



Street Furniture

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Benches

The blue bench design is solid, functional and could be updated with a recessive colour on the steel work and new timber slates design. They are however expensive to buy new due to the ongoing contractual agreement with the street furniture provider and the Council. The benches are out dated looking due to the level of detail on them but the look would be improved with painting. Many of the benches are poorly located and should be relocated to more appropriate areas.



Existing blue benches

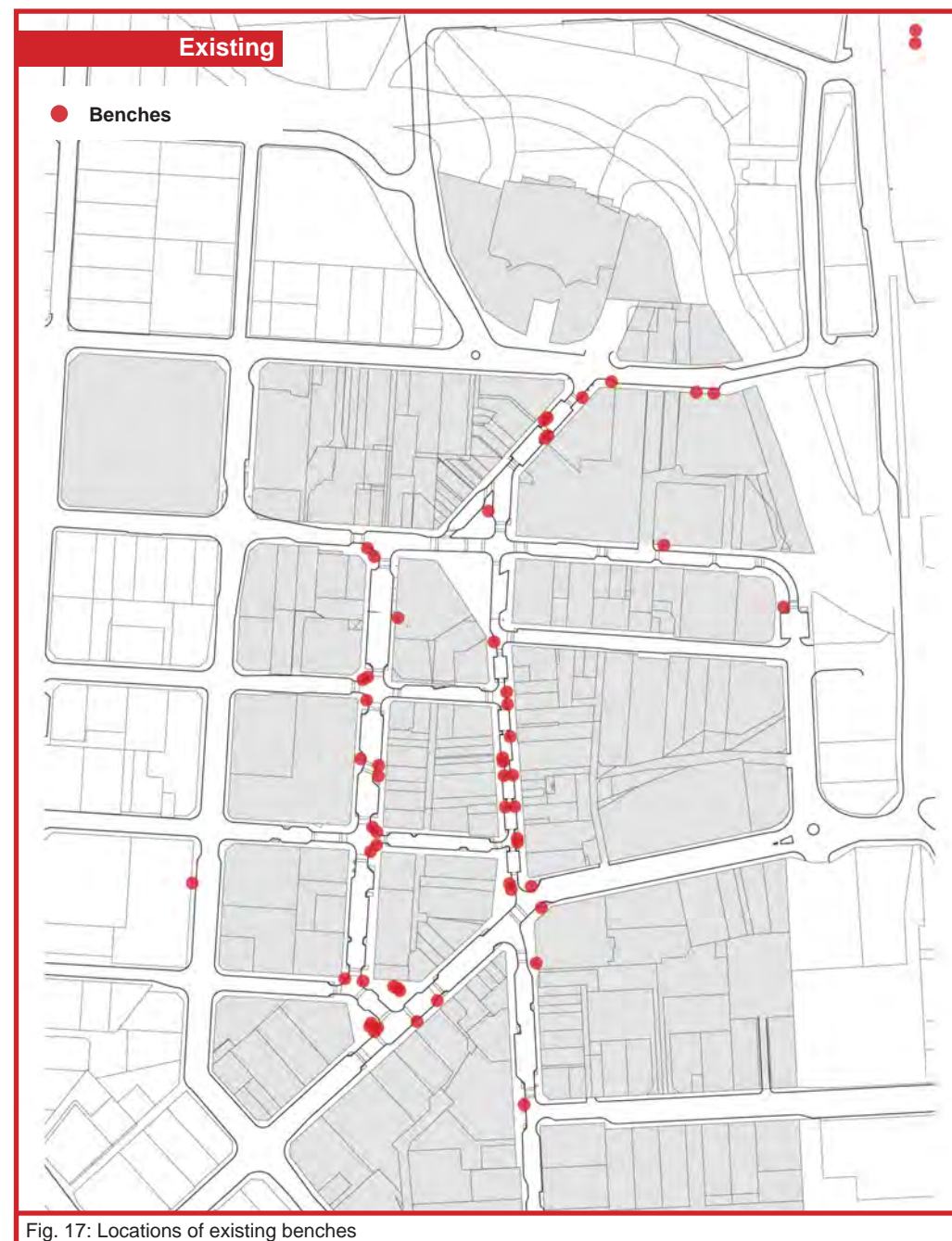


Fig. 17: Locations of existing benches

Proposed Benches - Option A: Relocate and Paint

- Remove all benches and repaint them off site and then relocate benches to appropriate new locations areas with the CBD.
- This cost estimation maybe more fluid due to the unknowns around the painting process.



