent materials, furniture and lighting palette across the city centre. • Significantly increased volume of street tree planting. • Improved stormwater quality and management at source.
Cameron Street.	• Extended pedestrian street from Rathbone St to John St. • Two-way street between Rathbone St and Bank St enabling vehicle circulation and access. • Pedestrian priority one-way level surface street between Walton St and John St. • Service (restricted times of day) and emergency vehicle access to full length of street. • Increased street tree and planting volume, retaining existing mature trees. • Street structured with clear movement, dining and activity, street furniture and tree zones. • Water play feature, play-along-the-way incorporated into pedestrian areas. • Existing sculpture retained / relocated.
James Street.	• Pedestrian street between Cameron St and Robert St, enabling cycle access. • Pedestrian priority, one-way, level surface street from Robert St to Dent St. • Option to convert full length of street to pedestrian street in future. • Incorporating play-along-the-way connection between retail and waterfront environments. • Service (restricted times of day) and emergency vehicle access to full length of street. • Street trees and generous raingardens provide amenity and create green linkage to waterfront. • Raingardens offer opportunity to reference Whangarei's unique waterway setting.
John Street.	• Pedestrian priority, one way (southbound), level surface street, enabling cycle access. • Prioritising pedestrian connection to & from waterfront. • Connects to Cameron Street one-way street, providing access to city centre car parking. • Generous footpath zones to east side of street enables evening outdoor dining opportunities. • Street trees and generous raingardens provide amenity and create green linkage to waterfront. • Raingardens offer opportunity to reference Whangarei's unique waterway setting.
Dent Street. (Waterfront to City Stitch)	• High amenity waterfront street connecting city centre and waterfront. • Reduce to two lanes each way, median removed to enable widened footpath and shared path. • 5m shared (cycle and pedestrian) path to waterfront side, with street trees to boths sides. • Increase width of city side footpath to accomodate pedestrian movement and street trees. • Generous crossing at John St, supported by crossings at adjacent streets. • Street lights and banners to celebrate local events and character.
Walton Street. (Central Spine)	• Vehicle movement street, with improved pedestrian amenity. • Increased footpath, reduced carriageway widths. • One lane each way with lengths of managed lanes to either side operating at peak times. • Parallel parking within managed lanes and limited other areas. • Increased footpath widths and connectivity in vicinity of reserve, with street trees and lighting. • Majority of existing exotic palms retained, interplanted with avenue of Pohutukawa. • Street furniture prioritised to retail core side of street. • New bus stop to both sides of street to improve PT network.
Bank Street.	• Four lane vehicle movement street with improved pedestrian amenity, incl. managed lanes. • Managed lanes operating at peak times, utilised for kerb side car parking at other times, with the potential for no parking in the future. • Two lane street, with increased pedestrian amenity south of Vine St, with trees in buildouts. • Peak cycle movement encouraged along Kamo pathway running parallel. • Paving, street furniture and lighting upgrades. • Additional street trees in strategic locations where possible.
Rathbone Street.	• Vehicle movement street, one lane each way, with improved pedestrian amenity. • Increased footpath, reduced carriageway widths, on-street cycle access within vehicle lane. • 90deg car parking, parallel other side to length of street to increase provision. • Continue successful street tree, garden and seating areas to length of street. • Stormwater quality managed through raingardens &/or mechanical treatment devices.
Robert Street. (west)	• Vehicle movement street, one lane each way, with improved pedestrian amenity. • On-street cycle access within vehicle lane. • Parallel parking to both sides located between street tree buildouts. • Including accessible, aged and parent parking in central location. • Key cross city green link from Laurie Hall Park.
Vine Street.	• High amenity city street and laneway network connecting city centre and local bus hub. • 90 deg car parking and backing zone to north side, providing centrally located car parking. • Increased footpath width to south, enabling defined dining, movement, tree and seating zones. • Future redevelopment of Vine St carpark to include fine grain of active frontages along Vine St. • High quality materials palette, street lighting columns to south side. • Maintain laneway connections to Cameron St, incorporate pedestrian lane south to Rose St. • Stormwater quality managed through raingardens and mechanical treatment devices.

Rust Avenue.	• High amenity 'civic' street, prioritising pedestrian and cycle movement. • Acknowledge the civic functions along the street. ie. council and proposed civic centre. • Strengthen shared cycle path across the street, with a view to extending further south. • Build connections into the city (along Cameron St) and to existing cycle path network. • Introduce street trees within footpath buildouts in carparking zone. • High quality material and street furniture palette. • Street lighting columns to both sides, with banner arms to celebrate local events and character • Parallel parking to both sides located between street tree buildouts.
Laurie Hall Lane.	• Reconfigure street to laneway car park function, with generous footpaths. • Enabling extension of park to street edges (and removal of car parking within reserve area) • Street trees within buildouts in 90 deg car parking to both sides of street. • Street lighting to west side to provide amenity lighting to park edge path network. • Stormwater quality managed through raingardens &/or permeable paving to car park areas.
Laurie Hall Park.	• Park extended to street edges, with path network linking into Robert St green street and lane. • New destination play space with existing mature tree framework to southern corner. • Layers of street trees to Laurie Hall Lane edge to strengthen park and street interface. • Make legible the connection up to Bank Street from Robert St edge.
Upper Dent St (Fire Bridage Hill)	• Shared path to Laurie Hall Park side of road. • Increased footpath width to northern side of street. • Parallel parking to northern side only located between street tree buildouts. • Street lighting columns to both sides, with banner arms to celebrate local events and character
Reyburn Street.	• Vehicle movement street, with improved pedestrian amenity. • Remove current slip lane and car parking arrangement. • Two-way street, one lane each way, with angle parking and backing zones to both sides. • Increase footpath width to both sides, including a cycleway on the east side. • Street tree avenue to full length of street to address scale and celebrate arrival into city centre. • Stormwater quality managed through raingardens &/or mechanical treatment devices.
Rose Street.	• One-way public transport focused street, supported by high pedestrian amenity. • Increased footpath widths, street designed to improve interface with reserve area. • Extend reserve area in conjunction with formalising / defining bus turn in area from Bank St. • Design bus infrastructure with a view to longer term redevelopment of Vine St carpark site. • Pedestrian laneway connection to Vine St connecting bus hub to city core.
Robert Street. (east)	• Increased footpath width and parallel parking to both sides of streets. • On-street cycle access within vehicle lane. • Stormwater quality managed through raingardens &/or mechanical treatment devices. • Reduce vehicle crossing widths where possible. • Tree species selected consistent with retail core area of Robert Street. • Continue cross-city green street connection.
Lower Cameron Street.	• Increased footpath width and parallel parking to both sides of streets. • Two-way vehicle movement, with on-street cycle access within vehicle lane. • Strong pedestrian connection to stream edge public space at eastern end. • Stormwater quality managed through raingardens &/or mechanical treatment devices. • Reduce vehicle crossing widths where possible. • Tree species selected consistent with retail core area of Cameron Street.
Carruth Street.	• Vehicle movement street, one lane each way, with improved pedestrian amenity. • 90 deg car parking arrangement to length of street. • Introduce street trees and upgraded street lighting. • Pedestrian crossings. • Potential future development site between Carruth St and Reyburn St.
Hunt Street & Vinery Lane.	• Vehicle movement street, with improved pedestrian amenity. • One lane each way with increased footpath, reduced carriageway widths. • Street trees within widened east footpath and in buildouts in car parking zone (Hunt Street). • On-street cycle movement within vehicle lane (Hunt Street). • Bi-directional cycleway as connection between Kamo path and waterfront shared path (Vinery).
New Laneways.	• Increase wayfinding to lane, strengthen connections at entrances. • Ensure safety and legibility is improved. • Opportunity to celebrate Whangārei early industry and history. • Establish laneways precinct as finer grain network of city spaces. • High quality materials palette, street furniture and • Lighting to emphasise individual character and scale of spaces. • Opportunity for public art and activation.

