



# Marlborough Region Town Centre Health Checks 2016

- Part One: Blenheim Town Centre
- Part Two: Picton Town Centre

January 2016



**MARLBOROUGH  
DISTRICT COUNCIL**



Only Marlborough



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**The research for this report, and production of the report was carried out by Christina Bright over the summer period of 2015/2016.**



# Part One: Blenheim Town Centre Health Check



January 2016

## **Executive Summary**

### ***Purpose***

The 2016 Blenheim Town Centre Health Check is an update of the health checks carried out in 2011 and 2014. The projects have been designed to provide snapshots of the town centre using a number of different health indicators in a way that allow follow ups to occur, which then can be used to identify trends and progress. The 2016 Health Check follows a similar method to the 2011 and 2014 studies, generating an up to date report on the Blenheim Town Centre's health. Where appropriate the current report makes comparisons to the 2011 and 2014 studies.

### ***Main Survey Findings***

#### **Composition of the Town Centre**

- Majority of the town centre is composed of comparison type shops (30%), office space (19%), service based stores (15%), and food and entertainment outlets (13%), consistent with 2014.
- Vacancies in the Blenheim Town Centre make up 8% of the total composition, with 29 shop spaces in town being considered as vacant, compared to 21 in 2014 and 18 in 2011.

#### **Commercial Property Values**

- Alexander Hayward Ltd provided information which reveals there has been no significant change to the rental price of retail space in the town centre.
- There is limited demand for new retail space with long term vacancies a current issue. Good quality tenanted investments are seeing yields between 7.00-8.00%.

#### **Pedestrian Routes**

- Pedestrian routes from Blenheim's points of attraction are of good quality.
- In many cases the quality of the environment, condition of some footpaths and level of pedestrian safety affected the pedestrian route resulting in poor scores, while good quality routes have effective lighting, useful directional signage, good quality of surrounding environment, and a good level of pedestrian safety with accessible pedestrian crossings.
- The quality of informal pedestrian routes continues to be of poor standard.

#### **Transport Facilities**

- Blenheim's Town Centre provides adequate off street and on street with new developments in recent years, with 1,886 parking spaces available.
- Cycle facilities are well distributed throughout the town centre, with the cycle lanes along parts of Seymour Street and Maxwell Road.
- The public bus transport option services a large area of Blenheim, and operates regularly.

#### **State of the Environment**

- The check highlighted that Blenheim is clean, uncluttered, has good air quality, a good level of pedestrian safety, and little visual pollution.
- Areas of concern are noise pollution, seating, shelter, green space, and directional signage.

## **Vitality of Town Centre**

- The majority of Blenheim's Town Centre is performing well in terms of the street edge vitality.
- In relation to the 2011 and 2014 studies, improvement has occurred, as redevelopment in certain areas, e.g. Queen Street, has improved street edge vitality. Already strong edges have further continued to improve also.

## **Pedestrian Survey**

- The majority of respondents utilising Blenheim's Town Centre were from Blenheim.
- People utilised the town centre mostly for non-food shopping, but for work and to food shop also.
- The majority of people visit Blenheim weekly, and on average spend one to three hours in the town centre.
- People mostly drive (72%, 74% in 2014) into Blenheim's Town Centre and parked in free shop parking such as the Warehouse or Countdown. The volume of people walking and cycling is consistent with previous studies.
- In general, it appears that overtime pedestrians still believe that Blenheim's town centre provides everything that is needed. Although retail options, and entertainment options were considered least provided for.
- The top three issues the pedestrian survey identified as unattractive were the number of vacant buildings, traffic management and roads, and the aesthetic appearance of the town centre. These are consistent with previous studies.
- The top three attractive aspects identified by pedestrians were the town centre's social spaces, greenery, and the compact nature of the town making access to everything easy. These are consistent with both the 2011 and 2014 studies.
- The most popular suggested improvements for the town centre were the introduction of pedestrian only areas, in particular along Market Street.

## **Conclusion**

The succession of the three health check reports has already captured some of the redevelopment that has improved the health of the town centre. Overall the town remains in a stable state as it did in previous years, but with the improvements that have occurred since then, the overall quality has increased. Successive reports will continue to document the health of the town centre and will enable the identification of trends. The information that is produced in these reports over time is invaluable when making planning decisions about Blenheim's Town Centre.

## Introduction

In 2011 and 2014 Town Centre Health Checks were carried out in Blenheim producing snap shots of the town centre's health. Each check has been carried out in a way that allows for future health checks to be completed, with this current report documenting the results of the third health study. The 2016 Blenheim Town Centre Health Check is a timely follow up to both the previous two health checks and the Urbanism+ study carried out in 2009. The health of the town centre is important as a healthy town centre provides local identity and a unique sense of place.



The central aim of these reports has been to document the current wellbeing of the town centre in a social, environmental, cultural and economic sense, and as time progresses make comparisons to previous years and identify trends. Carrying out research such as this enables early recognition of issues and identifies areas of focus, and also helps guide public and private investment within the town centre.

Since the 2014 health check was completed, the Blenheim Business Association (BBA) has been formed. This group is made up of local business-people who are focused on developing and enhancing the success of Blenheim's Town Centre. Council is actively working with the BBA, and so far a two million dollars agreement has been formed for the implantation of town centre projects that will help meet the strategic goals of the BBA. Work has begun and this report has captured some of the projects the BBA has worked on, for example, movable planter boxes, and pop up pocket parks.

In addition to work conducted in partnership with the BBA, as part of the Urbanism+ work in July of 2009 (Blenheim Town Centre, a Vision for the Future), a number of projects were identified and would improve the town centre. Since the 2011 health check some these projects have been approved by Council and been completed, whilst others are still being approved or awaiting funding. For example, Liz Davidson Place pocket park.

Health checks play an important role in documenting the change in the town centre, and measuring the success of projected that have been implemented.

It is intended that our community will find this information useful and we encourage our businesses to read this report and to circulate it widely.

Alistair Sowman  
Mayor



## Methods

This 2016 health check report is a follow up to the reports completed in 2014 and 2011. The method of this third report is similar in nature to previous reports, and follows the approach used by UK local authorities who are required by planning policy to regularly undertake a health check of town centres.

The health check has focused on the same study area to that of previous health checks, focused within boundaries that include the Central Business District (CBD) of Blenheim, as well as other major businesses which form a key part of the business district in Blenheim. Anything outside of this area was not studied as part of this study. Refer to Appendix A.

The Blenheim Town Centre Health Check was carried out during the months of November and December in 2015, and January of 2016, over a number of different days and weather conditions. At each step an effort was made to ensure that this health check could be replicated in future years.

“Health” is used in this health check report as encompassing all the elements that have been selected as determinants of what a desirable healthy town centre would be like. These determinants are investigated individually, and then balanced to give a holistic interpretation of how the town centre is performing.

The key methods of research used during the health check were:

A desktop study of existing data:

- Blenheim parking Study: 2012/13
- Marlborough Bike Walk
- Blenheim Town Centre, a Vision for the Future.

Data provided by Alexander Hayward Ltd:

- Key commercial property values
- [Footfall \(pedestrian traffic\) data](#)

Primary research in the town centre to identify:

- The day time composition of the town centre;
- Business open after 5.30pm
- Pedestrian route quality
- Transport facilities
- State of the Environment
- Vitality of the street edges
- User views of the town centre via a pedestrian survey

A photo survey of the town centre was completed to provide a snap shot of the town. Refer to Appendix L for map showing the coverage of the Blenheim Town Centre photo survey.

For ease of the future replication of this study a detailed method has been written and is held within the Marlborough District Council.

## Previous Town Centre Health Check's

### ***Conclusions from 2011 Health Check***

It was concluded in 2011 that the Blenheim Town Centre adequately provided for the basic needs of locals and visitors, and was in a stable state. The size and population of Blenheim did not necessarily warrant a large town centre, but suggested that what was present must be looked after. The growth seen in the town at the time of the 2011 survey had acted as a catalyst for renovations to occur along Market Street, improving the vitality greatly in this area. The 2011 report suggested that improvements were required to address environmental issues, as the healthiest areas around Market Street were disproportionately better than areas surrounding Market Street e.g. Queen Street. It was concluded that work could be done to create an attractive public place for Blenheim that reflects the identity of Marlborough.

### ***Conclusions from 2014 Health Check***

It was concluded in 2014 that the Blenheim Town Centre still adequately provided for the basic needs of locals and visitors. Some improvement had occurred within the town centre between the 2011 and 2014 surveys which indicated that despite any persistent issues or unattractiveness experienced by those that use the town centre, overall the Blenheim Town Centre was healthy. It was concluded that Blenheim was a functional town and that any issues that Blenheim faced would encourage further progress to be made, offering opportunities to improve Blenheim's health as time progressed. Overall, the town remained in a stable state, but with the improvements that had occurred between the two reports the overall quality had increased slightly. It was hoped that with continued documentation of the town's health, planning decisions in the town centre would be uncomplicated, and Blenheim would have a healthy future.



# Composition of the Blenheim Town Centre

## ***Diversity of Uses***

In terms of retail activity, the Blenheim Town Centre has a variety of business types, and in order to determine the 'health' of the town centre it is important to understand what the mix of businesses is. To do this the ground floor of each building footprint was mapped, and then categorised by the dominant land use.

The categories were as follows:

*Convenience:* Shops that deal with basic consumable need, e.g. supermarkets, grocers, butchers, bakeries, newsagents, and dairies, etc.

*Comparison:* Shops that deal with most other goods, e.g. clothes, electronics, furniture, car sales yard, etc.

