

# BLENHEIM TOWN CENTRE

## CBD STREETScape DESIGN BRIEF

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### Executive Summary

There is a range of issues with the current central business district (CBD) streetscape ranging from maintenance and safety to performance and vibrancy. The aesthetics of the streetscape is questionable but that in itself is not a good enough reason to make significant change. However, performance is a significant issue that needs to be addressed because it directly effects the vibrancy of the CBD. For example the existing blue light poles were neither designed nor located to give even a reasonable light performance on the street which directly effects the CBD's safety at night, which in turn affects the vibrancy of the CBD's nightlife.

This design brief was written in conjunction with, and built upon the document written by Urbanismplus: "Blenheim Town Centre - A Vision for the Future, July 2009", which initially set out future guidelines for a healthy and vibrant town centre.

It was understood within both the 2009 and 2010 workshops by both the council team and the consultants that a "scrape clean and start again" approach to the existing streetscape would not be acceptable to the community. These design briefs review the current performance of the streetscape in general and then the individual elements that make up the streetscape. The design brief also reviews a range of options to address problems within the streetscape from replacement to retrofitting where it was not an affordable option to replace. This design brief's outcomes were reviewed multiple times by a working group of council staff, local business owners, community members, the police, and events organisers. The design brief finally suggested approaches to a future streetscape design, including staging, which were generally agreed upon by the working group during two formal workshop and many informal meetings on the street.

#### The report suggests the following outcomes:

- The single biggest "value for money" change the CBD could make is to remove the existing light poles and replace them with well designed lighting that will deliver a safe environment at night to the CBD area.
- The key issue beyond lighting in the CBD is the poor performing existing public spaces such as Market Place and Bythell Place, which over time will require upgrading.
- The possible development of new public spaces on the Taylor River edge and the Queen Street Car Park would add significantly to the performance of the existing public spaces and should be considered.
- The existing paving areas could be improved without large areas being removed and areas of new paving would incorporate both existing paving and new paving types.
- Street furniture such as rubbish bins, bicycle racks, bollards and benches could be upgraded without replacing but it has to be balanced with ongoing maintenance costs.

## Acknowledgement

This exercise has been a collaborative process of over 6 months in the making and has involved the time and considerable shared knowledge of many people. At the beginning of this final report, Pocock Design Environment Limited and Urbanism Plus Limited would like to sincerely thank the following:

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### **Marlborough Roads**

Frank Porter (project lead)  
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### **Marlborough Lines**

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### **New Zealand Police**

Mike Porter

### **Marlborough 4 Fun**

Katrina Lange

### **Marlborough Chamber of Commerce**

Brian Dawson

**Community Input including local business owners and community representatives.**

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Design Source (paving)  
Hub (street furniture)  
Street Furniture NZ (street furniture)

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## Project Scope

The project scope of works including the boundary of the CBD to be considered within the study, was decided at the first working group to ensure that no key area was left out. This project scope was expanded multiple times and strictly speaking some of the areas within the project boundary are not within the CBD but it was felt that they had significant influence over the CBD in general and had to be considered as part of the package.

There were other areas such as the train station, entrances to the CBD off the State Highway and viewing corridors that were also considered due their influence on the CBD and were called “outside influences”.

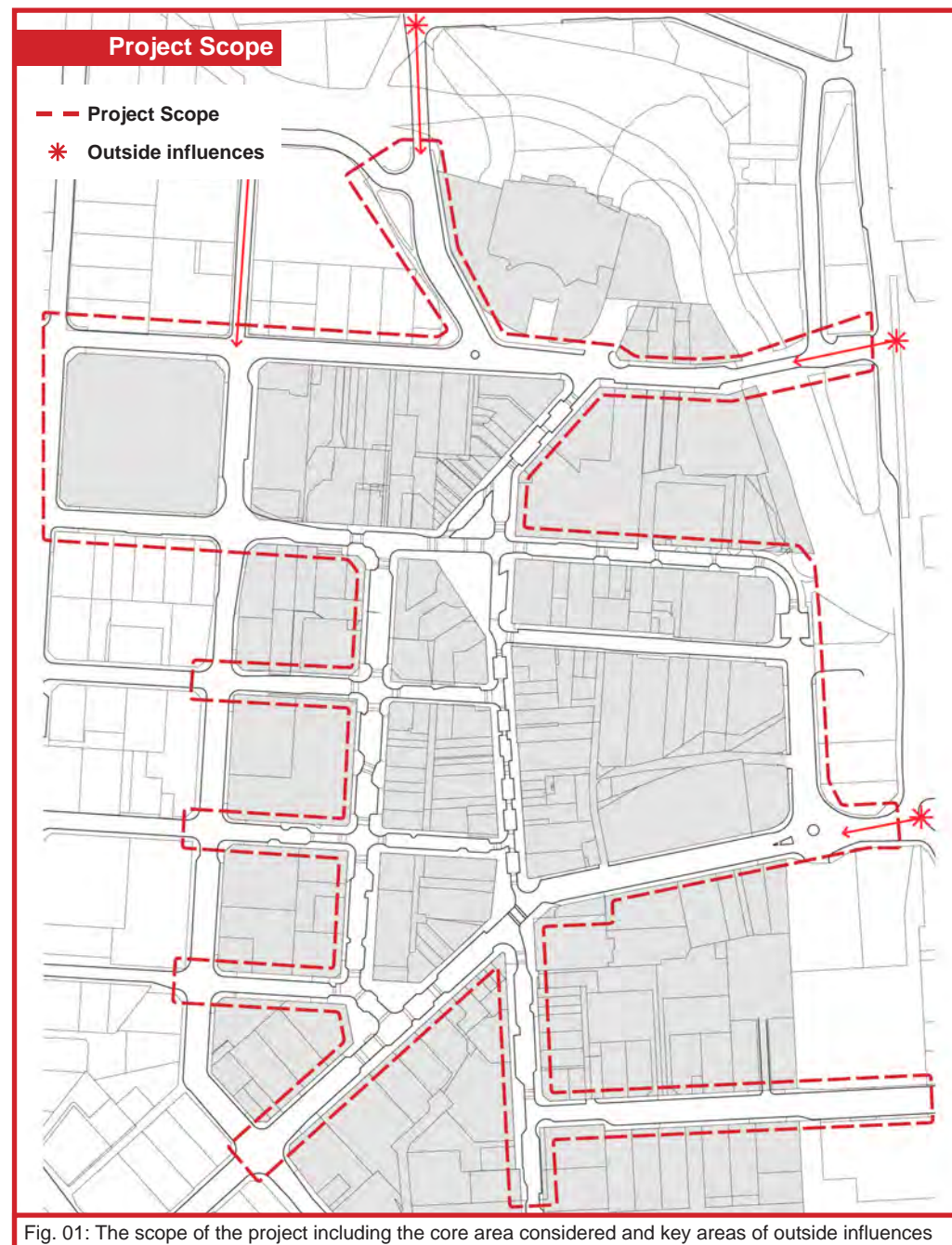


Fig. 01: The scope of the project including the core area considered and key areas of outside influences