Structure.

- Street Name.
- Typology.
- Existing Description & Cross Section.
- Key Plan.
- Proposed Description & 3D View.
- Opportunities.
- Key Design Principles.
- Summary
- Plan.
- Materials.





Prioritization of Streets.

Suggested Criteria.

- Difficulty – i.e. disruptions to traffic, pedestrians, businesses
- Limitations/Constraints – i.e. does something need to happen first?
- Urgency – asset condition
- Design Principle Score – max 30
- Extent of Change – how much will this change from current?

Impact

- Catalyst Projects – Redevelopments, construction, investment, attractions
- Building on what we have – i.e. James/Cameron

Pedestrian Streets.

Cameron Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 28
- Extent of Change:
- Catalyst Projects: John Street Redevelopments
- Building on what we have:

Proposed.

At the heart of Whangārei, an extended and upgraded high-amenity pedestrian only green street for people.

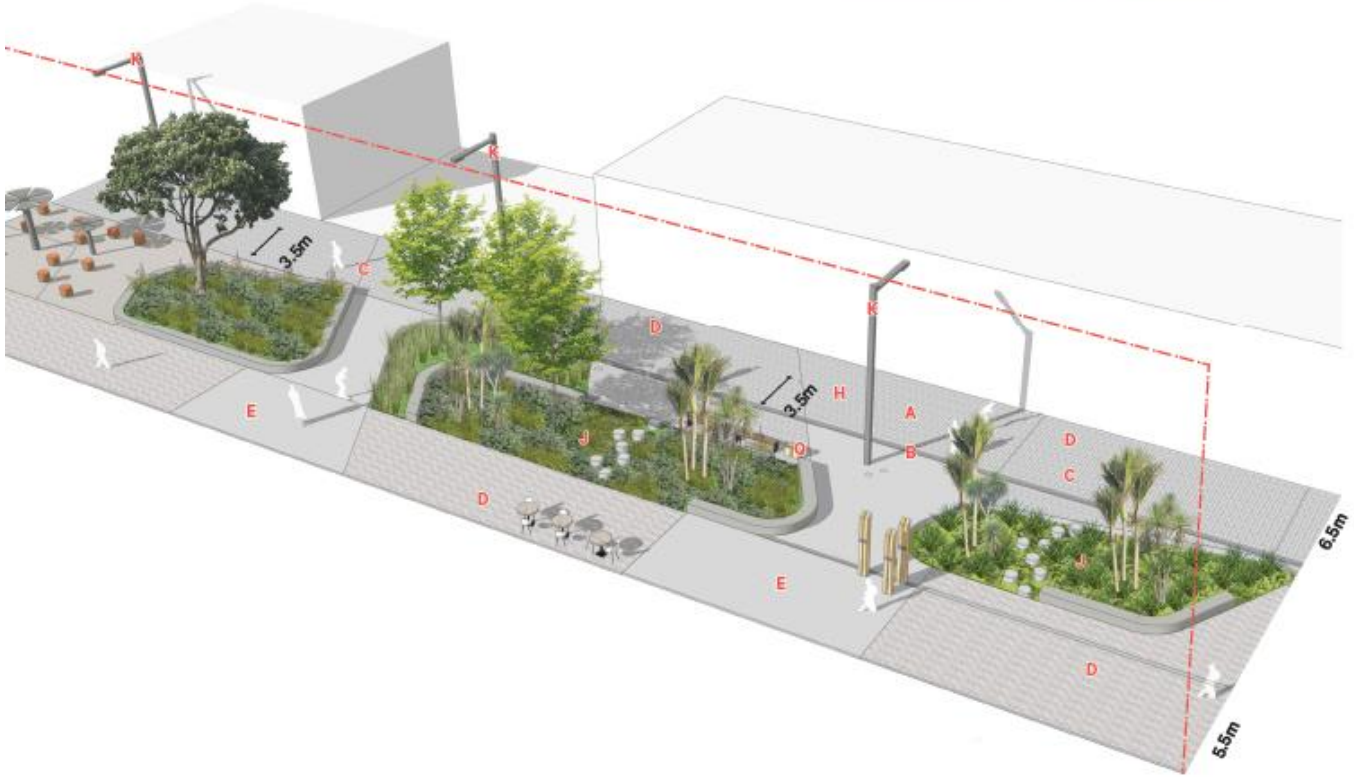
The existing Cameron Street 'mall' is extended between John and Rathbone streets, with one and two-way vehicle linkages continuing west from John Street and east from Rathbone Street respectively.

The centre of the extended pedestrian street becomes a linear park of tree, low shrub and lawn areas contained in part by seating edges, with opportunity for integrated play and sculpture elements. Retaining existing sculpture items and mature trees where possible. An interactive water play feature references Cameron Street's connection to the Raumanga and Waiarohia Streams.

Generous footpaths to either side provide space for clear movement routes and outdoor dining and activation, located with good aspect to the sun. Lighting columns define the route for service and emergency vehicles.

A by-law will be required to enable enforcement of the restriction of vehicles within the pedestrian street to emergency and service vehicles within certain hours.

Key Design Principles.



Pedestrian Streets.

James Street.

- Difficulty :
- Limitations/Constraints: Strategic Site Redevelopments for Stage 2
- Urgency:
- Design Principle Score: 27
- Extent of Change:
- Catalyst Projects: Strategic Site Redevelopments (private/public)
- Building on what we have:

Proposed.

A high amenity pedestrian street for people connecting city core and waterfront, suitable for markets, play-along-the-way and other events and activities.

A flush surface street with generous footpaths activated by cafe tables spilling out onto the street. Individual street trees and raingardens along the street provide for stormwater treatment, and a 'water' connection to the river environment, planted with a rich variety of native tree and shrub species.

The southern half of the street is an extension of the Cameron Street pedestrian street, with rising bollards restricting service vehicle access to certain times of day. The northern half of the street is designed in keeping with the south, as a flush surface pedestrian priority slow-street with a one-way vehicle lane and limited car parking, with the future opportunity to pedestrianise the street completely.

Street lighting columns are located to one side defining the vehicle lane. A high quality materials palette of stone kerb, aco channel, stone and insitu concrete paving to footpaths and carriageway areas. Bespoke seating is complemented by a standard suite of street furniture items.

Key Design Principles.

Proposed 3D view.

High Amenity one way street.

John Street.

- Difficulty :
- Limitations/Constraints: Robert/Walton Intersection
- Urgency:
- Design Principle Score: 27
- Extent of Change:
- Catalyst Projects: Dent Street Crossing @ John, Strategic Site Redevelopments
- Building on what we have:

Proposed.

A high amenity one-way slow-street connecting city core and waterfront.

Generous footpath widths flush with the vehicle lane, are activated by building use spilling out onto the street. Raingardens with a rich variety of native tree and shrub species provide for stormwater treatment and a 'water' based connection to the river environment.

John Street is reduced to one-way vehicle movement, with parallel car parking. Street lights to one side assist in defining the vehicle lane. A high quality materials palette of flush stone kerb, aco type channel, stone unit and insitu concrete paving to footpaths and carriageway. Bespoke seating is complemented by a standard suite of street furniture items.

The street is structured to create clear movement, planting, dining and activity zones, with stone tactile bands implemented to enable transition to 'shared space' in the future - requiring change in designation, removal of car parking and further limiting vehicle speeds.

Key Design Principles.

Proposed 3D view.

Waterfront to City Stitch.

Dent Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 23
- Extent of Change:
- Catalyst Projects: Dent Street Crossing @ John & @ Carruth, Waterfront Park, Hundertwasser, Strategic Site Redevelopment, Visitor Buses
- Building on what we have:

Proposed.