*Food and Entertainment:* Outlets that provide food and/or entertainment, e.g. restaurants, bars, takeaways, cafes, children entertainment centres, museums, art gallery etc.

*Residential:* Residential property that falls within Blenheim's Town Centre perimeter.

*Offices:* General office space, e.g. lawyers, estate agents, travel agents, etc.

*Service:* Outlets that are service-based, e.g. school, community centre, churches, banks, hairdressers, libraries, post office, health centre, etc.

*Tourist Activity:* Businesses which are primarily providing a service that serves the tourist community in Blenheim, e.g. boat cruises, etc.

*Industrial:* Businesses which occupy a large space for certain activities, e.g. engineering plants, factories, warehouses, light-manufacturing plants.

*Trade/retail:* Businesses which provide a service and/or provide consumable items specific to a certain activity, e.g. mechanics, tyre sales, paint supplies, glass repairers, etc.

*Inner CBD Accommodation:* Accommodation that is available within the town centre perimeter, e.g. motels, backpackers, hotels, etc.

*Vacant:* Any empty space in the town centre.

*Demolished:* Buildings that were present in previous health checks and no longer present.

*N/A:* Buildings which do not fit the above categories are classed as N/A e.g. unidentifiable buildings, garages, storage rooms detached from a main building, ground floor entrance ways to second story businesses, etc.

## ***Findings***

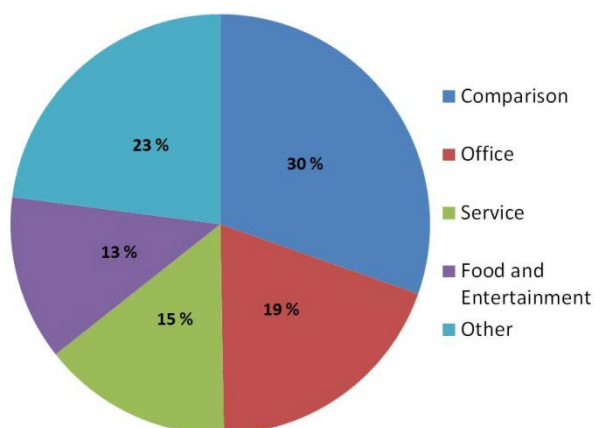
As would be expected, the number of shops in the town centre that are comparison type stores was higher than any other category, as per the 2011 and 2014 health checks. Comparison shops comprised 30% of the town centre, followed by office space with 19% and service based shops with 15% (Table 1). These results are expected for a town centre like Blenheim, as the comparison category covers a wide range of shops, and office/service based businesses provide most other things small town users need.

The volume of office and service based businesses together compose 34% of the total ground floor space in the town centre area. This large volume may be of concern when assessing the potential for these businesses to push retail to the periphery of the town centre, and even beyond the perimeter

set by this project. However, these statistics show that the compact nature of the town centre allows many of the core services people require to be located in one place.

Food and entertainment type businesses comprised the next largest group within the Blenheim Town Centre (13%), suggesting that hospitality within the town centre offers a variety of places of eat and drink, including options for other types of entertainment, for example the cinema.

The dominance of these four business types (comparison, office, service, food/entertainment) is positive for Blenheim’s ability to provide for all users (Figure 1).



There is a growing number of building space currently not occupied and categorised as being either vacant, buildings that are demolished, or buildings that are too ambiguous to categorise. The largest of these is the number of vacant spaces at 8%, with 29 vacant building spaces. The presence of these within the town centre degrades the vitality of streets and lessens the appeal of certain areas, affecting the state of Blenheim’s Town Centre environment.

Figure 1: Composition of the Blenheim Town Centre, showing the top four categories.

Residential homes and accommodation are low in comparison to other building categories, and those that are present are on the periphery of the town centre. In addition to this, trade activity is also low within the town centre, and the trade activity that does exist within the town centre is on the periphery. The volume of convenience stores within the town centre is low and has decreased since 2014, supporting the assumption that the majority of people shop for convenience items at large scale supermarkets, rather than making multiple visits to a butcher, green grocer, and baker separately.

Table 1: Composition of the Blenheim Town Centre in 2016.

| Category               | Number of Units | Per cent of Total (%) |
|------------------------|-----------------|-----------------------|
| Comparison             | 110             | 30                    |
| Office                 | 70              | 19                    |
| Service                | 53              | 15                    |
| Food and Entertainment | 46              | 13                    |
| Vacant                 | 29              | 8                     |
| N/A                    | 24              | 7                     |
| Demolished             | 8               | 2                     |
| Residential            | 7               | 2                     |
| Convenience            | 6               | 2                     |
| Accommodation          | 6               | 2                     |
| Trade/Retail           | 3               | 1                     |
| Tourist Activity       | 0               | 0                     |
| Industrial             | 0               | 0                     |
| Total                  | 362             | 100                   |

## Emerging Trends

The 2014 report concluded that in comparison to the 2011 health check report, minimal change had occurred. Most obvious between 2011 and 2014 was an increase from 18 to 21 vacant shop. This was at the time concluded not too concerning and the result of natural fluctuation. However, the 2016 survey observed 29 vacant spaces, and 8 building areas that had been demolished. Demolition has occurred for a number of reasons, either the removal of buildings that are no longer present (most obvious), or demolition that has been followed by redevelopment (for example, the pocket park outside the Stadium2000). This increase is evident in Figure 2, where the noticeable increase in vacant shop spaces has increased from 6% to 8% of the total town centre since 2011, and some demolition has occurred.

The number of comparison based shops has decreased slightly from 2014, along with services decreasing more noticeably. Other categories such as food and entertainment, office space, and convenience have remained relatively unchanged.

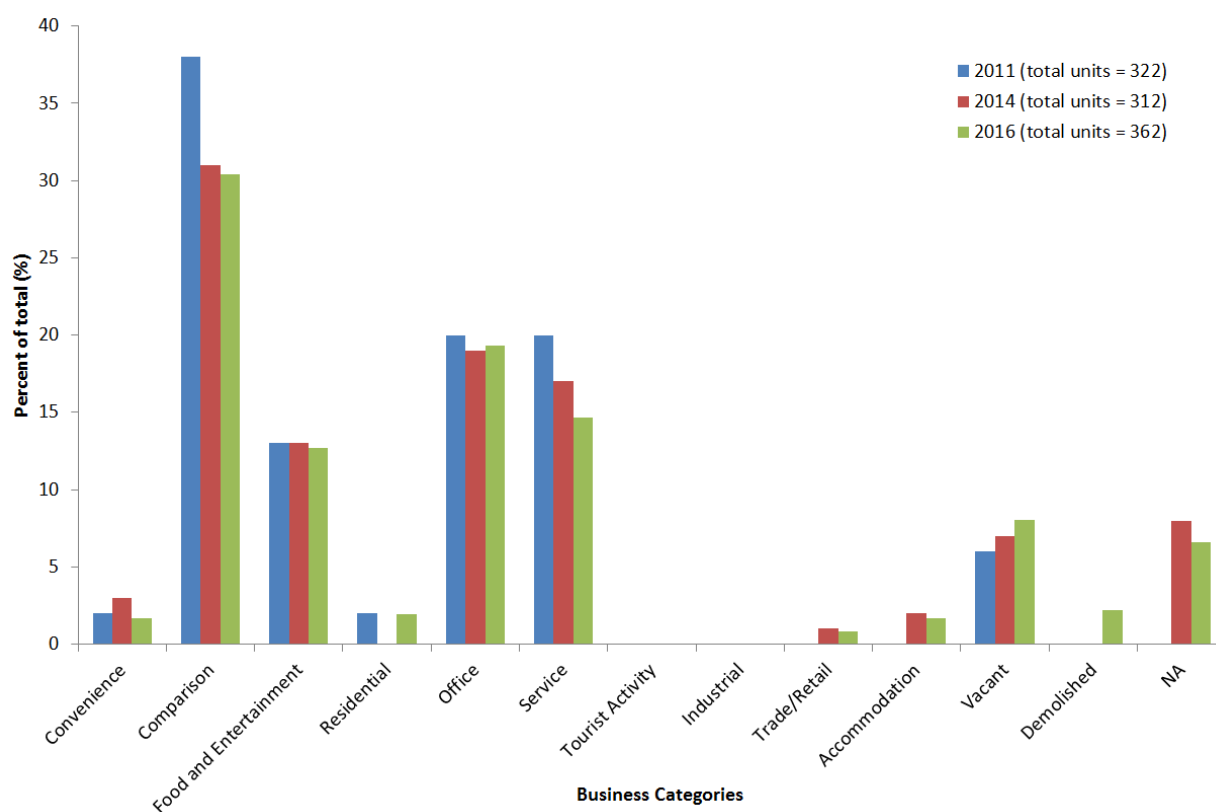


Figure 2: Graph identifying the trends between 2011 and 2014 for each of the business categories.

With the addition of new business categories since the 2011 survey was conducted, more detailed identification has been able to occur. The addition of new categories has allowed recognition of business types which potentially alter the volumes of other categories determined in previous studies, for example the decrease in comparison shops between 2011 and 2014. This should be considered when comparing the three reports. Despite this, there are clear trends emerging in the composition of the town centre.

Refer to Appendix B for a map showing the composition of the Blenheim Town Centre.

## After hours composition

### *Purpose*

For the first time, the 2016 health check report has attempted to include an indication of what the composition of the town centre is at night time. This was primarily done in order to give an indication of what areas of the town are busy after the hours of 5.30pm and after 9pm, principally identifying hospitality and entertainment based business open late and the distribution of this within the town centre extent.