### Project Scope - Major Existing Issues

There was a significant list of issues with the CBD streetscape performance generated by the members of public, business owners, market stall owners, the police, mobility impaired action groups, infrastructure maintenance organisation such as Marlborough Lines, council staff and event organisers. The list below was generated by the above groups of people and only represents the more significant issues.

- A** Pedestrian access and legibility across Market Place
- M** Potential “two-waying” of Market Street
- T** Relocation of taxi stands in Market Place
- S** Major areas of safety concern
- D** Future developments: Car park/Visitor Centre building, Farmers, Theatre and Library/Arts Gallery
- P** Future public open space developments: Riverside Park and Queen Street Park
- R** Upgrade of major pedestrian connections to the river
- U** Street tree upgrade on Seymour Street
- W** Wind issue for Bythell Place (especially the northern area)
- G** Upgrade of major gateways into the town and way finding
- I** Pedestrian movement from I-Site into town centre

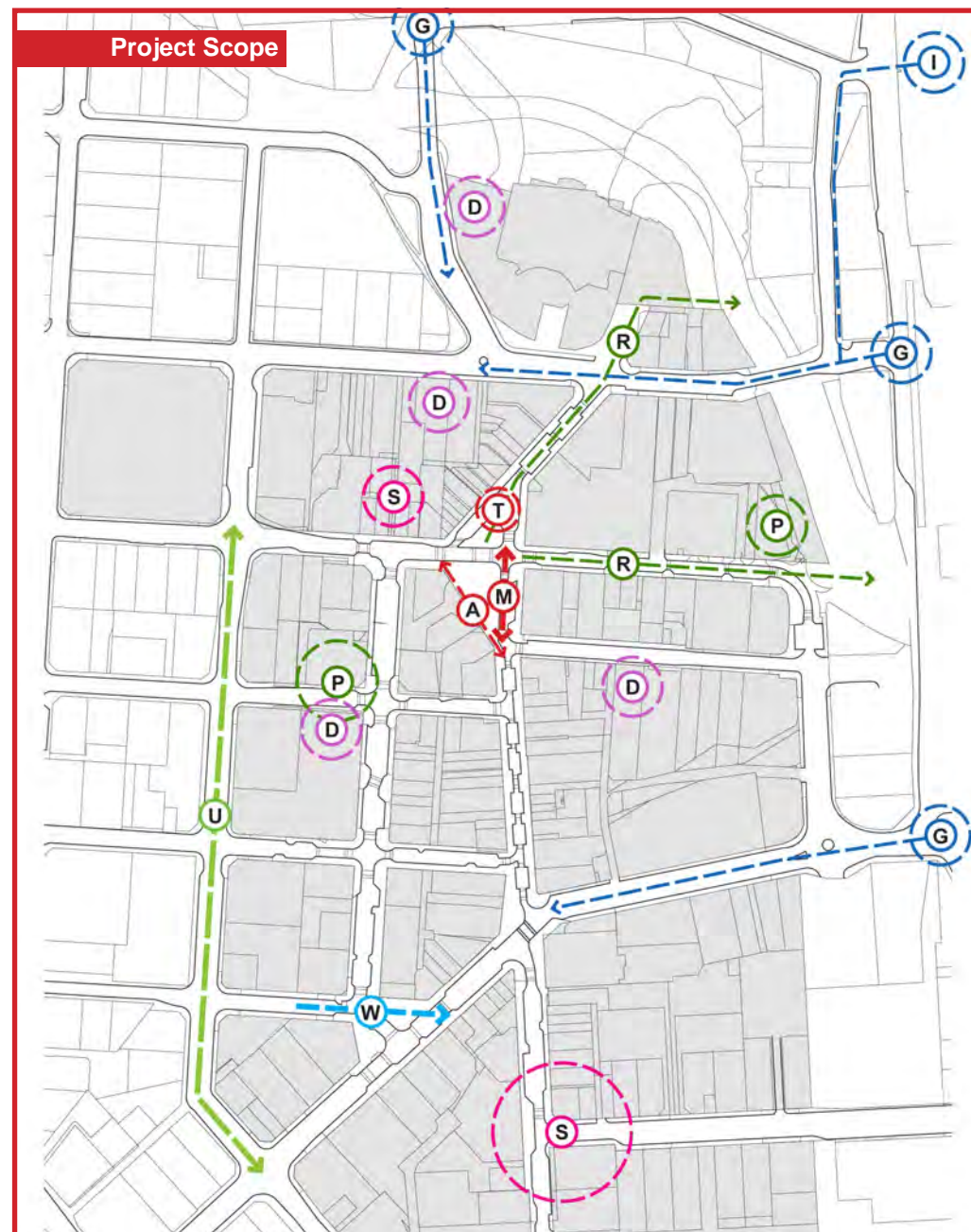


Fig. 02: Major existing issues around the CBD

### Project Scope - Issues with Existing Street Furniture

There are many issues of performance, aesthetics and location with the current street furniture ranging from the colour chosen to the location of benches in front of ATM and bars. The single biggest issue seems to be the sheer amount of objects in the landscape creating a range of issues for mobility to visual clutter. Interestingly during the workshops we found very little support for keeping the powder blue colour, which adds significantly to the visual clutter and it was felt that a more recessive colour would be more appropriate by most people involved.