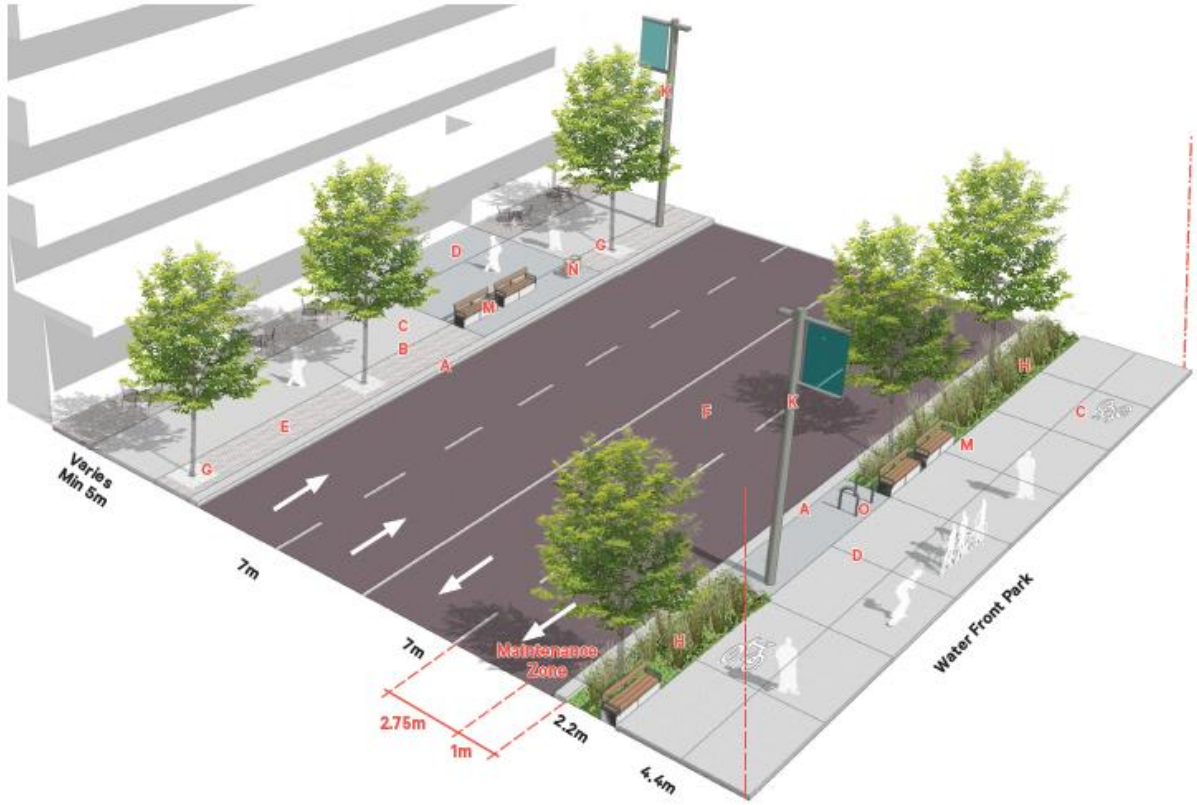
Dent Street is reimagined as a tree-lined waterfront street for people, stitching the city centre and Hātea River waterfront precinct.

Vehicle lanes reduced to two-lanes each way and median removed to enable the creation of a shared path along the waterfront side, with increased footpath width to the city side to provide for pedestrian movement, outdoor dining, tree planting and raingardens for stormwater quality improvement.

Generous crossing points at key intersections connect at grade between city core and waterfront environment.

A high quality materials palette of wide stone kerb, concrete channel, in-situ concrete paving of a variety of finishes and asphalt carriageway. Street light poles complete with banners celebrating local identity and events located to both sides of the street providing functional and pedestrian amenity lighting.

Key Design Principles.



City Transit Street.

Walton Street.

- Difficulty :
- Limitations/Constraints: Intersection upgrades at Robert and 5 Finger Roundabout
- Urgency:
- Design Principle Score: 21
- Extent of Change:
- Catalyst Projects: Intersection upgrades at Robert and 5 Finger Roundabout
- Building on what we have:

Proposed.

The central spine - a city street with improved pedestrian amenity, and a focus on public transport and vehicle circulation.

Amenity for pedestrians is improved with widened and continuous footpaths (particularly in the bus hub / Rose Street reserve vicinity) with clear movement zones, street tree, lighting and furniture zones.

Managed lanes enable traffic flows at peak times and parking at others.

Materials are a simple palette of stone kerb, concrete channel, insitu concrete paving, and asphalt carriageway. Majority of the existing exotic palms and mature Pōhutukawa (in particular those located in proximity to the Harding Army Hall) are retained and supplemented with additional Pōhutukawa to strengthen the character of the street and provide additional amenity. Stormwater treatment via kerbside raingardens.

Key Design Principles.

Proposed 3D view.

High Amenity Two Way Streets.

Bank Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 23
- Extent of Change:
- Catalyst Projects: Bus Hub Redevelopment, Bank/Dent Intersection Upgrades
- Building on what we have:

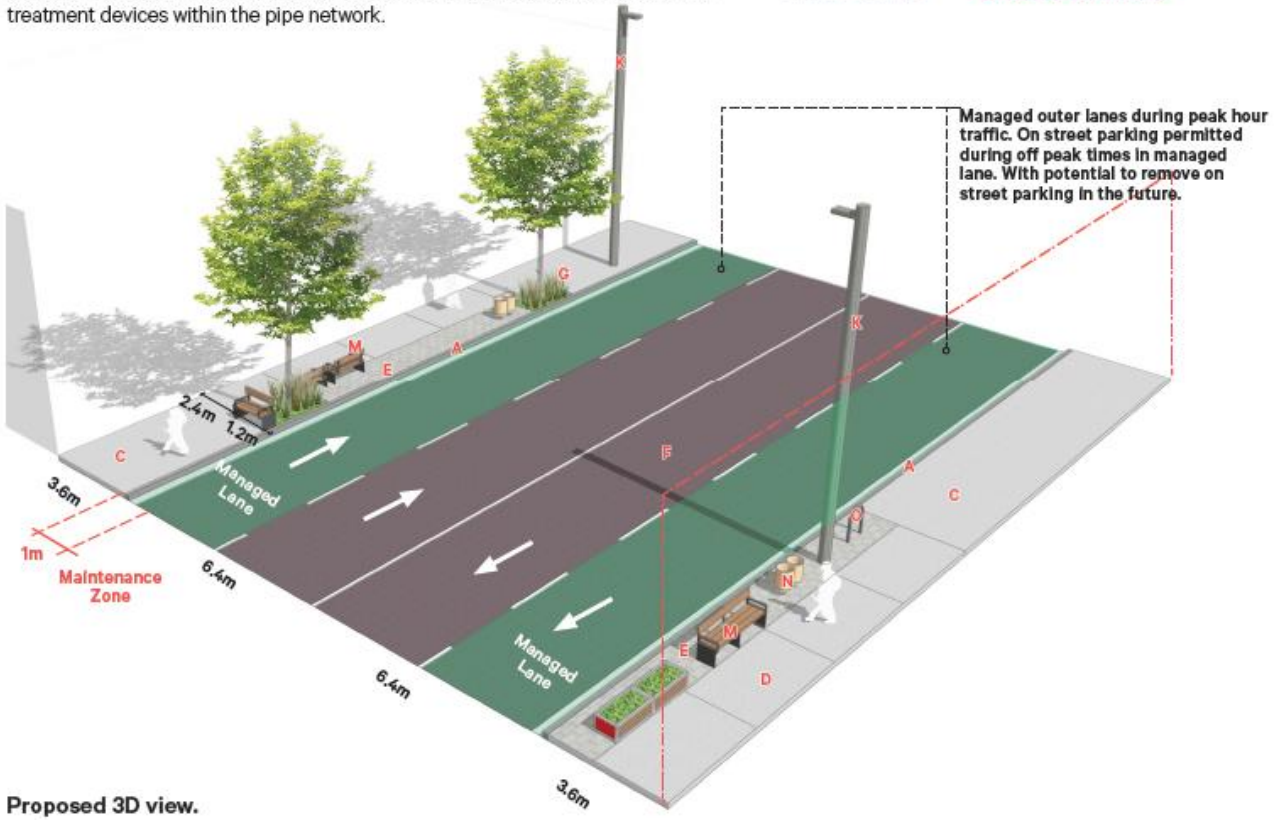
Proposed.