### *Method*

To determine night time activity, Council's record of liquor and premise licences was used to examine business operation hours. Operational hours were divided into three groups;

- Business open up until 5.30pm (day time)
- Business open between 5.30pm and 9pm
- Business open after 9pm

Maps were produced to show the distribution of activity for business on the ground floor only.

### *Findings*

The distribution of businesses within the Blenheim Town Centre that are open after 9pm is rather unevenly distributed (Figure 3). These businesses are typically bars and restaurants, but also include liquor stores and supermarkets, that still receive foot traffic in the evenings.

A large proportion of the town centre is closed after 5.30pm, indicating that for pedestrians moving throughout town, the interaction they receive with buildings is less strong than the area in the southern end of town that is rather active after 5.30/9pm. It also suggests that movement between the areas of evening activity are disjointed and pedestrian routes that are adequate during day time may not be adequate during the evening.

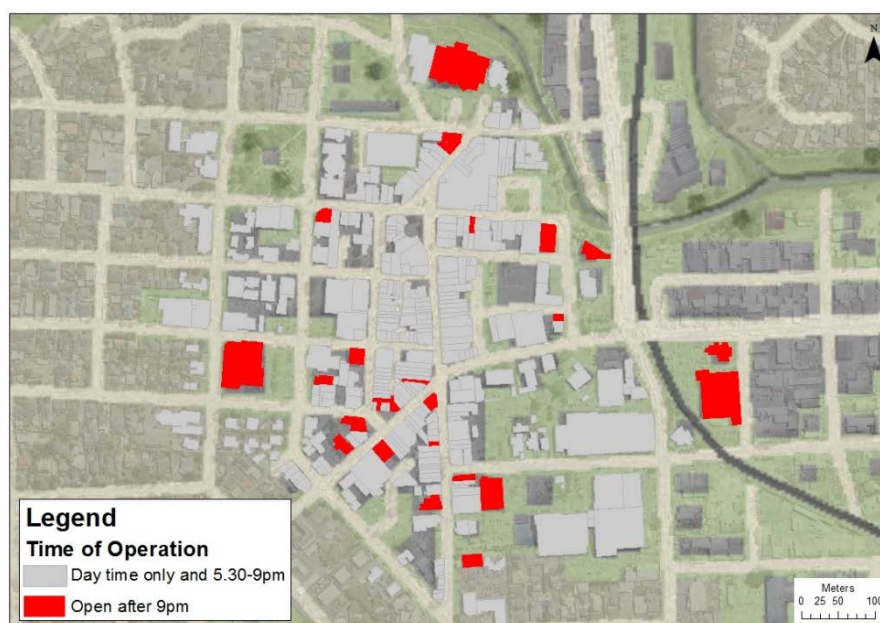


Figure 3: Map identifying the business within the Blenheim Town Centre that is open after 9pm.

## **Commercial Property Values**

### ***Purpose***

Commercial rental, sale prices, and yields are key indicators of the health of a town, and are an accurate reflection of where the primary, secondary and tertiary retail locations are within the town centre. The look and feel of a town, along with building quality, type of retailer, rent prices, and redevelopments are variables which drive people's investment decisions.

### ***Commercial Property Values***

Local property advisers and valuers Alexander Hayward Ltd offered information on rental prices achieved in the Blenheim Town Centre as they are involved in many of the transactions that take place. Client confidentiality prevents specific details being available.

The current retail rent values in Blenheim are (exclusive of GST and usual outgoings):

- Primary Retail \$250-\$350 per m2 with some outliers (consistent with 2014)
- Secondary Retail: \$175 - \$250 per m2 (consistent with 2014)
- Tertiary Retail: \$100 - \$175 per m2 (consistent with 2014)

While rental levels have remained reasonable stable since the 2014 Town Centre Health Check, little growth has been observed, furthermore a large proportion of new rentals recorded are from existing town centre tenants relocating. It is worth noting there has been limited new demand for retail space within the CBD with long term vacancies in what have typically been considered strategic retail localities.

CBD property values are largely driven by the investor market. Market evidence suggests that good demand exists for well tenanted investments with longer term lease agreements below the one million dollar value level. The market significantly decreases for properties above one million dollars in value. Good quality tenanted investments are typically seeing yields between 7.00%-8.00% (7.25-8.25% in 2014 and 8.00-8.50% in 2011). Properties which are poorly tenanted or located, vacant or have seismic issues are seeing considerably less demand and higher required yields.

Council's record of property information suggest that the majority of the Blenheim Town Centre (within the boundaries set by this study) have capital values between \$100,000 and \$1,000,000. While less property is valued over 1,000,000.

Refer Appendix C for map showing capital value for the Blenheim Town Centre.

### ***Type of Retailer***

There has been a considerable increase in the appearance of national retailers opening stores in Blenheim as reported in 2014 and 2011. With the appearance of large national franchises such as Glassons, Kathmandu, Bed Bath and Beyond, and Rebel Sport appearing over time and improving retail opportunities for shoppers. Alongside these national franchises there are a number of locally owned businesses, for example No4 Boutique and Thomas's, that appear to be popular shops and competitive with larger franchise store. With the continued improvement in Blenheim shopping due to an increase in choice, more people may be encouraged to shop in Blenheim rather than travelling to other centres, or shopping online.

# Pedestrian Routes

## Purpose

During the health check, areas that may attract high volumes of pedestrian movement were looked at in order to determine whether the pedestrian routes were of acceptable standard.

## Method

To determine the quality of pedestrian routes in Blenheim’s centre, areas that attract high volumes of foot traffic were identified:

- Movement of people from points of attraction e.g. the iSite, accommodation etc.
- Informal walking routes taken mainly by locals from common parking areas.

Routes were rated as good, average or poor and were based on a number of variables:

Footpaths were considered for:

- Visibility
- Width of footpath
- Condition of footpath material
- Lighting
- Having clear boundaries

Routes were considered for:

- Adequate seating
- Protection from weather
- Level of Safety
- Way finding signage
- Pram/mobility scooter access

## Findings

In general the qualities of pedestrian routes around the town centre are of acceptable standard, as highlighted in the 2014 and 2011 studies. Although there are still routes that are of poor quality.

### Pedestrian Routes from Points of Attraction

The pedestrian routes from points of attraction throughout the town centre are generally of good quality. Points of attraction include accommodation, supermarkets, popular shopping areas, and entertainment facilities such as the Clubs of Marlborough or the Stadium2000 and are areas that generate high foot traffic either from locals or tourists.

The routes in the northern end of the town tends to perform better in terms of available lighting, useful directional signage, good quality of surrounding environment, and a good level of pedestrian safety with accessible pedestrian crossings. These routes are however let down by a lack of shelter, and in places a lack of seating. In the northern part of town, an exception to the general high standard is the link that pedestrians use between the iSite and the town centre, including the intersection of Alfred and Sinclair Streets, and the path over the bridge on Alfred Street. This



Figure 4: Pedestrian route quality examples from the Blenheim Town Centre.



pedestrian route is let down by a poor state of the environment, and limited wayfinding signage that directs people away from fast moving traffic.

Walking routes in the south and east rated less than those in the north, predominately due to the condition of footpaths, poor surrounding environment, lack of directional signage, and the level of pedestrian safety. These routes are typically from accommodation outside the town centre, or cross high volume traffic areas. For example, the links connecting New World and the accommodation along Main Street with the town centre are of poor quality. Such routes feel disconnected from the town due to the lack of pedestrian safety caused by the high traffic flow intersection and train tracks. The state of the surrounding environment degrades this walking route too, with a lack a wayfinding signage a problem.

### ***Pedestrian Routes from Car Parks***

Poor pedestrian routes exist from many of the town centre’s car parking areas. Examples of these poor pedestrian routes are the alley way links between the Kinross Street car park and Main and Scott Streets, and the link between the car park behind Harvey Norman to Scott Street, etc. These are short-cut type routes rather than formal walk ways. Although it is not intended that these alley ways be used, perhaps with the continued use of these unofficial walk ways upgrading needs to occur. Some improvement has occurred, for example, signage has been installed in the alley linking the Kinross Street car park to town, although these routes are still poor quality.

### ***Emerging Trends***

Since the 2014 report was completed, improvement to some pedestrian routes has occurred (Figure 5). In general the quality of most routes has improved, due to an overall better feel. However, some routes have seen enough improvement to be re-classed from average routes to good quality routes. The route that connects the Clubs of Marlborough with the northern end of Market Street has improved primarily due to an increase in the state of the

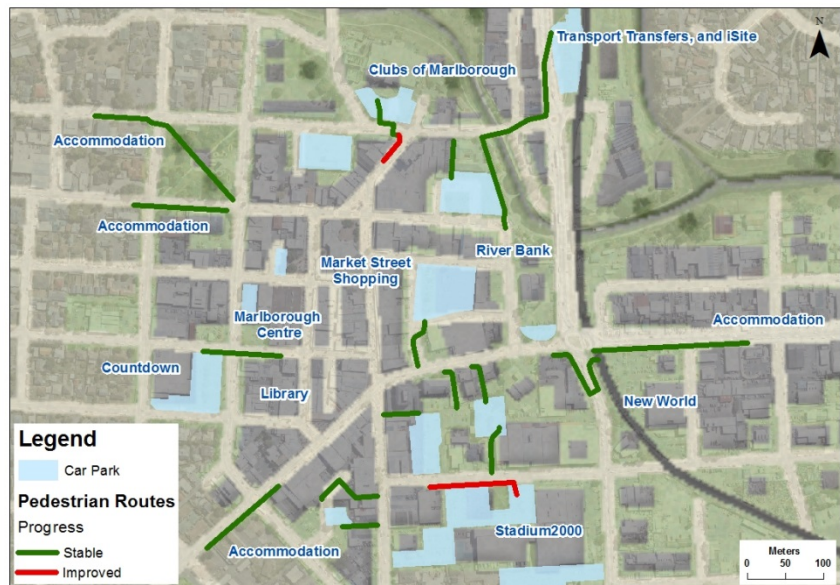


Figure 5: Pedestrian route change over time between 2014 and 2016, showing points of attraction. The pedestrian route outside the Stadium2000 has seen the largest improvement with the construction of a pocket park. Improvement is a result of new seating, new footpaths, new way finding signage, better pedestrian safety and improved state of the environment.