With the exception of the light poles most of the furniture performs ok but looks dated. The Council and Marlborough Roads have installed a range of benches, bicycle racks and rubbish bins over the years, since the original street design was completed. This was due to the significant costs of buying additional or replacement furniture from the original design, which is very expensive due to an existing contractual arrangement - sometimes more than double the cost of modern street furniture. This is an understandable financial and functional approach to address expensive and poorly functioning older street furniture, but has lead to a range of street furniture being placed in the CBD. One of the key decisions was that as much as it would be good to start again and refurbish the streets with modern, affordable, functional furniture it is unlikely to be supported by the community due to the cost already paid for the existing street furniture. The approach this report suggests is to replace some furniture and upgrade and repaint some of the existing furniture, depending on affordability.



Existing street furniture



Existing street furniture

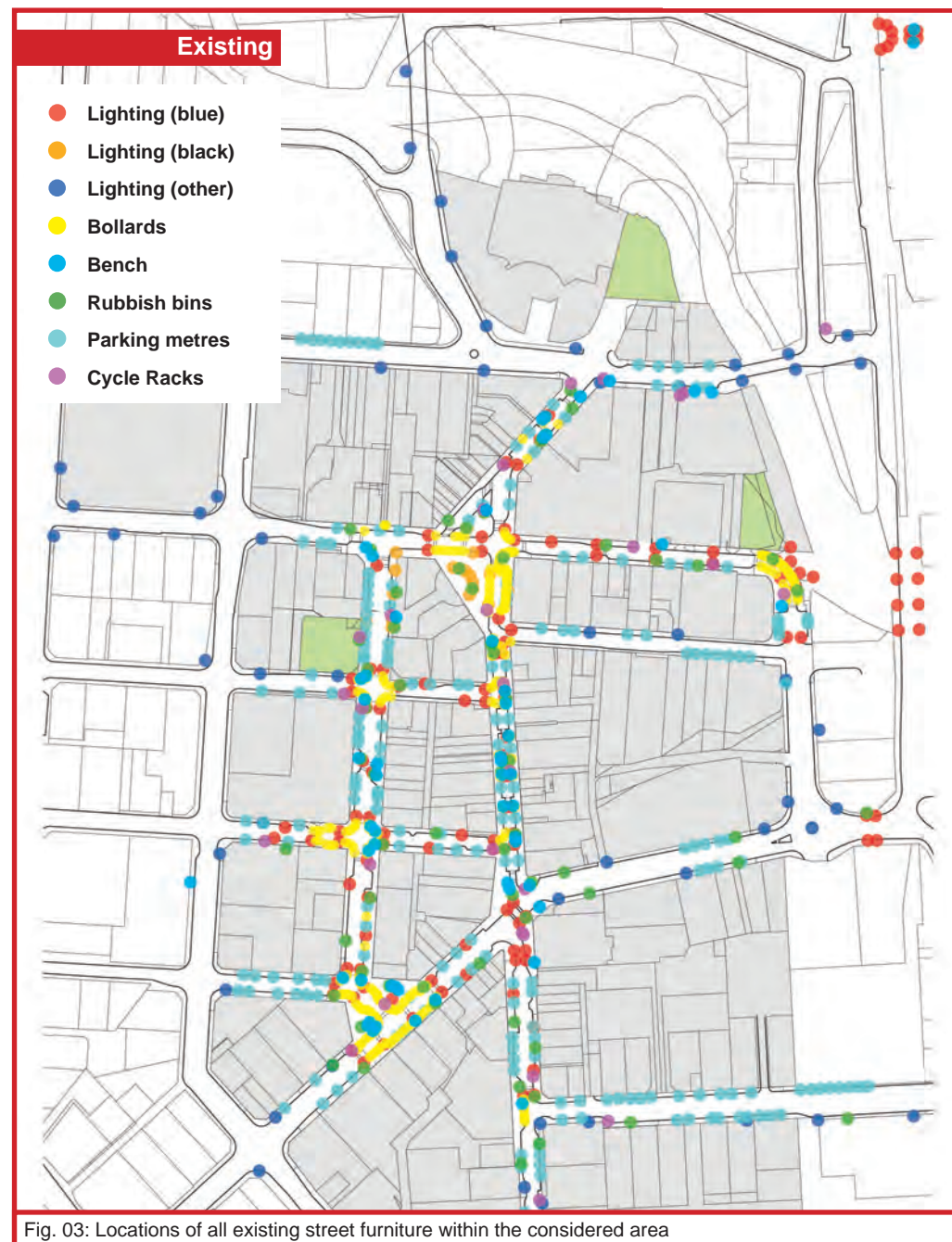


Fig. 03: Locations of all existing street furniture within the considered area



## Street Lighting

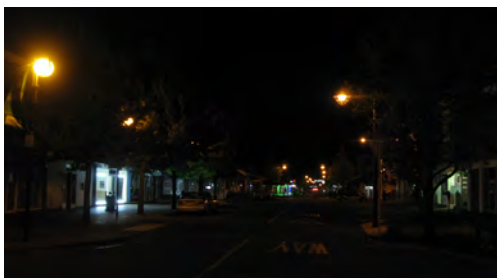
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## Existing Street Lighting

### Existing issues:

- Light output and locations does not meet minimum urban lighting standards, creating dark streets at night.
- The light poles arms are too low and do not light the adjacent footpath, only the road surface.
- The poles are not located for light spread but for visual appearance, creating areas over lit with other areas lacking light on the main street, this can be seen by the red dots on Fig. 04.
- The existing light heads on blue light poles leak and a bulb replacement takes 3 times longer and is more expensive than to change a typical modern light pole's light bulb.
- The CBD currently has three different light pole designs, all with very different styles.