A civic and heritage street with improved pedestrian amenity, and a focus on public transport and vehicle circulation.

Further upgrade of the streetscape environment introducing a stone kerb unit to lift quality, continuing with insitu concrete paving, concrete channel and asphalt carriageway. Replacing the red brick banding with a simple construction joint and sawcut arrangement. Complemented with bespoke seating design enabling seating to be located in a more desirable location and arrangement - ideally perpendicular to the kerb line. Utilise high-quality street lighting columns to achieve transportation lighting levels and increased pedestrian amenity. Parallel parking within the managed lanes to both sides of the street for use outside of peak traffic flow times.

Veranda extents in relation to the kerb alignment required to accommodate the managed vehicle lane limits the ability to accommodate street trees. Potential to introduce trees where gaps in veranda line allow and within car parking buildouts south of Vine Street. Stormwater quality could be improved through mechanical treatment devices within the pipe network.

Key Design Principles.



Proposed 3D view.

High Amenity Two Way Streets.

Rathbone Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 23
- Extent of Change:
- Catalyst Projects:
- Building on what we have:

Proposed.

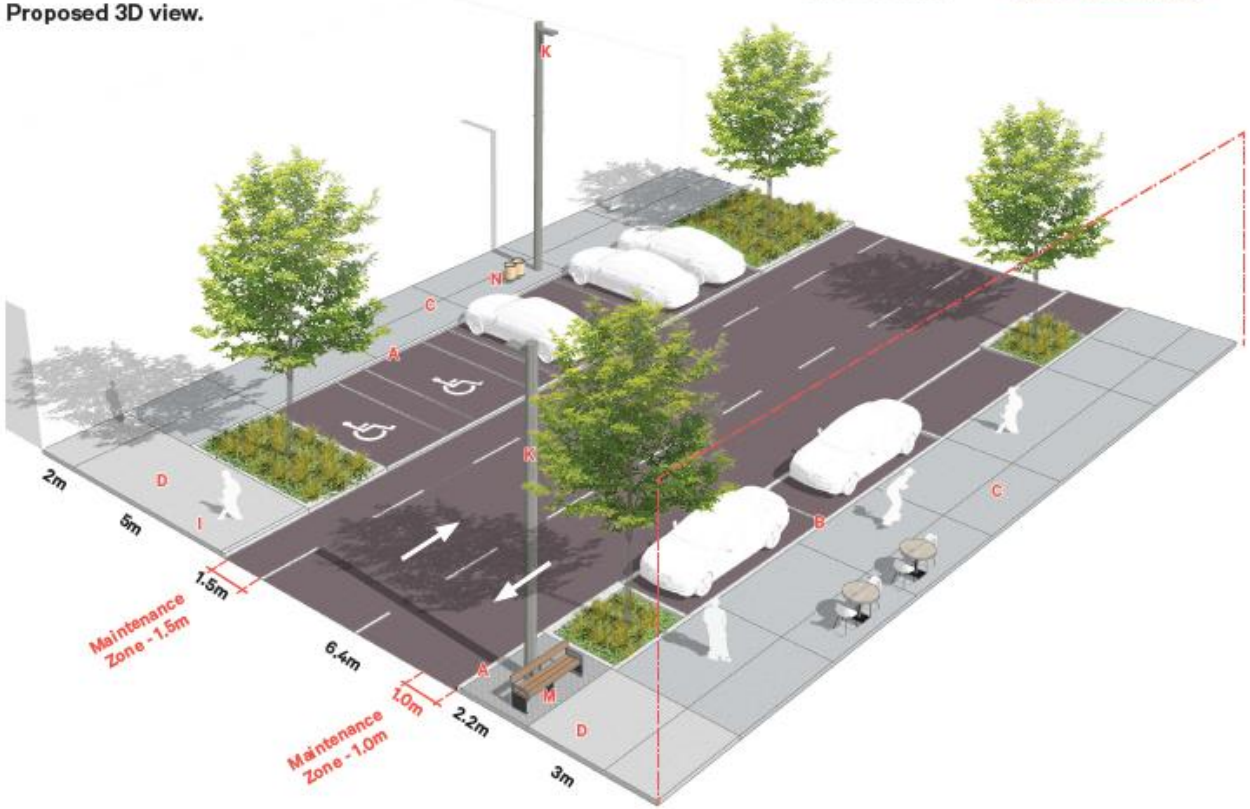
A high-amenity two-way street with improved pedestrian amenity, facilitating city core vehicle circulation and parking.

Parallel to the pedestrian priority environments of John and James streets, Rathbone Street retains a vehicle circulation and parking function along with increased pedestrian amenity. The north half of the street is proposed upgraded consistent with the recent streetscape upgrade utilising a materials palette of stone kerb, concrete channel, insitu concrete paving and asphalt carriageway. With proprietary street furniture items and street lighting columns to alternate sides.

The existing Jacaranda tree plantings are supplemented with native tree species and generous areas of underplanting. A combination of parallel and perpendicular car parking, including accessible car parks, with build-outs to accommodate street trees are located to both sides of the street.

Key Design Principles.

Proposed 3D view.



High Amenity Two Way Streets.

Vine Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 20
- Extent of Change:
- Catalyst Projects: Vine Street
  Carpark strategic site redevelopment
- Building on what we have:

Proposed.

The anchor street of a revitalised urban laneways outdoor dining area - 'Vine Dining', widened footpaths and tree planting contribute to creating a human-scale street.

Reinforce Vine Street as an urban street and laneway based outdoor dining precinct - as a point of difference to the waterfront offering. Creating clear zones for outdoor dining, pedestrian movement and street trees, lighting and furniture. Improving pedestrian amenity and the dining experience through the relocation of car parking to the north side of the street, enabling increased footpath width to the sunny south side.

Light columns located to the southern side of the street provide additional amenity lighting for outdoor dining. A mid-block raised table crossing point connects between the proposed Rose Street lane and Quality Street facilitating easier pedestrian movement into the wider city core. A high quality materials palette is proposed including stone kerb, concrete channel, stone unit and insitu concrete paving, and asphalt carriageway and car parking area. Complemented by the proprietary suite of street furniture items. Stormwater quality improvement through raingardens within perpendicular car parking zone.

Key Design Principles.

High Amenity Two Way Streets.

Rust Avenue.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 25
- Extent of Change:
- Catalyst Projects: Civic Centre
- Building on what we have:

Proposed.

A high-amenity civic street connecting civic and retail areas, extending from Cameron Street as a significant cross-city link between streams.

Celebrating the civic nature of this street and connecting city core and civic precinct facilities, the pedestrian amenity of Rust Avenue is improved through increased footpath width, street trees and raingardens. The current red clay brick paving is retained and complemented with concrete paving, wide stone kerbing, concrete channel, concrete raised table crossings and asphalt carriageway.

Light poles with banner arms are introduced to the length of the street, with generous provision of proprietary street furniture items, located within the defined furniture zone.

Key Design Principles.

Proposed 3D view.

High Amenity Two Way Streets.

Laurie Hall Lane & Park.