Estimated Cost for Option A

Remove all benches (52)	\$7,800
Relocate all removed benches (52)	\$7,800
Remove and replace timber slates on all seats	\$26,000
Painting (off-site) of all benches (52)	\$26,000

Option A Total \$67,600

Proposed Benches - Option B: Brand New

- All old benches removed to outlying reserves around Marlborough and new benches are bought into the CBD area and placed in appropriate locations as per the public consultation.
- This option makes it cheaper to buy benches in the future for the CBD if required as the council would not be tied to the existing street furniture contract.



Estimated Cost for Option B

Remove all existing blue benches	\$7,800
Remove all other benches	\$600
New benches	\$142,800
Install new benches	\$3,162

Option B Total \$154,362



Fig. 18: Indicative locations of proposed benches (Option B)

Rubbish Bins

The existing bins are solid and functional but have not aged well aesthetically due to the detailing (rings, balls and powder blue colour). The Council and Marlborough Roads have installed a range of rubbish bins over the years since the original street design was completed, due to the significant costs of buying additional blue bins from the original design. New bins are often half the cost of buying a new bin of the old bin design. The aim is to replace all the bins in the CBD with one bin design.



Four main types of existing rubbish bins within the considered area

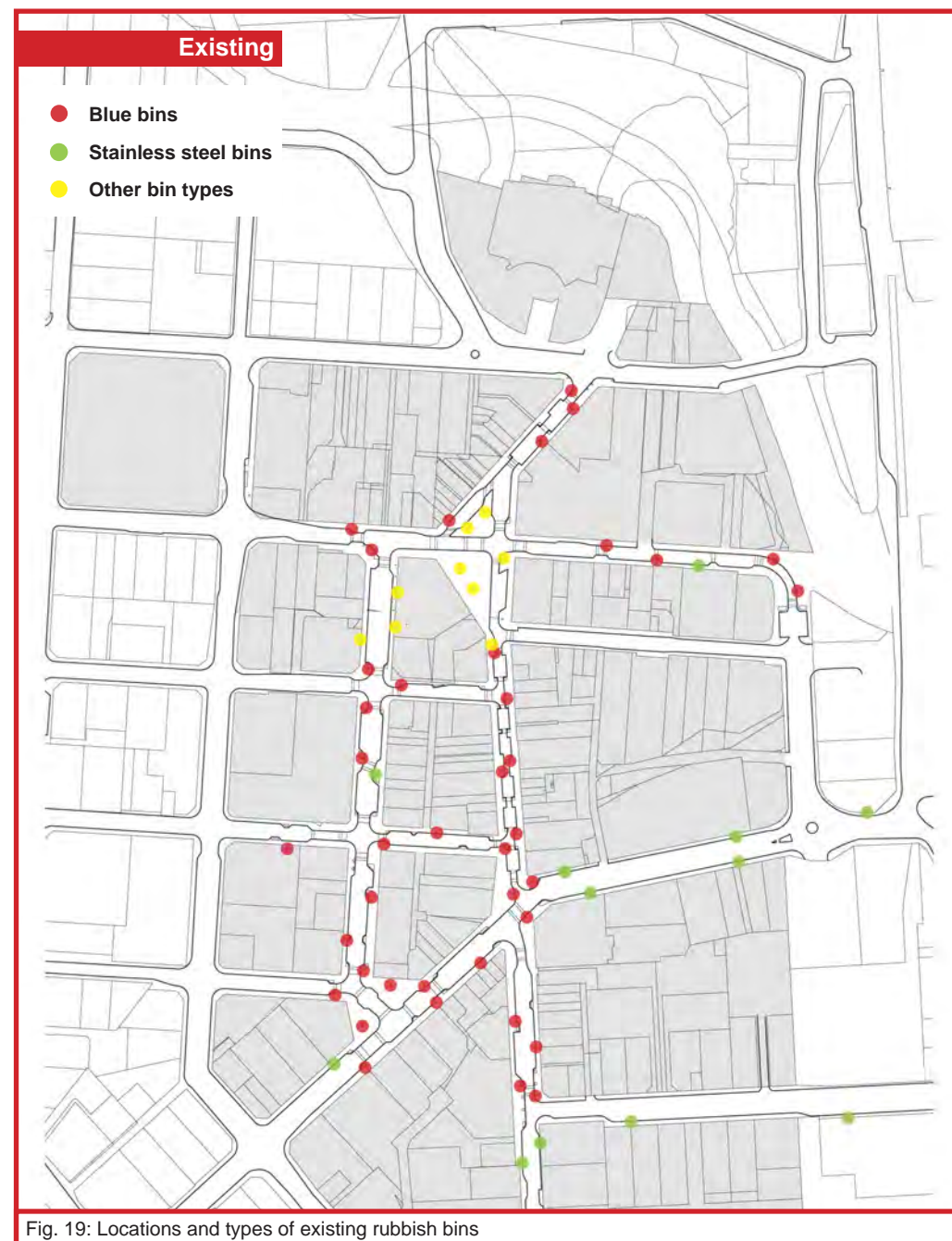


Fig. 19: Locations and types of existing rubbish bins

Proposed Bins - Option A: Replace and Paint

- All existing blue bins are retained and repainted a recessive colour with additional bins of the old design being purchased to replace the range of other bins designs that have come into the CBD over the years.