Queen Street at night



Existing blue light



Existing black light



Fig. 05: Existing lighting performance illustration

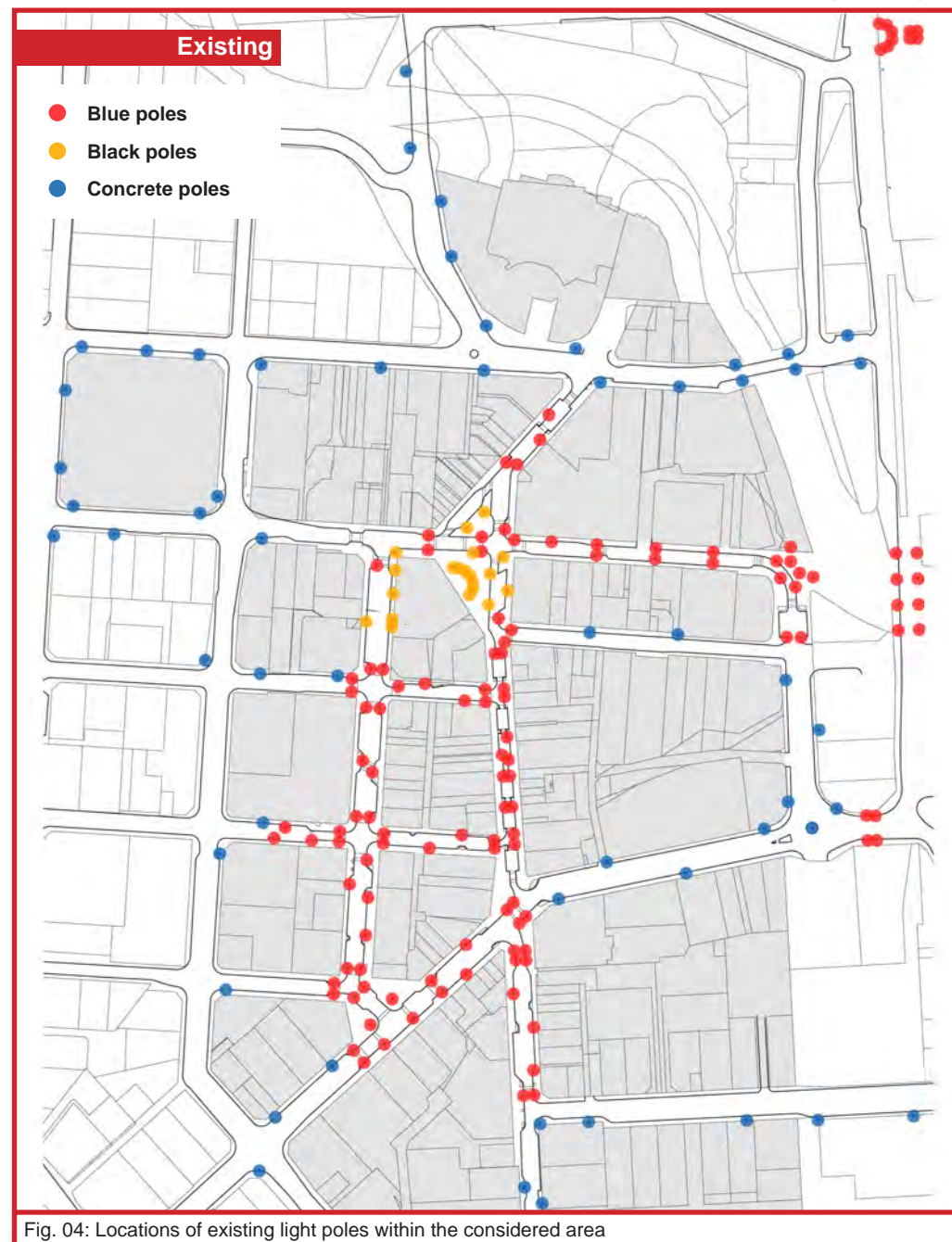


Fig. 04: Locations of existing light poles within the considered area

### Proposed Street Lighting - Option A Remove

- Remove all existing light poles that have been placed for aesthetics and not lighting performance that are cluttering the CBD (57 poles removed).
- Retrofit new light heads on the existing poles to increase the lighting performance in the CBD (67 retrofitted).
- This would give better light spread on the core CBD streets but areas of darkness would still exist.
- The remaining blue poles with the retrofitted light head remain unpainted.
- Existing black and concrete poles remain unchanged.
- Existing footpath still gains minimal lighting from the new light heads on the blue poles because the poles are not tall enough.

### Estimated Total Cost for Option A: \$197,549

(Refer to Page 12 for detail cost estimates)