- Difficulty :
- Limitations/Constraints: Change in vehicle dependencies and surrounding tenancies
- Urgency:
- Design Principle Score: 24
- Extent of Change:
- Catalyst Projects:
- Building on what we have:

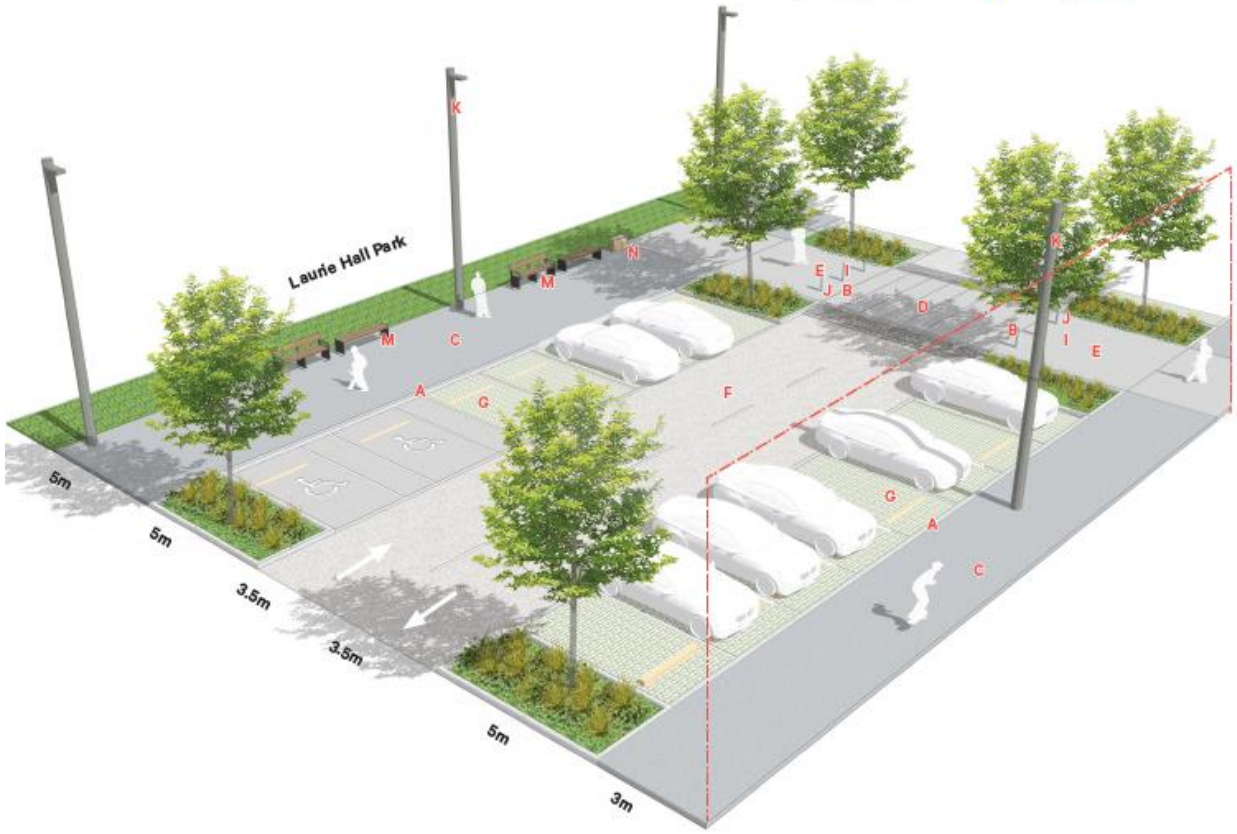
Proposed.

A park-side laneway car parking precinct with improved pedestrian and vehicle circulation, street trees extend the park character to the street.

A laneway parking precinct is created along Laurie Hall lane, replacing the triangular car parking area that extends into the reserve area. Increasing the level area of the park, enabling the extension of children's play area as a city centre. Perpendicular parking with street trees in buildouts to both sides of the street, with a generous footpath to the park side. Street lighting to the park side enabling lighting of both street and park.

A high-quality palette of materials is proposed including stone kerb, concrete channel, concrete paving, concrete / asphalt carriageway and permeable paving to car parking areas to contribute to stormwater quality & management.

Key Design Principles.



High Amenity Two Way Streets.

Upper Dent Street (Fire Brigade Hill.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 14
- Extent of Change:
- Catalyst Projects: Bank/Dent Intersection Upgrade, Future Hotel development
- Building on what we have:

Proposed.

A high-amenity two-way street and shared path connection between the waterfront and Bank Street.

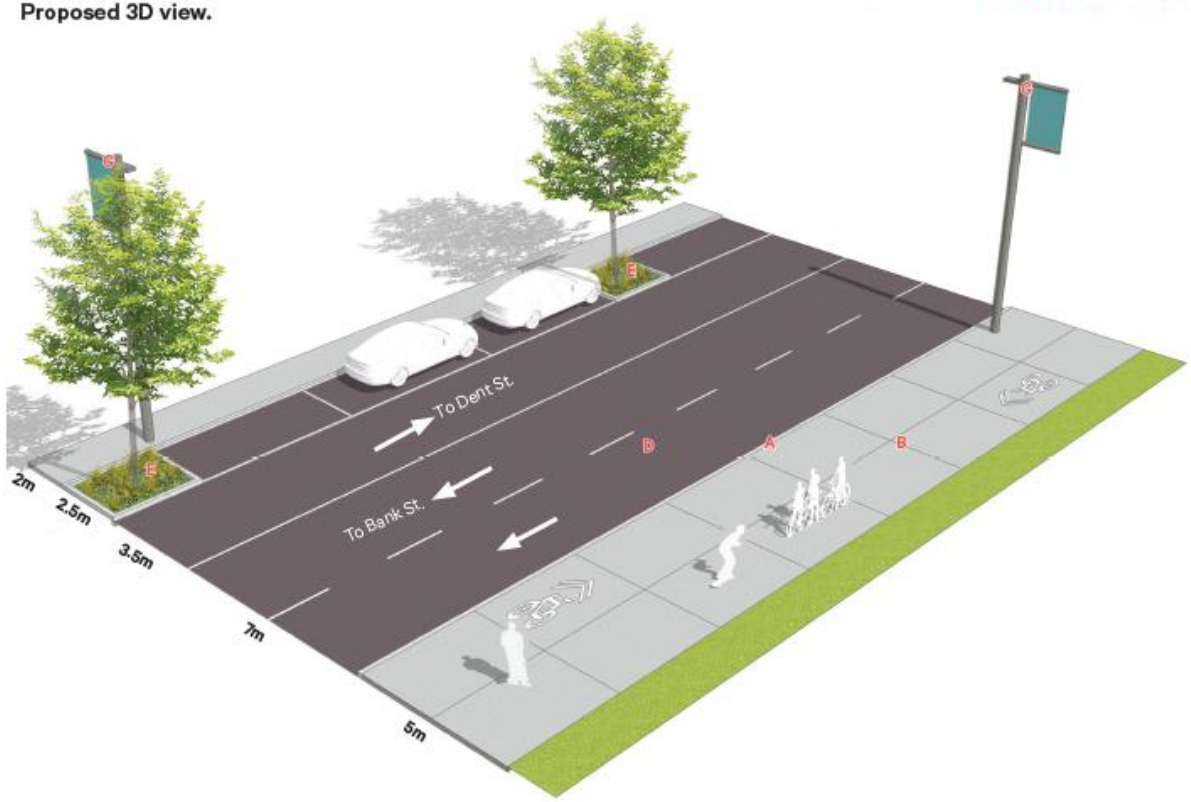
A streetscape that is responsive to its context, connecting to the waterfront environment, Upper Dent Street should function as an extension to Dent Street, continuing the same selection of street columns with banners to form a threshold to Dent St and the reinvigorated waterfront.