Refer to Appendix D for map showing the quality of pedestrian routes throughout Blenheim’s Town Centre.

## **Blenheim's Busiest and Quietest Streets**

This section will be updated when the information is available.

## **Transport Facilities**

The town centre of Blenheim adequately provides transport facilities for the public. Although the majority of people tend to drive into town, there is a steady demand for public transport options.

### ***Parking***

The pedestrian survey carried out showed that 72 % of town centre users drive to town. It is therefore important that there are facilities in place to cater to the large volume of vehicles in town. Off road parking areas are identified in Appendix F.

No change has occurred with regards to parking facilities since the 2014 survey. The redevelopment that had occurred between the 2011 and 2014 reports allowed four parking upgrades and developments to improve the quality of car parking, and these increased the volume of car parks. These developments appear in 2016 to be well used, and provide the parking space that was suggested as being needed in 2011. These carpark improvements include; Alfred Street car park, Wynen Street car park, and the Stadium2000 car park. The fourth development upgraded the Liz Davidson Place car park, and actually reduced the number of spaces, but with the increase in other parts of town this has little effect on parking overall.

The majority of Blenheim parking is metered, but there are options for free time restricted, and free time unrestricted parking. These are generally located on the periphery of the town, and boarder residential areas. Overall, the Blenheim Parking Study: 2012/13, concluded there are 1,886 parking spaces in the central core study area which approximately matches the extent of the health check study.

### ***Cycle Facilities***

Blenheim adequately services those that cycle to the town centre with many cycle racks positioned around town. The distribution of cycle rack locations can be seen in Appendix F, and shows an even distribution across the town centre. The Blenheim Bike/Walk Map (Appendix F) identifies 25 cycle rack locations, of this 23 are considered to be in the town centre periphery set by this study. The Bike/Walk map produced in 2014 has not been updated as of January 2016. It would appear over this time little change has occurred with the provision of cycle racks in the Blenheim Town Centre. The 23 cycle racks identified in 2014 provided space for 162 individual places to secure bikes. Cycle lanes have been introduced along Seymour Street on both sides of the road, and also along Maxwell Road between the intersection with Seymour Street and St Mary's school.

### ***Public Transport***

Currently there is a bus service that operates in Blenheim from Monday to Saturday, excluding public holidays. The town centre pick-up and drop-off point is along Seymour Street outside the Countdown supermarket, where the bus stops every half hour. The bus travels two routes of which it alternates from the Countdown stop, a north route around Springlands to Riverlands, and a south route around Redwoodtown to Witherlea. The bus service is free for Supergold cardholders and children under five, one dollar for school children, and two dollars for adults. Expansion of these routes to include Renwick is being investigated. There is also a taxi service that operates in the town centre, with taxi stands on Market Street North, and on High Street close to the Farmers car park.

## State of the Environment

### **Purpose**

The quality of the environment is an important part of the Blenheim Town Centre. By assessing the state of the environment it is possible to easily identify areas which are not meeting standards, and may require some attention. This information allows recognition of the causes leading to decreases in quality, which could result in more easily remediated problems. The state of the environment also affects the quality rating of other health indicators such as pedestrian route quality.

### **Method**

The state of the environment was measured in a number of ways; the quality of the air, noise pollution, clutter, cleanliness, visual pollution, seating, shelter, green space, pedestrian safety, directional signage, footpath condition, and condition of cycle lanes (if present).

Fifteen areas within the Blenheim Town Centre were assessed based on the above variables. Each variable was either awarded a zero, one, or two score, representing bad, average, or good environmental conditions respectively. These variables were then averaged to produce a final score for the area, and using the same grading system concluded the area as either having a bad, average or good state of environment.

### **Findings and Emerging Trends**

The 2016 state of the environment check revealed the positive impact that improvements made since 2011 and 2014 have had. Elements such as the continued installation of new way finding signs, creation of green spaces and general upgrading of shop fronts has improved the state of the environment over time.

### **Overall Assessment**

The 2016 data shows some variables are consistently better across the entire town centre. These are displayed in table 2, identifying that air quality, clutter, cleanliness, visual pollution, and pedestrian safety scored well across the entire town centre. Those that scored poorly were noise pollution, seating, shelter, green space, and directional signage. As concluded in the 2011 and 2014 studies, uneven distribution is the cause as to why some variables scored averagely over all. When examining the results of the 2016 study it was still clear whilst some variables scored highly, it was uneven distribution that led to average scores, for example seating and way finding signage.

Table 2: Average State of the Environment values for measured variables.

| State of the Environment Variable | Average Score |
|-----------------------------------|---------------|
| Air Quality                       | 2 - Good      |
| Noise Pollution                   | 1 - Average   |
| Clutter                           | 2 - Good      |
| Cleanliness                       | 2 - Good      |
| Visual Pollution                  | 2 - Good      |
| Adequate Seating                  | 1 - Average   |
| Adequate Shelter                  | 1 - Average   |
| Adequate Green Space              | 1 - Average   |
| Pedestrian Safety                 | 2 - Good      |
| Directional Signage               | 1 - Average   |
| Footpath Condition                | 2 - Good      |
| Cycle Lanes                       | 0 - Bad       |

### **Individual Assessment**

Individual assessment of the fifteen sites revealed that eight sites were classed as good, six as average, and one as bad. Examples of what these different sites look like shown in Figure 6.



Figure 6 State of the environment examples from the Blenheim Town Centre.

As can be seen in Figure 7, the site on Kinross Street has improved enough since the 2014 study to be re-classified from an average site to a good site, while all other sites remained constant. This is principally as a result of the construction of a pocket park. Although this is the only site to have improved significantly enough to warrant a change in class, other sites have experienced some improvement. Minor improvements are result of less clutter on streets, and less visual pollution. Also noticeable the general growth of vegetation on streets and in pocket parks which contributes to an improved state of environment. Overall, as concluded in 2011 and 2014



Figure 7: Change in the state of environment in Blenheim's Town Centre since 2014.

the civic areas of the town centre such as the Forum, library, and pocket parks are of good environmental standard.

Refer to Appendix G for map showing the state of different environments, and Appendix H for a results table of the individual locations examined.

# Vitality of the Blenheim Town Centre

## Purpose

The purpose of assessing the street edge vitality of Blenheim's Town Centre is to establish the quality of the interaction occurring between buildings and pedestrians. The strength of this interaction can give a good indication of how well the town centre is performing in terms of its liveliness and aesthetic appeal.

## Method

Street frontage in the town centre was graded as strong, moderate, weak or very weak based on a method used by the Urbanism+ study which carried out a similar evaluation of the street edge vitality in 2014. The grade awarded depended on the activeness of the street edge.

- Strong: Most active e.g. cafes with tables along the street, retail with large doors, and shops with large windows that could be seen through.
- Moderate: Recreational areas or shops that had windows with obstructions e.g. a bank or post office with flyers in windows, smaller windows.
- Weak: Inactive e.g. petrol stations, shops with some blank walls, accommodation or residential space that had some presence on the street.
- Very weak: Very inactive, where no activity can be seen or there is no presence on the street e.g. vacant shops, blank walls.

## Findings and Emerging Trends

The results from the street edge vitality assessment showed that the town centre is performing well, like concluded in the 2011 and 2014 studies. The two previous studies of vitality matched up reasonably well, and suggested that not much had changed in terms of pedestrian interaction with street edges. The results of the 2016 study reveal that improvement has occurred, with a number of street edges improving (Figure 8).

The high volume retail areas such as Market Street and Maxwell Road are standing out as comprising strong and moderate edges. As these areas attract high volumes of foot traffic it is positive that the vitality in these areas is most active. Generally these streets scored well due to shops having large windows, welcoming entrances, and presence on the street, also cafes/restaurants which provide outdoor seating (Figure 9). Vitality decreases away from these main streets, and poor scores are generally caused by large amounts of blank wall, vacant shops, demolition or car parks (Figure 9).