Photoshop illustration of new light head

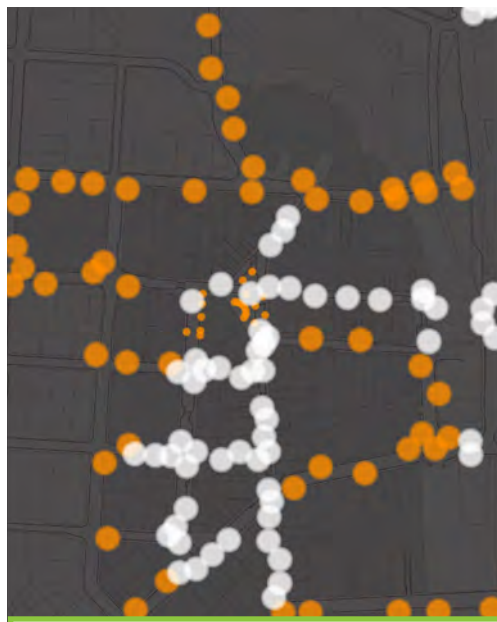


Fig. 07: Lighting performance illustration Option A

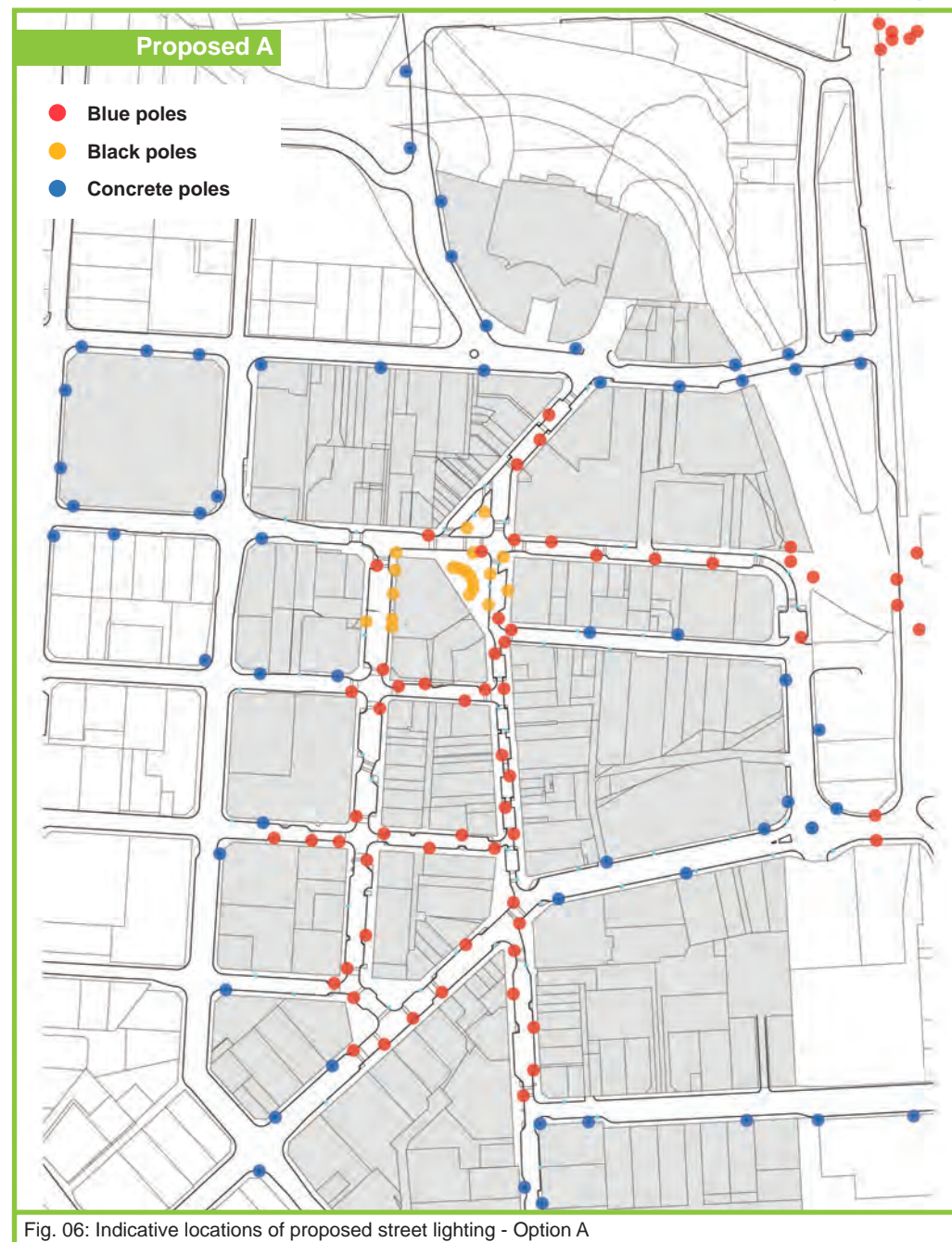


Fig. 06: Indicative locations of proposed street lighting - Option A

**Proposed Street Lighting - Option B Brand New**

- All existing lighting poles are removed and replaced with modern poles.
- All new poles are located to give equal light coverage over the CBD.
- Lighting design meets urban lighting standards.
- Light pole design, light arm and pole height are designed to light footpath under the building eaves.

**Estimated Total Cost for Option B: \$1,098,464**

(Refer to Page 12 for detail cost estimates)