- This option locks the council into the existing blue bin design which is expensive to continually replace in the future due to wear and tear.



Estimated Cost for Option A

Remove non blue bins	\$2,392
Replace non blue bins with new blue bins	\$46,800
Additional blue bins needed	\$18,000
Paint all blue bins to a recessive grey	\$4,563

Option A Total \$71,755

Proposed Bins - Option B: Replace

- Remove all the bins with the exception of the 9 existing stain steel bins around Market Place and replace all other bins with the matching stainless steel bin design.
- Cheap functional bin.



Estimated Cost for Option B

Remove non stainless steel bins	\$4,600
New stainless steel bins (60)	\$51,600
Install new bins	\$4,560

Option B Total \$60,760



Fig. 20: Indicative locations of proposed rubbish bins (Option B)

Proposed Bins - Option C: Brand New

- Remove all the existing bins and replace with a new bin designs including 70% standard rubbish bins and 30% mixed rubbish and recycling bins.
- The more expensive mixed rubbish and recycling bins would be limited to public space areas such as Market Place, Bythell Place and future open spaces such as the Queen Street Park and Riverside Park.



Estimated Cost for Option C

Remove all existing bins	\$5,980
New bins	\$270,000
Install new bins	\$5,700

Option C Total \$281,680



Fig. 21: Indicative locations of proposed rubbish bins (Option C)

Cycle Racks

There are presently three different types of cycle racks within the CBD with some designs being of debatable use. The working group looked at removing all cycle racks and replacing with one consistent cycle rack design.

There are presently 30 cycle racks locations in the CBD. The working group decide that there is still a requirement for 30 cycle racks but they need to be relocated to cover a bigger area within the CBD.