A proposed 5m shared path along the Laurie Hall Park side of the street, connects the park, Kamo shared path, and the city side of Dent St promenade allowing users to connect across to the new Town Basin park and Hundertwasser building.

A simple palette of materials is suggested including slipform insitu concrete kerbs, exposed aggregate insitu concrete and restrained selection of furniture where space allows.

Key Design Principles.

Proposed 3D view.



City Connector.

Reyburn Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 17
- Extent of Change:
- Catalyst Projects: Reyburn/Dent Street Intersection, Port Nikau
- Building on what we have:

Proposed.

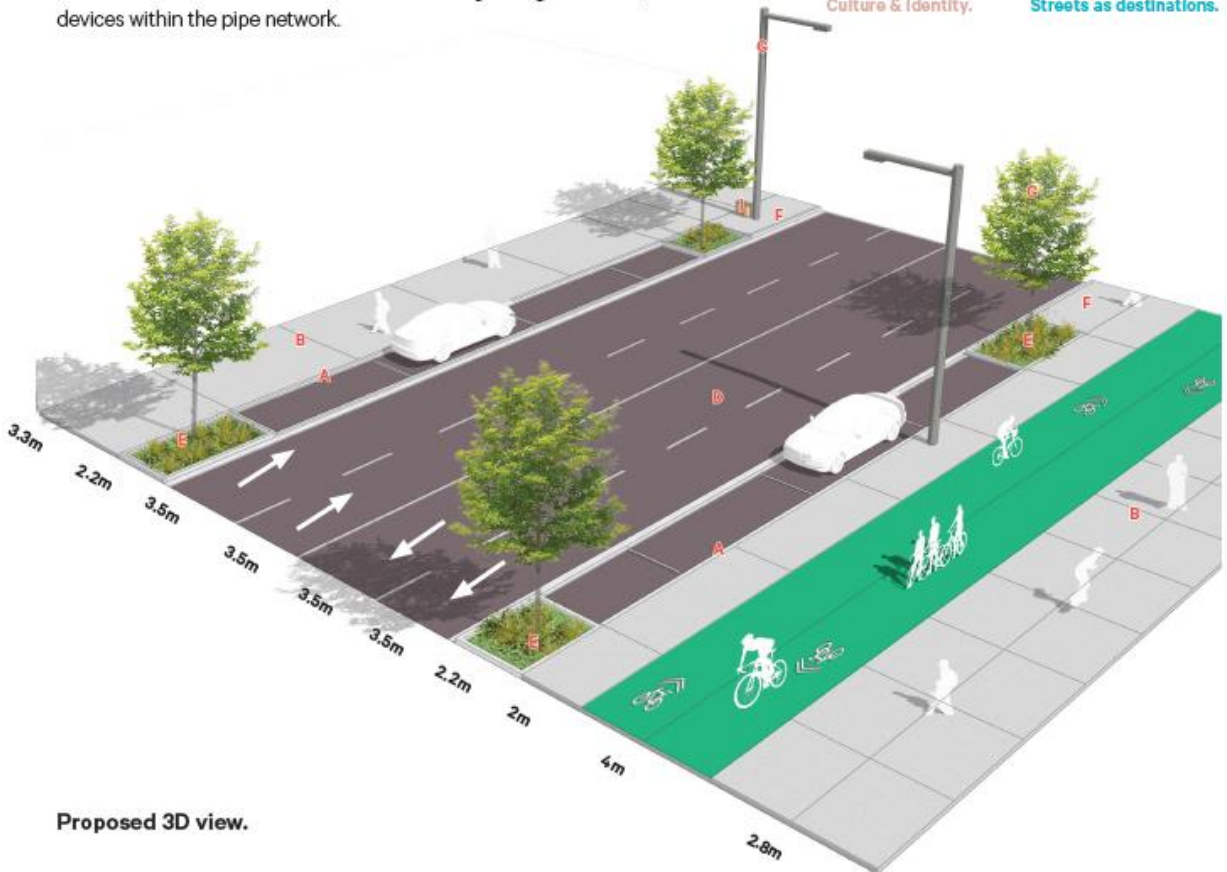
A high quality street envisaged as an extension of the Dent Street waterfront to city stitch, facilitating vehicle access to the city while significantly improving pedestrian amenity.

The street is comprehensively reconfigured to one lane each way, kerb side car parking and a turning median to access the adjacent mixed use commercial sites. Widened footpaths and a dedicated two-way cycle lane to the eastern side facilitate safe pedestrian and cycle movement along the street connecting to the Okara bridge and continuing onwards to Semenoff Stadium and to the future Port Nikau development.

Materials are a robust palette of concrete kerb, channel and pavings, asphalt carriageway. Street furniture provision is minimal, and street light columns recognise the primary transportation functional nature of this street.

Overhead services are put underground within the footpath zone. Large scale street tree and under planting are incorporated within car parking zones to both sides of the street. Stormwater treatment through raingardens and/or mechanical devices within the pipe network.

Key Design Principles.



Proposed 3D view.

High Amenity One-way Bus only Street.

Rose Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 21
- Extent of Change:
- Catalyst Projects: Bus Hub Upgrade
- Building on what we have:

Proposed.

A reinvigorated bus hub for Whangārei, well integrated with the adjacent reserve and footpath network.

Rose Street is envisaged as a high amenity bus-only street integrated with the adjacent reserve and Vine Street car park future development site. Enlarging the reserve area through the definition and containment of the turn in from Bank Street.

A robust palette of concrete kerb and channel, insitu concrete carriageway and paving with stone setts to detail areas. With stormwater treatment through a combination of raingardens and mechanical devices. Increased level of lighting to bus hub and street. Street trees are incorporated within the extended reserve and to widened footpath areas.

Key Design Principles.

Proposed 3D view.

High Amenity Street (Parking Focus).

Robert Street (East).

- Difficulty :
- Limitations/Constraints:
  Robert/Walton Intersection Upgrade
- Urgency:
- Design Principle Score: 13
- Extent of Change:
- Catalyst Projects:
- Building on what we have:

Proposed.

A continuation of the through-city green street connection, with a focus on parking provision and improved pedestrian connections.

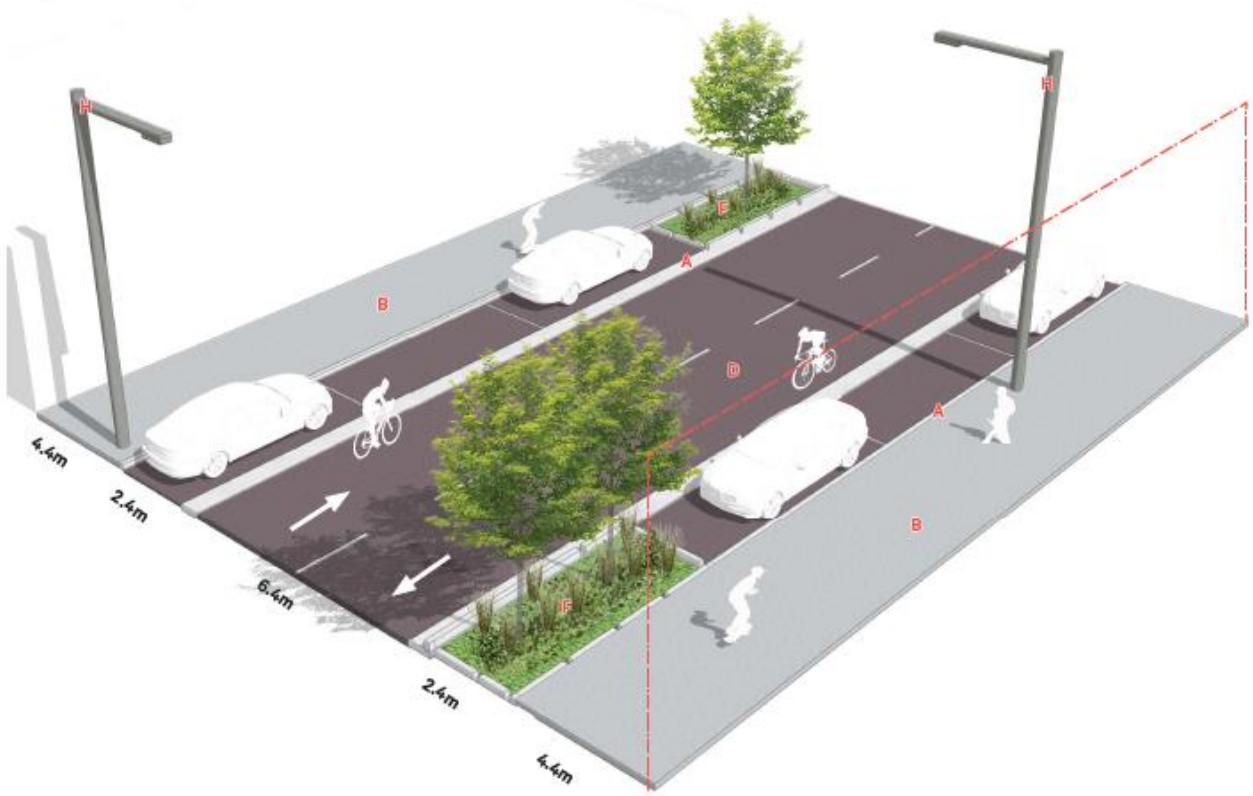
Two way vehicle traffic with parallel car parking to both sides. Widened footpaths with increased provision of street tree and planting contained within the footpath &/or kerb-side raingardens.