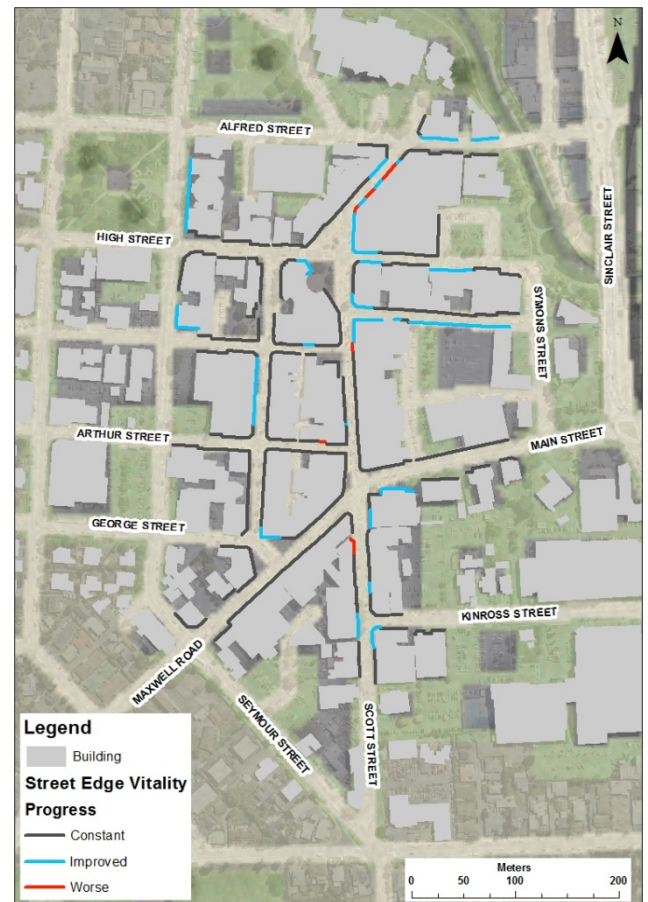


Figure 8: Street edge vitality change over time since 2014 in the Blenheim Town Centre.

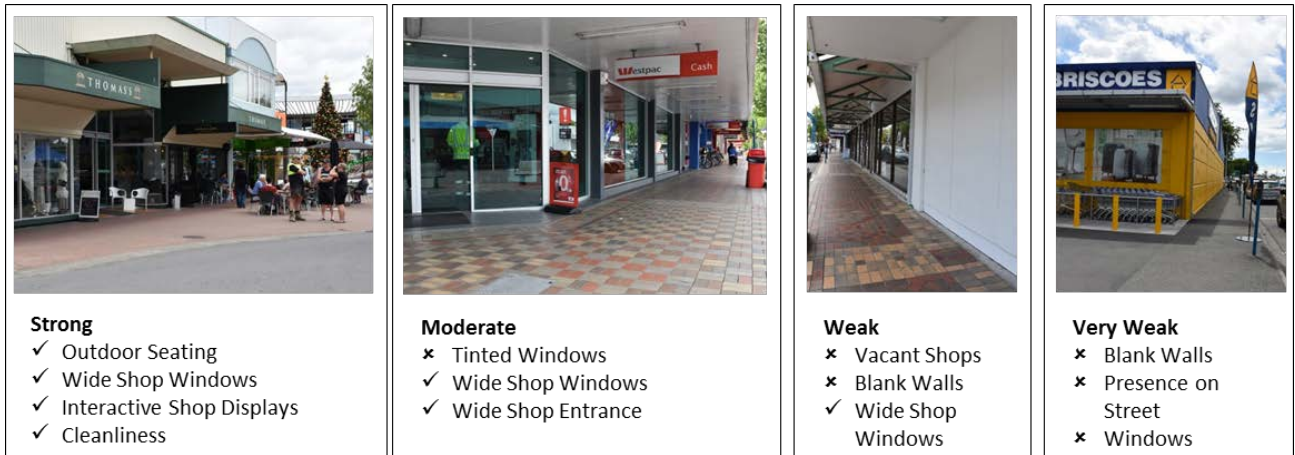


Figure 9 Street edge vitality examples from the Blenheim Town Centre.

The 2016 study identified that many of the areas along Market Street and Maxwell Road that scored as strong in previous health checks have remained strong. These areas are still improving, and although have not been reclassified, the vitality has continued to improve. For example, the street edge outside Thomas's on Market Street has further improved through the development of a café with interactive edges and outdoor seating.

Change has also occurred in areas that were previously identified as needing improvement. For example, the blank walls along Queen Street have been replaced with large frosted windows. Although these are frosted, this has improved the vitality of this street edge (Figure 10). Areas identified as improved in Figure 8 have been re-classified based on a general better feel, modifications that increase the interaction pedestrians have with buildings, or the freeing up of window space and removal of large posters that allow pedestrians to see into shops.



Figure 10: Redevelopment of walls along Queen Street. Left: 2014 blank wall. Right: New frosted windows in 2016.

It is positive that improvement has occurred, however some street edges have deteriorated since 2014. Where this has occurred, building demolition or construction is generally responsible, with building vacancy an ongoing issue leading to weak street edge vitality. Although the demolition/construction that is occurring in the town centre has caused areas of weak vitality, over time the vitality of these areas may improve as redevelopment occurs. In some areas, council has endeavoured to improve areas of weak vitality caused by demolition until permanent redevelopment occurs (Figure 11).



Figure 11: Pocket park that has been created on demolished building site on High Street.

Refer to Appendix I for map showing the Street Edge Vitality throughout Blenheim's Town Centre.

## Pedestrian Survey

A pedestrian survey was carried out during the month of December in 2015 to find out what people thought of the Blenheim Town Centre. Refer to Appendix J for a copy of the survey, and Appendix K for locations survey was carried out. A total of 144 surveys were collected across different days and utilised a combination of public street surveys around Blenheim and a web based survey for staff at Marlborough District Council. The information gained from the survey is very useful in highlighting areas that need careful evaluation moving forward, and areas that are performing well.

### Findings

#### Composition of Pedestrian Survey

The survey revealed that Blenheim’s Town Centre is predominately used by people in closest vicinity, with 73% of people surveyed from Blenheim, which includes central Blenheim, Springlands, Redwoodtown, and Witherlea etc. It was not surprising that people from other places in Marlborough, for example Renwick, utilise the Blenheim Town Centre also, as the town centre services many of these places.

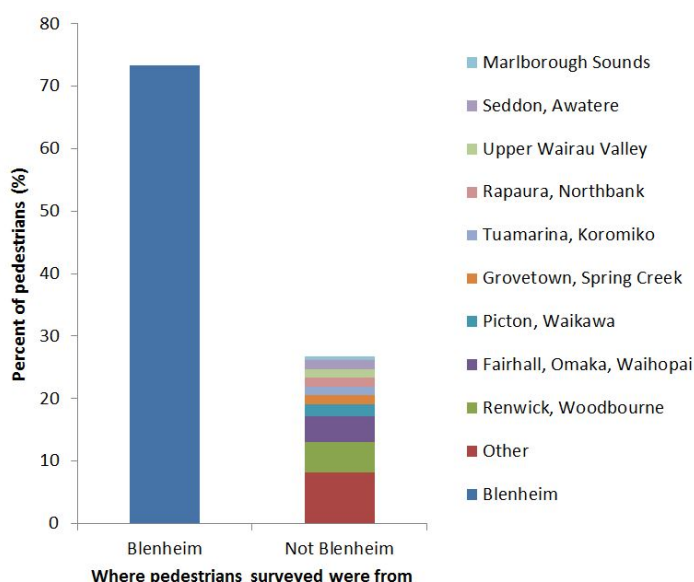


Figure 12: Graph showing the composition of the pedestrian survey in terms of where pedestrians were from in Marlborough.

The top three most common areas people visited from were (Figure 12):

- Blenheim (73%)
- Renwick (7%)
- Fairhall, Omaka, Waihopai (6%)

Pedestrians who did not fit within the defined categories were from a variety of places, some from rural Marlborough e.g. Ward, even some from Australia and other parts of New Zealand.

#### Reasons for visiting Blenheim’s Town Centre

Non-food shopping was the most common reason for people to visit the town centre (Figure 13). This shows that Blenheim does provide for the non-food related shopping that people wish to do. However all categories were popular, with the use of cafes and restaurant next most popular, and evening drinking and dining the least popular choice.

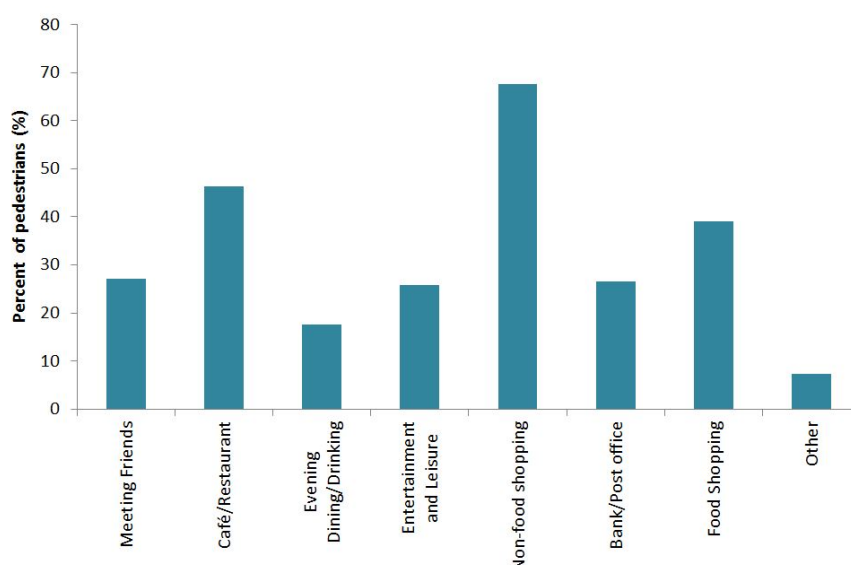


Figure 13: The most popular reasons for pedestrians surveyed to visit Blenheim's Town Centre.



Pedestrians that offered further comment identified additional reasons for them to use the town centre, these being to exercise, visit family, attend church, or use the library.

### Time spent in the town centre

The amount of time spent in the town centre reflected four groups:

- People who spent less than 30 minutes (12%).
- People who spent 1 hour (50%).
- People who spent 2-3 hours (35%).
- People who spent longer than 3 hours (4%).