Three main types of existing cycle racks within the considered area

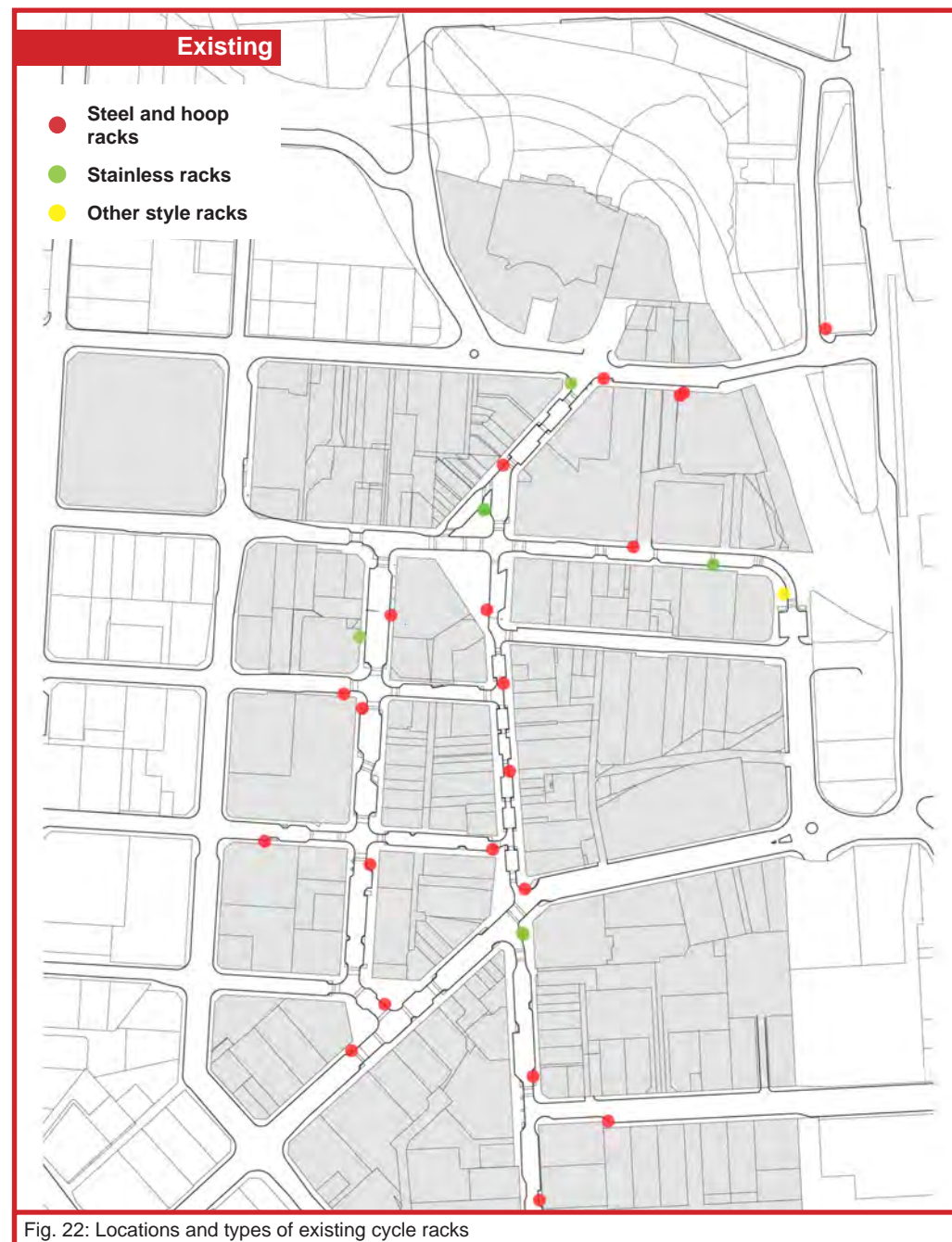


Fig. 22: Locations and types of existing cycle racks

Proposed Cycle Racks - Option A: Brand New

- All cycle racks in CBD should match.
- Some of the existing cycle racks removed should be relocated into local reserves.



Estimated Cost for Option A

Remove existing cycle racks (30)	\$1,050
New cycle racks (30 sets)	\$36,000
Install new cycle racks (30 sets)	\$9,000

Option A Total \$46,050



Fig. 23: Indicative locations of proposed cycle racks (Option A)

Bollard

The existing bollards add significantly to the visual clutter of the CBD and in many cases do little as the way of a functional vehicle barrier. Of the 222 bollards only 150 are required making about 30% unnecessary. The existing bollards are solid and functional but have not aged well aesthetically due the detailing of rings and a ball on top in addition to the powder blue colour. Interestingly very few bollards would have been required if the footpath paving detail was not flush with the road and a level change with a curb and channel had been used within the original street design. This detail should be considered for future designs.