Photoshop illustration of brand new lighting



Fig. 11: Lighting performance illustration Option B

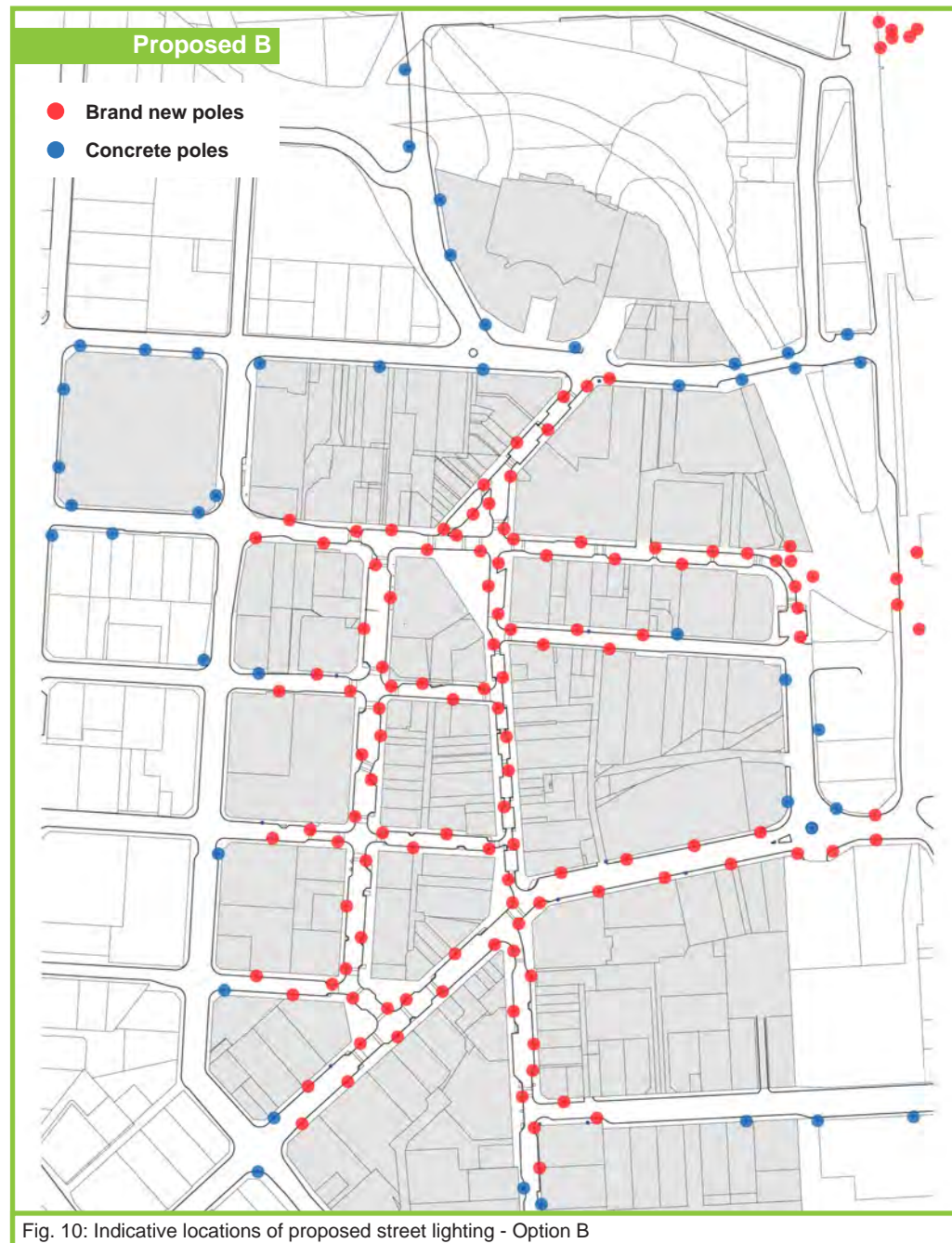


Fig. 10: Indicative locations of proposed street lighting - Option B

**1.0 Street Lighting Design Brief**

- 1.1 Street lighting needs to increase its performance to meet minimum urban lighting standards.
- 1.2 Street light needs to light the footpath not just the road surface to increase public safety.
- 1.3 Street light poles need to be recessive and non themed as so to be enduring to fashion changes.

**Street Lighting Detail Cost Estimates**

**Option A: Remove unnecessary blue poles and replace light fixtures**

Remove all blue arches	\$19,660
Remove unnecessary blue poles (57)	\$65,664
Replacement light heads on remaining blue poles (67)	\$86,765
Install new light heads on remaining blue poles	\$25,460

**Option A Total \$197,549**

**Option B: Brand new poles and light fixtures**

Remove all blue arches	\$19,660
Remove all black poles (20)	\$23,040
Remove all other non matching light poles (12)	\$13,824
Remove all blue poles (124)	\$142,848
New poles (124)	\$377,456
New light heads (124)	\$180,916
Install new poles in existing poles locations	\$45,500
Install new poles in locations with upgraded wiring	\$26,000
Install new poles that requires new wiring	\$89,700
New ground wiring and trenching	\$179,520

**Option B Total \$1,098,464**



## Paving

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### Existing Paving

The current streetscape has a range of paving types and patterns, in some cases there are areas of one metre square that have 5 different paving types in complex patterns. The wide variety of paving types and patterns used within the current streetscape design leads to visually confusing spaces making it difficult for some in the community to navigate. Some areas with the combination of paving and street furniture clutter create environments that are considered “no go” areas, such as Market Place, for the visually impaired. The only paving surface type that is presently performing well is the clay pavers. The concrete pavers have been difficult to clean and show significantly more wear than the clay pavers. It was agreed by the working group that the current paving would not be removed due to the expense, and the more likely outcome would be to retrofit some areas of clay pavers with cut stone pavers to “calm down” the visual impact of the current paving patterns, and to add a new material to allow design flexibility with materials in the future as new streetscape within the CBD are developed.



Existing paving - clay paving



Existing paving - concrete paving (Market Place)



Fig. 12: Existing paving types within the considered area

### Paving Strategy

The following approach to paving is not options but rather a staged approach that retains as much of the existing paving as possible while creating future paving options.

### Proposed Paving Part A - Retrofitting in Existing Clay Paving Area

- Existing clay pavers are retrofitted with panels of a grey cut stone in key visual areas such as corners.
- Future paving area beyond the current CBD would now include both clay paving and cut stone allowing future designers flexibility but still visually tying existing and new areas of the CBD together.

### Estimated Total Cost for Part A: \$423,174

(Refer to Page 19 for detail cost summary)



Existing clay paving



Photoshop illustration of retrofitting cut stone paving into existing clay paving



Fig. 13: Proposed areas of paving upgrade - Part A

### Proposed Paving Part B - New Main Street Paving

- Past CBD areas that only received partial paving (combination of clay paving and asphalt) due to a lack of funding are upgraded by removing the existing asphalt portions and replaced with cut stone and clay pavers.