Materials are a simple palette of concrete kerb and channel, insitu concrete paving, asphalt carriageway and car parking areas. With proprietary street furniture items and street lighting columns to alternate sides.

Robert Street (East) was considered as an option/potential site for future bus hub development. The street would require strengthening to be able to implement this option.

Key Design Principles.

Proposed 3D view.



High Amenity Street (Parking Focus).

Lower Cameron Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 18
- Extent of Change:
- Catalyst Projects: cycleway connections
- Building on what we have:

Proposed.

A continuation of the cross-city street link between streams, with a focus on improved pedestrian and cycle connections.

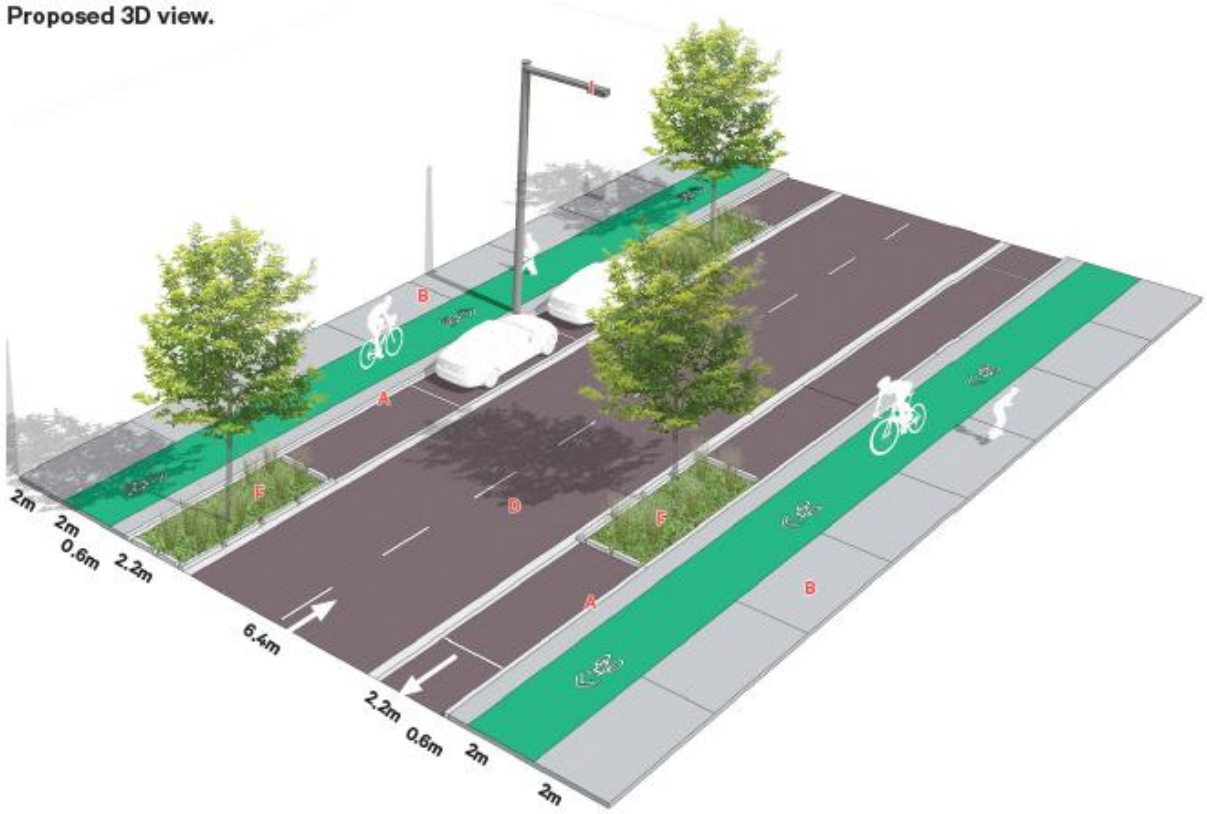
One of a sequence of streets continuing from the city core through the mixed-use area. Two way vehicle traffic is maintained with parallel car parking to both sides. Widened footpaths with increased provision of street tree and planting contained within the footpath and raingardens.

Materials are a robust palette of concrete kerb and channel, insitu exposed aggregate concrete paving, and asphalt carriageway and car parking areas. With proprietary street furniture items, and street lighting columns to both sides.

Lower Cameron Street extends to the Raumaunga Stream with a stream-side public space created providing access to and along the water's edge, with seating terraces and steps, and tauranga waka proposed at this significant location. Potential for the building at 4 Reyburn Street to change to a cultural use in the future.

Key Design Principles.

Proposed 3D view.



High Amenity Street (Parking Focus).

Carruth Street.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 11
- Extent of Change:
- Catalyst Projects:
- Building on what we have:

Proposed.

A peripheral city street balancing pedestrian amenity and car parking provision.

Pedestrian amenity and car parking provision is balanced, with street trees introduced to both sides of the street within parallel and perpendicular parking zones.

Materials are a simple palette of concrete kerb and channel, insitu concrete paving, and asphalt carriageway. Light poles to both sides of the street, with limited provision of street furniture. Stormwater treatment through mechanical devices.

A roundabout is proposed to upgrade the intersection of Robert Street and Carruth Street. The roundabout is proposed to improve traffic management and safety, as well as improve pedestrian crossing safety.

Key Design Principles.

Proposed 3D view.

High Amenity Street (Parking Focus).

Hunt Street & Vinery Lane.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 13
- Extent of Change:
- Catalyst Projects: Extension of Shared Path to Waterfront (via Dent)
- Building on what we have:

Proposed.