Three main types of existing bollards within the considered area

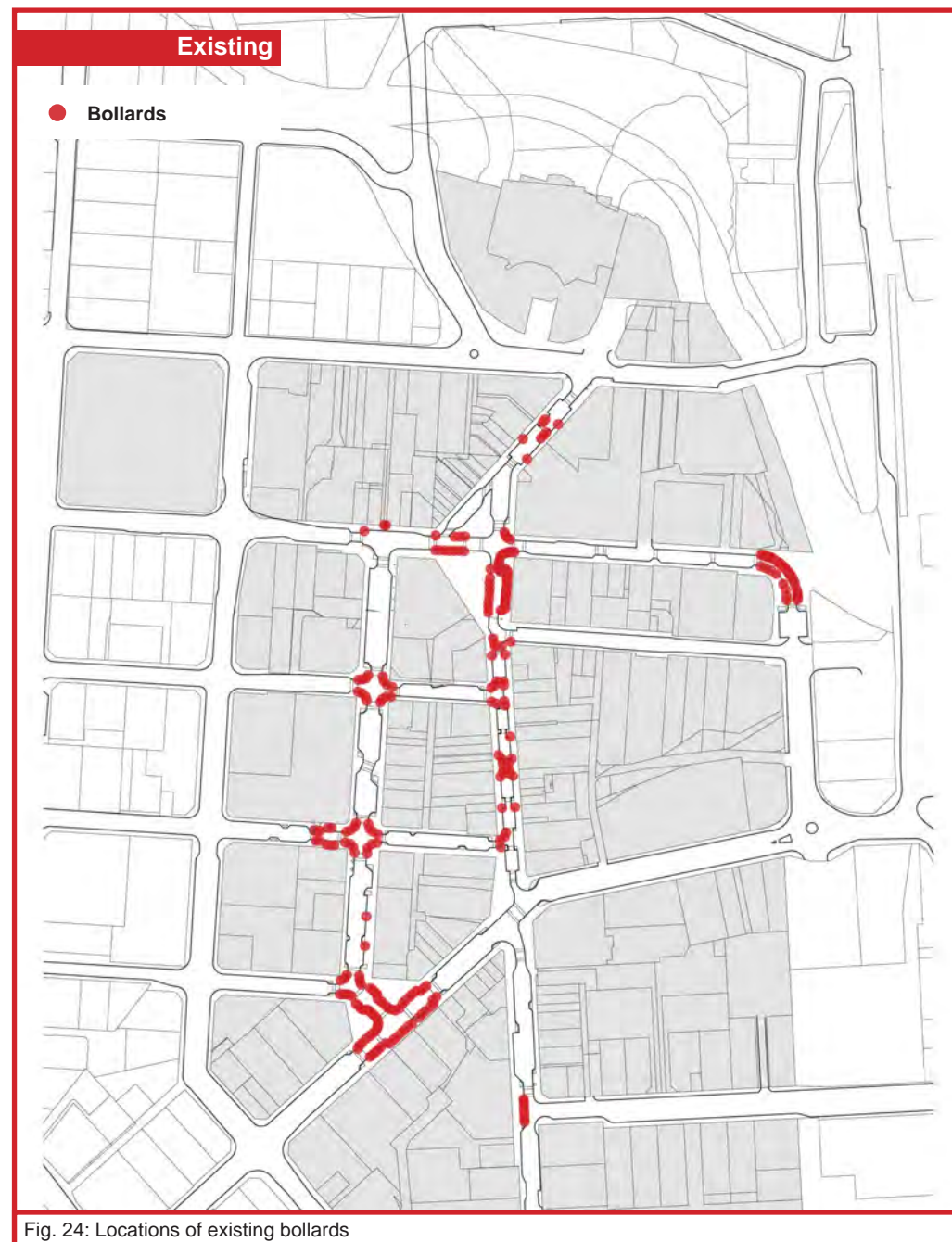


Fig. 24: Locations of existing bollards

Proposed Bollards - Option A: Replace and Paint

- All redundant bollards are removed and the remaining blue bollards are repainted a recessive colour.



Estimated Cost for Option A

Remove unnecessary bollards (83)	\$7,636
Paint remaining bollards	\$15,151

Option A Total \$22,787

Proposed Bollards - Option B: Brand New

- All existing bollards are removed and 150 new bollards of a less visually intrusive design are placed in the CBD where needed.



Estimated Cost for Option B

Remove all existing bollards (222)	\$11,988
New bollards (150)	\$37,500
Install new bollards	\$9,900

Option B Total \$59,388



Fig. 25: Indicative locations of proposed bollards (Option B)

Parking Metres

The parking metres were designed to match the bollards and are equally unattractive individually but if you add the 213 existing parking metres to the 222 existing bollards the visual clutter is significant. If redundant bollards were removed and the parking metres where replaced with parking pay stations it would reduce the “objects” in the street by 192 which would have a significant visual impact.