**Estimated Total Cost for Part B: \$1,318,374**

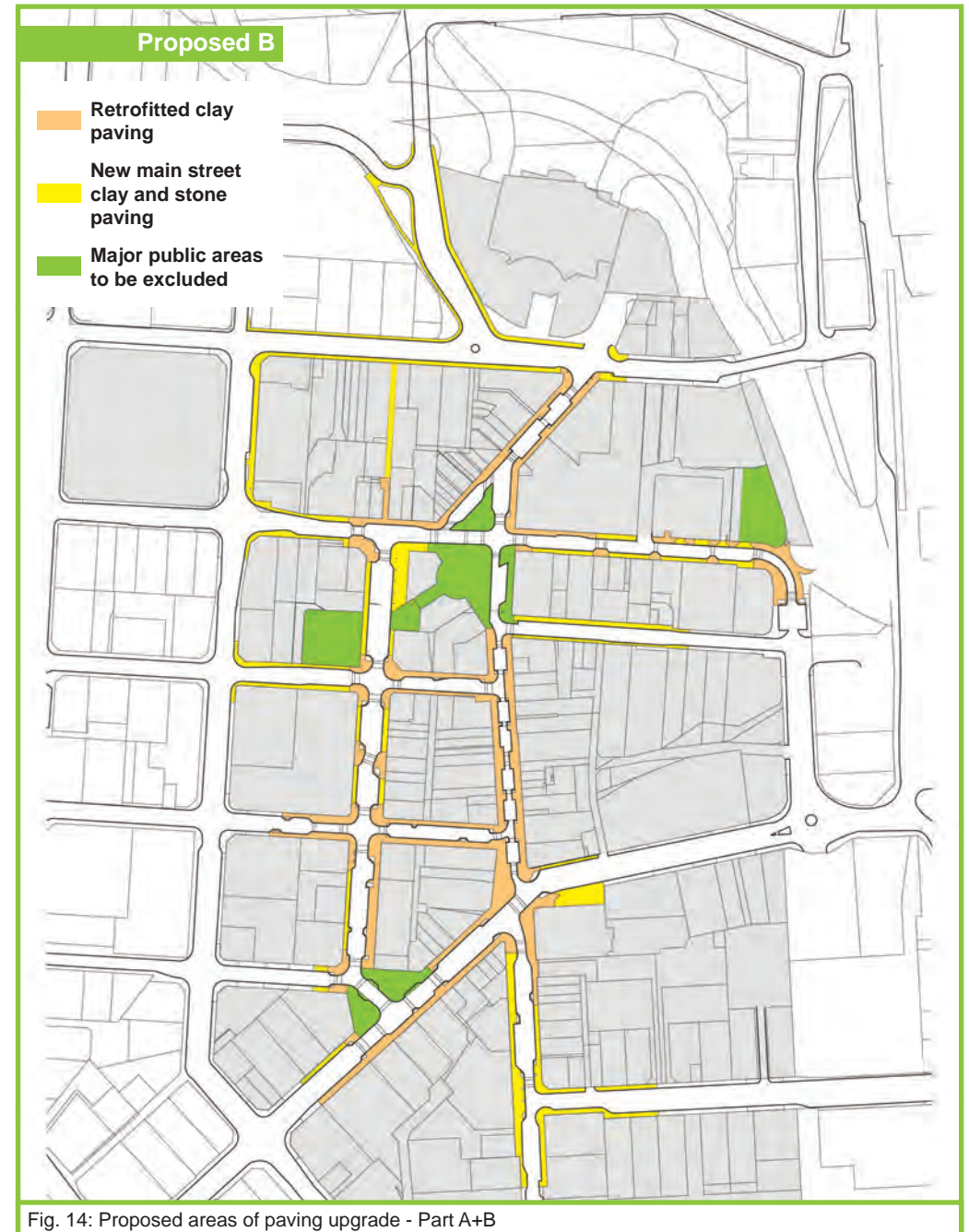
(Refer to Page 19 for detail cost summary)



Existing clay paving and asphalt



Photoshop illustration of retrofitting cut stone and clay paving into existing asphalt





### Proposed Paving Part C - New CBD Fringe Paving

- Nodes of quality paving surfaces are extended out to the fringe areas of the CBD to integrate the CBD edge into the CBD core while also integrating into the proposed CBD gateway designs.
- This paving would be clay and stone paving at important node areas such as corners and panels along main pedestrian routes (as shown in purple in the diagram) with the bulk of the paving remaining asphalt.
- The main corners that lead into the CBD from Seymour Street would be built out and paved.

**Estimated Total Cost for Part C: \$82,232**

(Refer to Page 19 for detail cost summary)

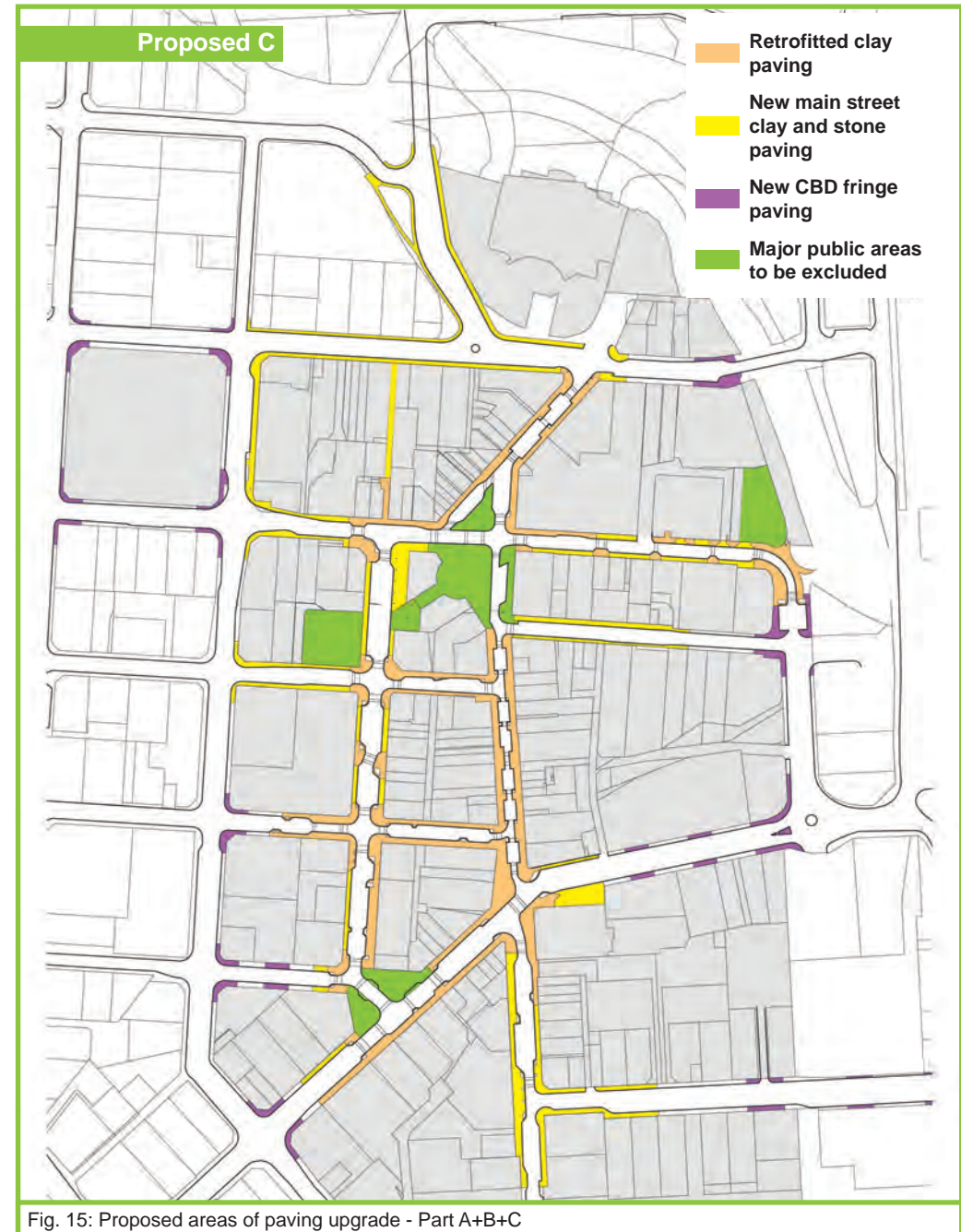


Fig. 15: Proposed areas of paving upgrade - Part A+B+C

**Proposed Paving Part D - Street Tree Upgrade on Seymour Street**

- Technically this is not paving as such but a street development including street trees to strength the gateway designs into the CBD.