These results suggest that a large proportion of people are spending a long amount of time within the town centre. As it was most common to visit the town centre for non-food shopping and to socialise in cafes and restaurants it is positive that people are spending 1 to 3 hours doing such activities.

### How often people visit the town centre

The frequency of how often people visit Blenheim's Town Centre has not changed since the 2011 and 2014 reports.

- Most people visit weekly (75%), followed by, daily (16%), monthly (16%).
- Those that provided further comment said they visited fortnightly, or irregularly.

### Ease of access

Overall, the majority of respondents concluded that Blenheim was easy to navigate, but it becomes difficult when traffic gets in the way, crossing the road can be hard, and parking can be a challenge (Figure 14).

Pedestrians who offered further comment highlighted that traffic was a significant inhibitor for them having good access through town, along with car versus pedestrian conflicts, and crossing the road in place was difficult. Some people suggested that the conflict may be reduced by pedestrianizing parts of the town centre. People also commented that the layout of the town centre was confusing, especially for those that are unfamiliar with Blenheim.



Figure 14: Pedestrian perception on the ability to way find in the Blenheim Town Centre.

## The town centre’s ability to provide what is needed

Many pedestrians were happy with what the town centre provided, in general agreeing that the centre provides everything that is needed. A rating scale was used in order to determine the average feeling from pedestrians. Pedestrians rated certain variables as being well provided for, provided for most of the time, or not provided for. Figure 15 identifies that people were satisfied with the provision of services and amenities. Hospitality during both daytime and night time was considered to be well provided, although evening hospitality was scored worse than day time. Entertainment and leisure, social space, and retail were concluded to be provided for most of the time.

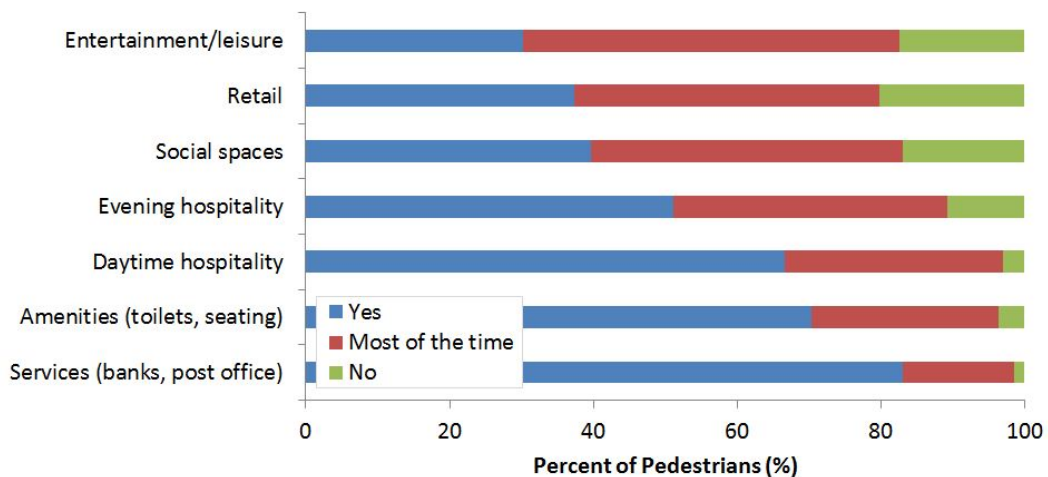


Figure 15: Pedestrian perception on whether the Blenheim Town Centre provides everything that is needed.

## Travelling into the town centre

The survey revealed that overall 72% people tend to drive to Blenheim’s town centre (Table 3). With a large proportion of people also walking into town centre, those walking (from work and home) comprised 21% of pedestrians surveyed.

Of the people who drove the majority used free limited parking options e.g. Warehouse and Countdown carparks, or on street metered car parking, e.g. Market Street. Free unlimited parking (e.g. residential streets), and pay and display car parks were also popular options.

Table 3: Preferred transport options of Blenheim town Centre pedestrians.

| Transport Option | Percent |
|------------------|---------|
| Drive            | 72 %    |
| Walk from home   | 14 %    |
| Walk from work   | 7 %     |
| Cycle            | 4 %     |
| Mobility Scooter | 2 %     |
| Bus              | 2 %     |

## Issues with Blenheim and unattractive aspects of the Blenheim Town Centre

For ease of analysis the most common issues mentioned across all surveys were grouped, identifying the general themes and creating categories that identify particular aspects of the Blenheim Town Centre that are problematic.

- The top three unattractive themes that comprised 50% of the responses were vacant buildings (17%), traffic management and roads (17%), and the aesthetic appearance of the town centre (15%).

- Subsequently, confrontation between pedestrians and cars was a reoccurring unattractive quality identified by pedestrians (8%), along with the lack of green space within the town centre (8%), and the condition of footpaths (6%).
- People also highlighted specific areas that they believed were unattractive, including Rangitane House, the river bank area on high street, Wynen Street, Market Street North, Scott Street, and Queen Street (5%).
- Fewer people commented on a lack of entertainment for children within the town centre (3%), lack of retail choice (3%), and inadequate seating and lack of shaded seating (3%) contributing to the unattractiveness.

There was general consensus from pedestrians that these issues introduced unattractiveness in the town centre and reduced the vitality of the area. Most obvious were the comments pedestrians made concerning the aesthetic appearance of the town centre, identifying cleanliness, construction/demolition, dull and boring shop fronts, and clutter as reasons for reducing the appeal of the town centre.

### **Improvement in recent years and attractive aspects of Blenheim's Town Centre**

When pedestrians were asked if the town centre had improved in the last two years, 53% of those surveyed answered that yes it had improved. Less people said the town centre had worsened (25%), with 22% saying that no change had occurred in the last two years.

Those who did not consider that any improvement had occurred did so because the number of vacant buildings within the town centre appeared to increase. Those who said improvement had occurred thought so because of the development of pocket parks, more greenery, and general better feel of the town centre.

Many people identified attractive aspects of the town centre and said these were responsible for the increase in town vitality and overall improvement.

Like the previous section, for ease of analysis the most commonly identified attractive aspects across all surveys were grouped, identifying the general themes and creating categories that identify particular aspects of the Blenheim Town Centre that are considered attractive.

- The top three attractive themes that comprised 60% of the responses identified that the social spaces and pocket parks within the town centre were most attractive (29%), followed by the greenery and planted areas of town (17%), and ease of access was attractive because the town is organised and compact (13%).
- Subsequently, cleanliness (3%), café culture and coffee stalls on the street (3%), decorations at Christmas time (3%), and retail (3%) were also attractive.
- Other positive comments highlighted the town centre's great atmosphere, cheerful people, vibrancy, safeness, and surrounding scenery.

The majority of pedestrians surveyed, although they may have identified unattractiveness, also identified many attractive aspects, suggesting that the town centre is a positive and pleasant place to spend time, but there are some concerning areas that need to be addressed.

### ***Comparison to pedestrian surveys in previous years***

It appears as though there are some similarities and dissimilarities between the various pedestrian surveys that have been carried out.

It appears as though the same people are using the town centre for the same reasons (non-food shopping being most popular), as in previous years pedestrians were predominately from Blenheim (including Springlands etc.) with people from Renwick and rural Marlborough frequent users also. In all three surveys a small proportion of pedestrian's surveys have been tourists.

Pedestrians have consistently indicated that they drive to town, parking in a variety of locations, but generally free parking such as the Warehouse or Countdown carpark, spending between 1 and 3 hours in the town centre weekly. Positively, the volume of people walking and cycling is consistent.

In general, it appears that overtime pedestrians still believe that Blenheim's Town Centre provides everything that is need. The consensus is that there are other things that could be provided (better retail options, entertainment, and improved social spaces), but pedestrians understand Blenheim is small and there are limitations that come with that.

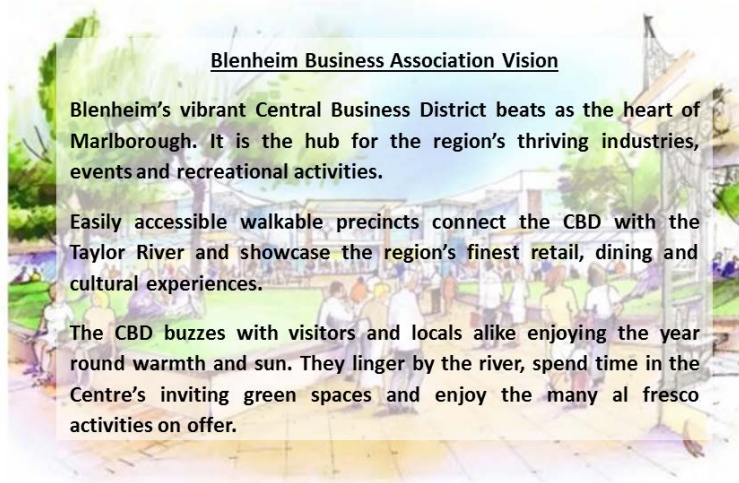
The issues identified, along with unattractive and attractive aspects has varied over time, but generally the surveys have identified that Blenheim's unattractiveness is the result of vacant buildings, issues with traffic, parking, and the condition of peripheral streets (e.g. Queen Street). This has prompted a number of issues, primarily dullness in the town centre, confrontation between cars and pedestrians, and emptiness of buildings. It is very obvious that pedestrians continue to find Blenheim's small compact feeling, greenery, and social spaces attractive, as these have been identified in 2011, 2014, and the current survey.

In addition, people over the years have suggested areas for improvement in response to any unattractiveness they experience. The reoccurring suggestion people make is to create a pedestrian only environment in the central shopping streets of Blenheim e.g. Market Street. People want this to alleviate confrontation between cars and pedestrians, solve some parking problems, and increase the volume of greenery and social space.