Two main types of existing parking metres within the considered area

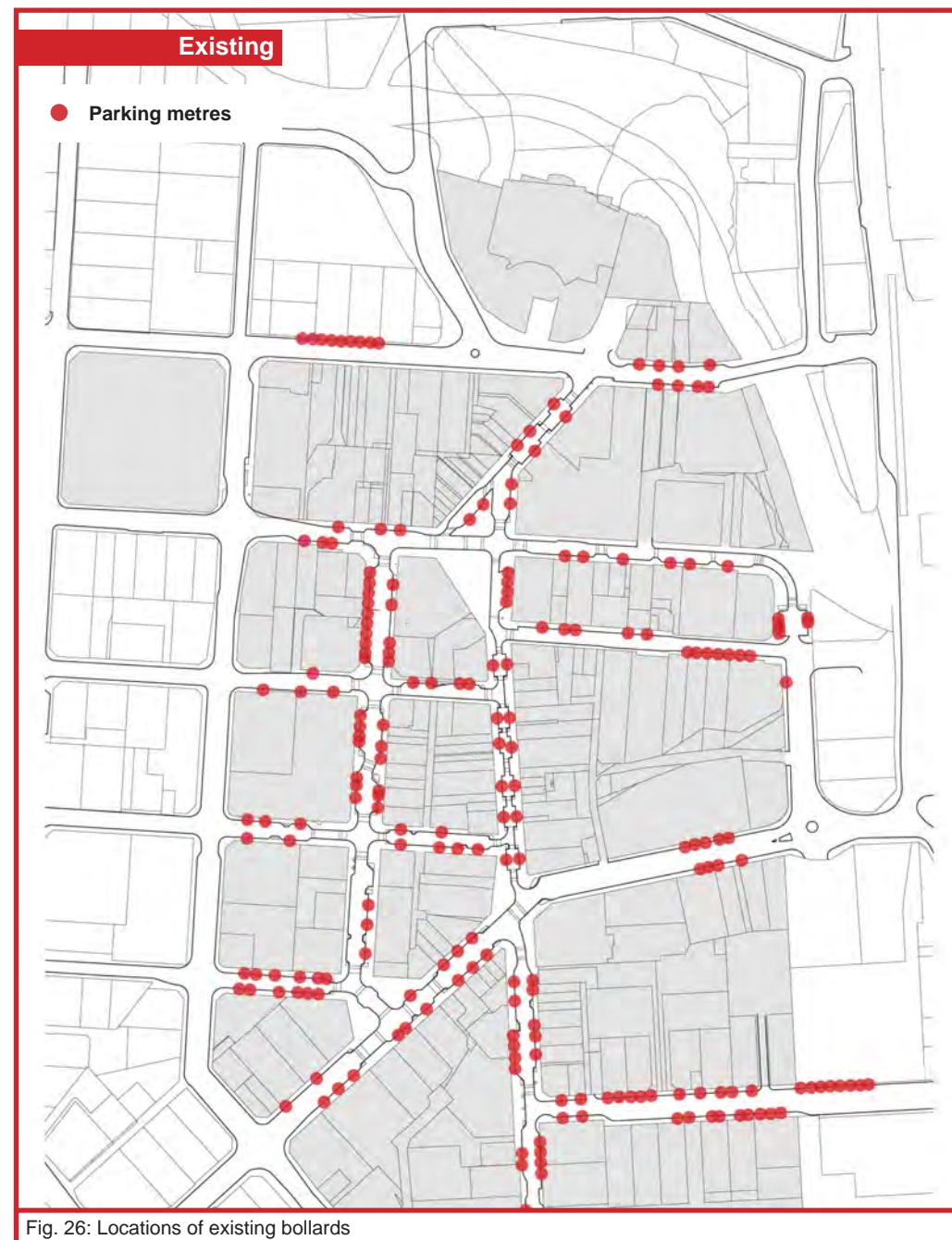


Fig. 26: Locations of existing bollards

Proposed Parking Metres - Option A: Paint

- All existing parking metres remain and are painted a recessive colour to have less visual impact.
- There is a higher cost to the continuing parking fee collection from these existing parking metres compared to the pay stations based on workshop discussions.