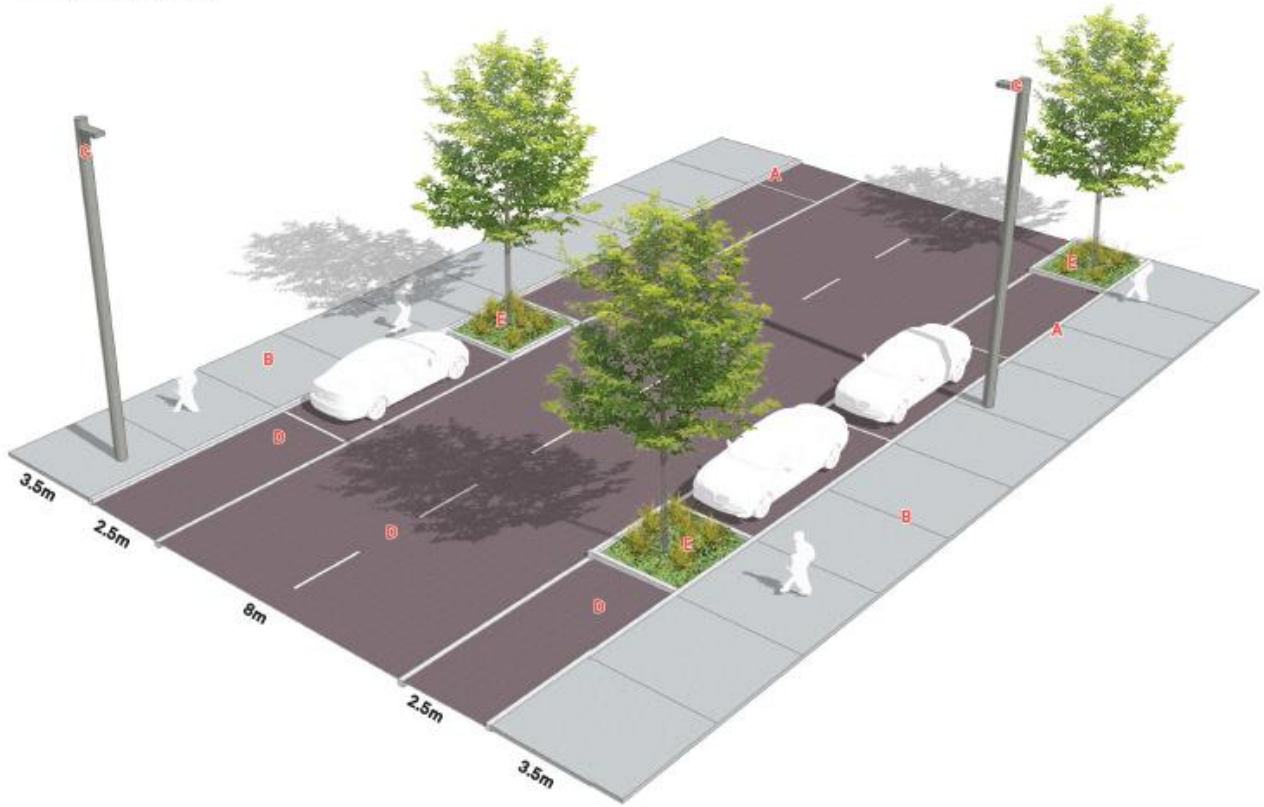
Part of the civic & heritage precinct, the street balances increased pedestrian amenity and car parking provision.

No change to carriageway, car parking or footpath arrangement, pedestrian amenity and car parking provision is balanced, with street trees introduced to both sides of the street within parallel parking zones. Footpath width allows for promoting a shared environment between Bank St and Vinery Lane, connecting to the Kamo shared path.

Materials are a simple palette of concrete kerb and channel, insitu concrete paving, and asphalt carriageway. Light poles to both sides of the street, with limited provision of street furniture.

Key Design Principles.

Proposed 3D view.



High Amenity Street (Parking Focus).

Laneways.

- Difficulty :
- Limitations/Constraints:
- Urgency:
- Design Principle Score: 26
- Extent of Change:
- Catalyst Projects: Strategic Site Development
- Building on what we have:

Proposed.

A network of pedestrian and shared laneways within Whangārei city, each with their own unique identity.

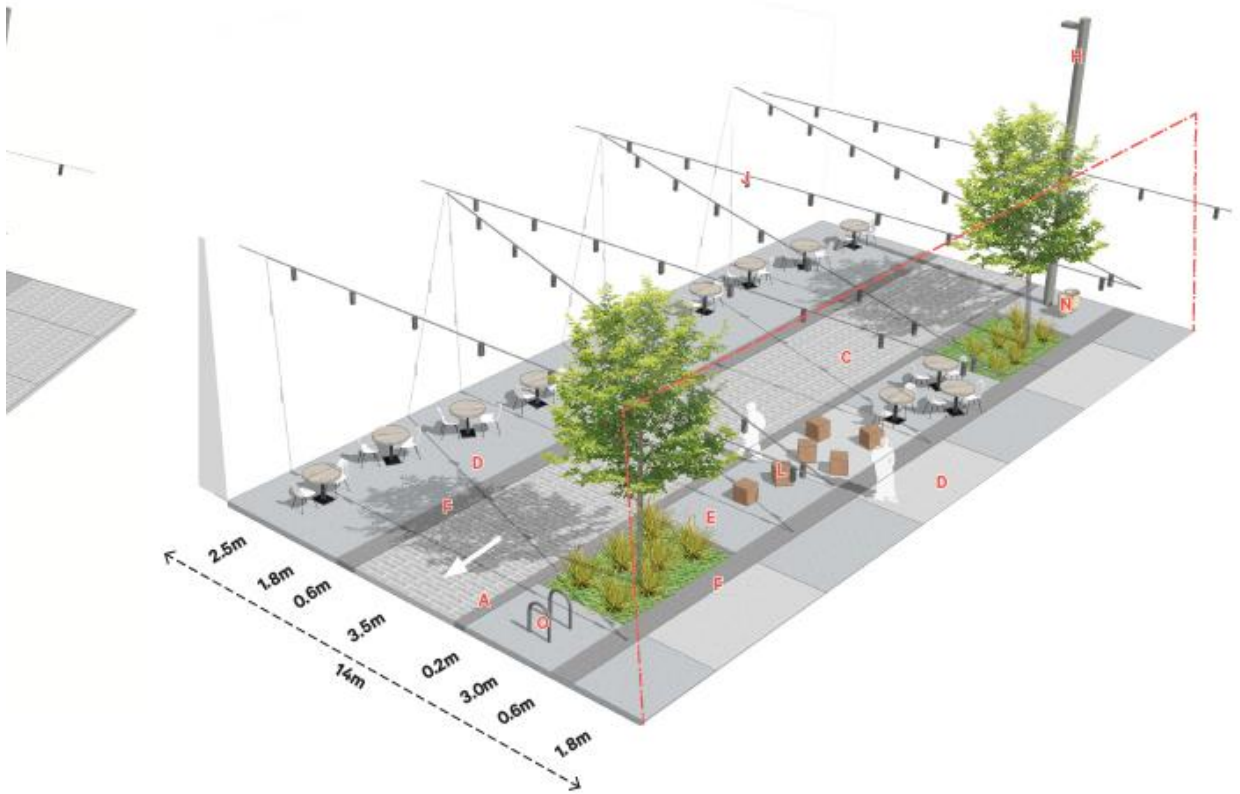
John & James Lanes.
New lanes associated with John and James streets provide a finer grain of connectivity within the city centre, creating a variety of smaller scale spaces for activation.

High quality materials palette is proposed of stone flush kerb, tactile bands and stone and insitu concrete pavings. Street tree and shrub plantings in discrete locations, overhead feature lighting where appropriate, with functional lighting provided by light pole mounted luminaires. Bespoke seating complements proprietary suite of seating and street furniture.

The application of the above in a consistent way, alongside activation techniques and events planning will be critical to ensure a successful lanway identity that is unique to Whangārei.

Key Design Principles.

Proposed 3D view - John & James Laneways (Vehicle).



Recap of Today.

- We acknowledge there are outstanding issues and there may not be 100% agree on the way forward.
- Report back from business engagement.
- CSMP provides a framework and long term vision.
- If Council does want to focus on revitalisation of the city centre and its business we need to prioritise which elements of the plan should be prioritised for implementation. This can be considered through the LTP
- Questions