## The Blenheim Business Association

Since the last health check was carried out, a business association has been formed, made up of local business-people who are focused on developing and enhancing the success of Blenheim's Town Centre. The Association helps ensure that Blenheim thrives into the future thought uniting the efforts of local businesses, fostering collaboration and coordinating local initiatives.

The Association has helped develop a strategic plans that has key goals directing efforts to achieve the groups vision.



### **GOAL #1 Strong Organisation**

This goal focuses on establishing and proving the credibility and value of the Blenheim Business Association under the Business Improvement District (BID) Model. Becoming a BID, the Association will be able to within a defined area work with business owners and occupiers to carry out projects, promotions and environmental improvements and advocacy funded for by a rate paid by those within the BID.

### **GOAL #2 Marketing, Events and Promotion**

This goal focuses on developing a strong brand identity and reputation for Blenheim's Town Centre that resonates with businesses, locals and visitors.

### **GOAL #3 Partnerships**

This goal focuses on building strong relationships with key partners, including the Marlborough District Council, major regional event organisers and the new Marlborough Civic Theatre.

### **GOAL #4 The Ultimate Al Fresco Experience**

This goal focuses on creating a unique al fresco experience that capitalizes on the region's fine weather and showcases its internationally renowned food and beverage industries.

The association made a successful submission to the Long Term Plan in 2015 that helped secure a two million dollar Council budget for town centre improvements. Some of the improvement notes in this report (e.g. new planter boxes, pop up pocket parks on demolished building sites) are the first stages of the improvement being implemented.

A poll of town centre businesses to establish a BID in the town was held in October and November of 2015. If successful this would have provided funding for the Association to implement its strategic plan. The poll did not reach the required level of support. Despite this, the business association at the time this report was finished were continuing to work on actions in the plan.

## Conclusion

The overall picture of the Blenheim Town Centre is positive, and like previous health checks, the health of town centre is encouraging despite any issues or unattractiveness experienced by those that use the town centre. Blenheim is a functional town possessing many qualities that cater for locals and tourists. Progress has been made in the town centre over the time period between the 2011, 2014, and 2016 health checks, already eliminating some of the issues identified in the past. In future, the identification of new issues by this current report, and established of the Blenheim Business Association, will encourage further progress to be made, and help direct where efforts by Council need to occur.

The succession of the three health check reports has already captured some of the redevelopment that has improved the health of the town centre. Overall the town remains in a stable state as it did in previous years, but with the improvements that have occurred since then, the overall quality has increased slightly. It is hoped that with continued documentation of the variables examined in this type of study that planning for a healthy Blenheim Town Centre will be uncomplicated, and a healthy future for Blenheim will result.



# Part Two: Picton Town Centre Health Check



January 2016

## **Executive Summary**

### ***Purpose***

This is the second Town Centre Health Check that has been undertaken in Picton. The 2016 Picton Town Centre Health Check has been designed to provide a snapshot of the town centre using a number of different indicators. The information generated as part of the health check can be used to inform local development proposals and be utilised in the implementation of town centre strategies within the Picton area. The 2016 project is a timely follow up to the report completed in 2014 and has been initiated following the production of health check reports for the Blenheim Town Centre.

Town centre health checks are common in the UK, where councils are required to undertake these studies to support their District Plan Policy and are used in the assessment of planning applications. It is intended that this report will have an advisory role to Marlborough District Council, allowing staff to reliably predict where Picton is headed for the future.

### ***Main Survey Findings***

#### **Composition of the Town Centre**

- The majority of the town centre is composed of food and entertainment businesses (19%), services (15%), and comparison type stores (14%).
- Vacant units in the town centre make have decreased from 10% to 4% between 2014 and 2016
- As a tourist town, many of the comparison shops sell products focused on the needs of a tourist rather than local needs.

#### **Pedestrian Routes**

- Pedestrian routes around High Street were found to be of good quality.
- In many cases the quality of the environment affected the pedestrian route rather than the condition of footpaths.
- The lack of pedestrian suitable directional signage became evident while evaluating pedestrian routes.

#### **Transport Facilities**

- Picton's Town Centre adequately provides parking options for the majority of people visiting the town centre.
- Long term stay car parking is available for those that require it, and also a parking lot for campervans to park, (both of which have small costs associated). The rest of Picton's parking is free, and either time restricted or time unrestricted.
- Picton offers cycle racks throughout the busy areas of town.

#### **State of the Environment**

- The state of the environment check concluded that overall Picton Town Centre has an average environmental condition.
- The check highlighted that above all Picton is uncluttered, but also evident that Picton is clean, has little visual pollution, and has adequate green space provided for by the foreshore area.
- Areas of concern are the lack of or uneven distribution of seating, shelter, and directional signage.



### **Vitality of Town Centre**

- The majority of Picton's Town Centre is performing well in terms of the street edge vitality and the interaction between buildings and pedestrians is positive.
- Weak and very weak edges identified were associated with residential property, accommodation, car parks, larger buildings, and secluded restaurants and pubs, and demolished building sites.

### **Pedestrian Survey**

- The majority of people utilising Picton's town centre were people from Picton or Blenheim, with people from other areas in Marlborough also, showing a large variety.
- People utilised the town centre mostly for food shopping, but also to visited to spend time in the foreshore or utilising cafes and restaurants.
- The majority of people visit Picton monthly, followed by weekly and daily, and tended to spend one to three hours in the town centre.
- The majority of those using the town centre drive (96 %), and parked in car parks in the Foreshore or at the supermarket.
- The top three issues identified by pedestrians as being unattractive qualities of the town centre were the quality of periphery streets, issues with the aesthetic appeal of the town centre, and the dullness and dirtiness of some areas.
- The top three attractive qualities identified by pedestrians about the town centre were the Foreshore Reserve area, scenic views and vista, and the green feeling of the town from trees and plants.
- Many pedestrians thought that the town centre had improved in the last two years (76%), and suggested that improvements should continue to occur, with specific mention of the mall area and pedestrianizing High Street.

### **Conclusion**

The Picton Town Centre adequately provides for the needs of visitors. However, the size of the town and the focus on providing for tourists indicates that the town centre may not fully meet the needs of locals. The town centre is a pleasant and inviting place to visit and in terms of its health is performing well. Although Picton's size and population is small and does not warrant a large town centre, the town centre needs to maintain its vitality by alleviating weakness identified around periphery streets and the dull and dirty areas, and enhancing Picton's strengths.

## Introduction

*Picton's Town Centre plays a vital role within the Marlborough District. Not only is Picton an essential connection between North and South Islands for the public, but is also important for railway networks and freight movement. Picton is the gateway into the wider Marlborough Sounds area, and therefore is a hub for tourist activities, but also provides a range of services for locals.*



This sort of study on the Picton Town Centre has only been completed once before. The first report completed in 2014 was carried out in response to similar health check studies being carried out in the Blenheim Town Centre. These sorts of studies allow data to be collected that helps to evaluate the 'health' of our town centres, something that is important when making provisions for the future. A healthy Picton Town Centre helps to provide local identity and a unique sense of place, something that with regular reports allows for the maintenance of Picton's character. A health check like this also allows for early recognition of any decline in the town centre and enables action to be taken much sooner.

Picton's vitality is an asset to the Marlborough Region. It is important that Picton remains competitive with its neighbours and continues to cater to the needs of visitors, and locals. Although the Picton Town Centre is small, it is important to build on Picton's strengths, and alleviate any weaknesses to ensure the experience people receive when visiting Picton is positive, and ensure Picton's Town Centre continues to provide for locals.

This report will provide an overview of where Picton currently stands and compares this with the results of the previous health check. The establishment of a baseline such as the 2014 report and subsequent reports will enable more efficient planning of town centre projects. In later years it is possible that trends may be identified, detecting where progress or decline has occurred. Information such as this would enable Council to more reliably predict where Picton is headed long term, this will enable better and more informed town planning to occur.

It is intended that our commercial community will find this information useful too. We encourage our businesses to read this report and to circulate it widely.

Alistair Sowman

Mayor

## Methods

The method used for the Picton Town Centre Health Check is similar to the criteria used to complete the Blenheim Town Centre Health Checks. The Blenheim studies were originally drawn from the methods used by UK authorities who are required by planning policy to regularly undertake a town centre health check.

The health check has focused on the same study area to that of previous health checks, focused within boundaries that include the Central Business District (CBD) of Picton, as well as other major businesses which form a key part of the business district. Anything outside of this area was not studied as part of this study. Refer to Appendix M.

The Picton Town Centre Health Check was carried out during the months of November and December in 2015, and January 2016, over a number of different days and weather conditions. At each step an effort was made to ensure that this Health Check could be replicated in future years.

“Health” is used in this health check report as encompassing all the elements that have been selected as determinants of what a desirable healthy town centre would be like. These determinants are investigated individually, and then balanced to give a holistic interpretation of how the town centre is performing.

The key methods of research used during the health check were;

- A desktop study of existing data:
  - Picton Parking Study: 2012/2013.
  - Marlborough Urban Growth and Development: Picton, Havelock, and Inner Sounds Settlements, a Strategy for the Future.
- Primary research in the town centre to identify:
  - The composition of the town centre,
  - Pedestrian route quality,
  - Transport facilities,
  - State of the Environment,
  - Vitality of the street edges, and
  - User views of the town centre via a pedestrian survey.
- A photo survey of the town centre was completed to provide a snap shot of the area in pictures. Refer to Appendix U for map showing the coverage of the Picton Town Centre photo survey.