Estimated Cost for Option A

Paint existing metres (213) \$22,578

Option A Total \$22,578

Proposed Parking Metres - Option B: Brand New

- All parking metres are removed and replaced by pay stations with a station going approximately one per 6 parking bays.



Estimated Cost for Option B

Remove all existing parking metres (213) \$9,798
 Replacement parking payment stations (93) \$827,700
 Install replacement parking payment stations \$7,068

Option B Total \$844,566



Fig. 27: Indicative locations of proposed parking stations (Option B)

3.0 Street Furniture Design Brief - Benches

- 3.1 The cost of relocation and retrofitting and painting of existing benches be compared to the cost of installing new benches within the CBD before a final decision is made.
- 3.2 Consultation is done with the business owners, the community and police to review current bench locations.

4.0 Street Furniture Design Brief - Rubbish Bins

- 4.1 A new rubbish bin design including a recycle bin option be considered within the CBD area.

5.0 Street Furniture Design Brief - Cycle Racks

- 5.1 A new compact but functional cycle rack be considered throughout the CBD.

6.0 Street Furniture Design Brief - Bollards

- 6.1 All existing bollards be removed and replaced with a new bollard design only in the areas where they are required.
- 6.2 The old bollards are repainted and used in local reserves where required.

7.0 Street Furniture Design Brief - Parking Metres

- 7.1 All parking metres are removed and replaced with pay stations.

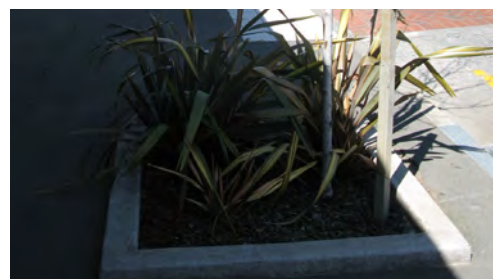


Planting

- 34 Existing Planting
- 35 Proposed Planting - Street Trees
- 35 Proposed Planting - General Planting

Existing planting

The existing planting throughout the CBD is generally OK, there is mixture of species used for street trees and amenity planting. There are minor issues with some species not performing as well and some of the past root barrier design have impacted on street tree growth. Some gardens are too small to really support healthy planting. A street upgrade allows the plant species to be reviewed and to create a consistent planting theme throughout the CBD.



Different types of existing street trees and planting within the considered area

8.0 Proposed Planting

Street trees

The council have significant experience in which tree species do well with the CBD and would provide a list for future development of street tree planting. The main issues for street tree planting in the CBD is one of scale and the detail of the tree planting pits. Even though there are healthy palm trees on Market Street south, they lack scale and create an open and sometimes hot and glary streetscape. Market Place also lacks trees of scale. A streetscape upgrade may allow a few more medium size trees to be placed in the street, which would have a significant effect on microclimate and bring a sense of human scale to streetscapes such as Market Street south.

General planting

The current amenity planting around the CBD and especially around the council building is performing well. Future street planting could focus on creating a planting palette that is unique to the Marlborough area and visually ties not only the streetscape together, but integrates the streetscape to the greater open space environment with a special focus on the Taylor River corridor.

Proposed		
Scientific Name	Common Name	Possible Locations
<i>Astelia fragrans</i>	Bush Astelia	Open space
<i>Blechnum novae-zelandiae</i>		Open space
<i>Carex buchananii</i>		Open space
<i>Chionochloa flavicans</i>	Miniature Toe Toe	Open space
<i>Coprosma acerosa</i>	Sand Coprosma	Streetscape, open space
<i>Dianella nigra</i>	Blueberry	Streetscape, open space
<i>Libertia ixioides</i>	Native Iris	Open space
<i>Muehlenbeckia astonii</i>		Streetscape, open space
<i>Muehlenbeckia complexa</i>	Pohuehue	Streetscape, open space
<i>Pachystegia insignis</i>	Marlborough Rock Daisy	Streetscape, open space
<i>Phormium cookianum</i>	Mountain Flax	Open space
<i>Pimelea prostrata</i>	Native daphne	Streetscape, open space
<i>Poa cita</i>	Silver Tussock	Open space
<i>Sophora prostrate</i>	Prostrate Kowhai	Streetscape, open space

Fig. 28. Plant species that could be considered as part of the CBD planting palette