**Estimated Total Cost for Part D: \$21,800**

(Refer to Page 19 for detail cost summary)



Existing Seymour Street



Photoshop illustration of proposed street trees

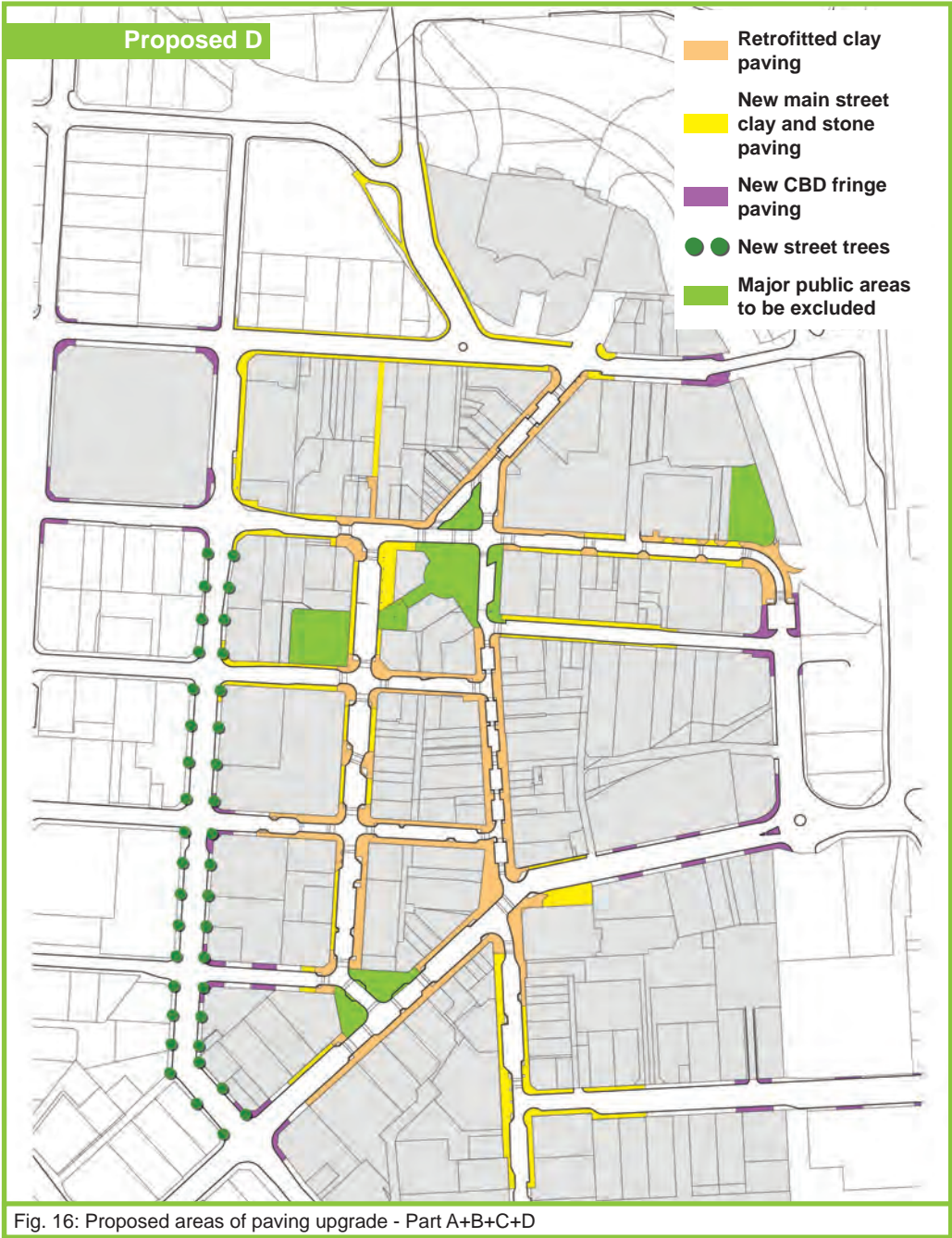


Fig. 16: Proposed areas of paving upgrade - Part A+B+C+D

**2.0 Paving Design Brief**

- 2.1 The existing clay pavers are to be retained to form the base of the streetscape paved surfaces.
- 2.2 Another high quality durable and visually recessive material such as cut grey stone pavers can be integrated into the current clay paving design.
- 2.3 A clear paving hierarchy should be developed and the paving should be extended out to the CBD fringes, integrating into the CBD gateway designs.

**Paving Detail Cost Estimates**

**Part A: Retrofitting cut stone paving into existing clay paving area**

Remove existing clay paving (25%)	\$45,833
Ground and base preparation for repaving	\$17,907
Supply of stone pavers	\$159,050
Install stone pavers	\$200,385

**Part A Total     \$423,174**

**Part B: New main street paving of clay and cut stone pavers**

Remove existing asphalt	\$74,656
Ground and base preparation for repaving	\$63,344
Supply of clay pavers	\$330,862
Supply of stone pavers	\$140,659
Install pavers	\$408,854

**Part B Total     \$1,318,374**

**Part C: New CBD fringe paving of clay pavers**

Remove existing asphalt	\$4,681
Ground and base preparation for paving	\$3,972
Supply of clay pavers	\$27,659
Install pavers	\$44,443
Install asphalt	\$1,478

**Part C Total     \$8,2232**

**Part D: Street tree upgrade on Seymour Street**

Create tree pits (40)	\$1,2000
Supply and plant of trees	\$9,800

**Part D Total     \$21,800**

**Proposed Paving Total             \$1,845,580**