For ease of the future replication of this study a detailed method has been written and is held within the Marlborough District Council.

## Composition of the Picton Town Centre

### ***Diversity of Uses***

In terms of retail activity, the Picton Town Centre has a variety of types. In order to determine the 'health' of the town centre it is important to understand the mix of these businesses in the town, and whether there is a change over time. To do this, the ground floor of each building footprint was mapped, and then categorised by the dominant business use.

The categories were as follows:

*Convenience:* Shops that deal with basic consumable need, e.g. supermarkets, grocers, butchers, bakers, newsagents, and dairies, etc.

*Comparison:* Shops that deal with most other goods, e.g. clothes, electronics, furniture, car sales yard, pharmacy, etc.

*Food and Entertainment:* Outlets that provide food and/or entertainment, e.g. restaurants, cafes, take-away shops, children entertainment centres, museums, art gallery etc.

*Residential:* Residential property that falls within Picton's Town Centre perimeter.

*Offices:* General office space, e.g. lawyers, estate agents, travel agents, etc.

*Service:* Outlets that are service-based, e.g. school, community centre, churches, banks, hairdressers, libraries, post office, health centre, petrol station, etc.

*Tourist Activity:* Businesses which are primarily providing a service that serves the tourist community in Picton, e.g. boat cruises, etc.

*Industrial:* Businesses which occupy a large space for certain activities, e.g. engineering plants, factories, warehouses, light-manufacturing plants.

*Trade/retail:* Businesses which provide a service and/or provide consumable items specific to a certain activity, e.g. mechanics, tyre sales, paint supplies, glass repairers, etc.

*Inner CBD Accommodation:* Accommodation that is available within the town centre perimeter, e.g. motels, backpackers, hotels, etc.

*Vacant:* Any empty space in the town centre.

*N/A:* buildings which do not fit the above categories are classed as N/A e.g. unidentifiable buildings, garages, storage rooms detached from a main building, ground floor entrance ways to second story businesses, etc.

*Demolished:* Building that is no longer present and has been removed/demolished since last health check survey (this was a category introduced in 2016 survey in order to be able to maintain a history of past building footprints and retail activity).

### ***Findings and Emerging Trends***

The number of shops in the town centre that are food and entertainment based is greater than all other categories (19%), something that may not be usually expected for a town centre. The volume of outlets offering food and entertainment is consistent with Picton's reputation for being a popular destination tourist town. The volume of tourist activities (4%) and inner city accommodation (8%) supports this also, showing that the town has grown to support the needs of tourists.

The volume of comparison type stores in Picton's Town Centre is lower than what is usually expected in a town centre at 14%. This is primarily due to the high volume of shops providing services (15%), food and entertainment, and tourist activities leaving relatively low amounts of building space available for comparison type stores. It would also simply not be possible for Picton to

carry multiple franchise stores like Farmers, or The Warehouse due to its size and population driven by seasonality. The comparison stores that are present are mostly pharmacies, boutique clothing stores, or gift shops more suited to the tourist type shopper, and perhaps less suited to locals.

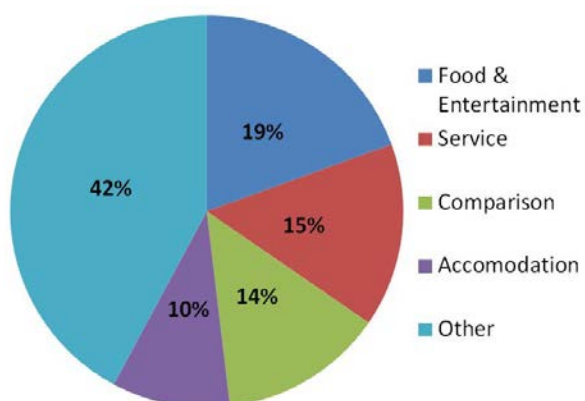


Figure 16: Composition of the Picton Town Centre, showing the top four categories.

The number of service based shops in Picton can be explained due to its size, location, and proximity to those that live in the outer reaches of the Marlborough Sounds. These service based shops provide for the many that utilise Picton as a place to collect groceries, items from Hammer Hardware for the house or garden, and receive services from the doctor or hairdresser, etc. Such activities are crucially important in this part of Marlborough for the locals, who do not have the means or time necessarily to travel to Blenheim.

Picton is supported by one supermarket and only two other convenience shops (a bakery, and a small Four Square supermarket).

These findings are consistent with the results from the 2014 report. Where food and entertainment, comparison and service based shops comprised the top three comparison categories, with few offices and a good proportion of tourist activity outlets and inner town accommodation.

The number of vacant unit in the Picton Town Centre at the time of the survey was relatively low, with only eight units vacant. This is a decrease from the 2014 health check that identified 14 vacant shop spaces (10% in 2014 to 4% in 2016). It is important to note the vacancies may be higher outside of peak summer season.

Table 4: Composition of Picton Town Centre 2016.

| Category                | Number of Units (2016) | Percent of total (%) (2016) |
|-------------------------|------------------------|-----------------------------|
| Convenience             | 3                      | 1.6                         |
| Comparison              | 25                     | 13.5                        |
| Food and Entertainment  | 36                     | 19.5                        |
| Residential             | 12                     | 6.5                         |
| Office                  | 9                      | 4.9                         |
| Service                 | 28                     | 15.1                        |
| Vacant                  | 8                      | 4.3                         |
| Inner CBD accommodation | 18                     | 9.7                         |
| Tourist Activity        | 8                      | 4.3                         |
| Industrial              | 8                      | 4.3                         |
| Trade/Retail            | 4                      | 2.2                         |
| N/A                     | 22                     | 11.9                        |
| Demolished              | 12                     | 6.5                         |
| Total                   | 185                    | 100                         |

Refer to Appendix N for map showing the composition of the Picton Town Centre.

# Pedestrian Routes

## Purpose

During the health check, areas that attract high volumes of pedestrian movement were looked at in order to determine whether the pedestrian routes were of acceptable standard.

## Method

To determine the quality of pedestrian routes in Picton’s centre, areas that attract high volumes of foot traffic were identified:

- Movement of people from the ferry, bus, and train terminals
- Accommodation
- Tourist activities
- High Street

Routes were rated as good, average or poor and were based on a number of variables:

Footpaths were considered for:

- Visibility
- Width of footpath
- Condition of footpath material
- Lighting
- Having clear boundaries

Routes were considered for:

- Adequate seating
- Protection from weather
- Level of Safety
- Way finding signage
- Pram/mobility scooter access

## Findings and Emerging Trends

Due to Picton’s small size, High Street is considered as being the main street connecting many areas. The pedestrian routes along High Street are of good quality, with appropriate shelter, lighting and seating. However, when walking away from this main street, the quality of the pedestrian routes deteriorates. This finding is consistent with the 2014 report, and many of the same reasons for weakness still exist in 2016, although some improvement has occurred. Refer Figure 17.

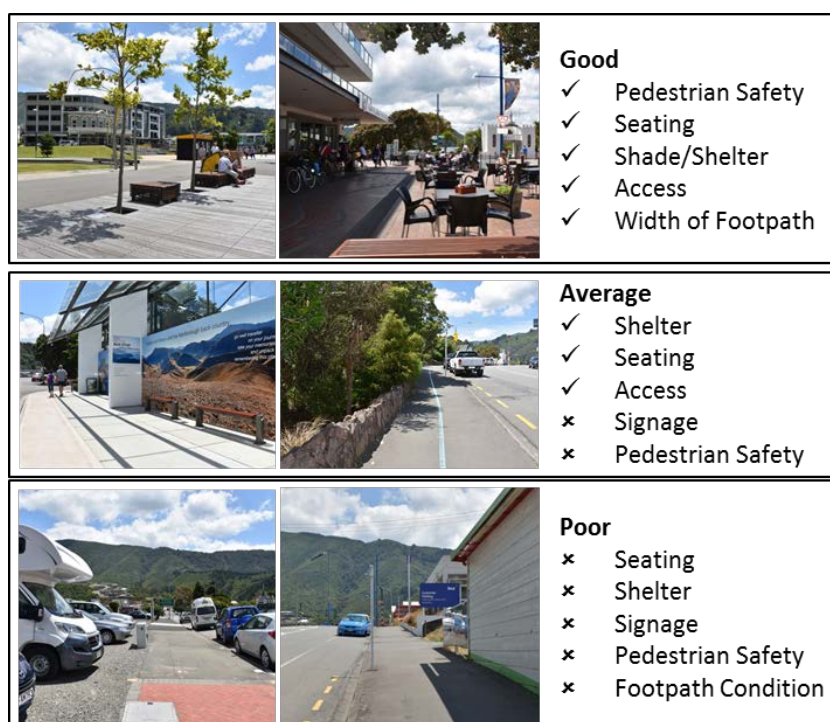


Figure 17: Examples of different pedestrian routes in Picton Town Centre.

The poor and average pedestrian routes in Picton are essential walking routes for Picton’s tourists. The walks from main accommodation areas, for example Waikawa Road to High Street, or routes from Auckland Street have little seating, shelter, and lack suitable directional signage. The quality of the street edge and state of the environment are problematic and has resulted in pedestrian routes on periphery streets in the town centre being classed as poor.

Despite areas that still show weakness, improvement has occurred (Figure 18). In 2014 the walk along Auckland Street from the ferry terminal and the information centre was considered confusing, with little lighting, limited pedestrian suitable signage, and the route directed people along a narrow footpath, beside a high traffic flow intersection. The 2016 study captured the improvement that occurred in this area, primarily due to the installation of a modern bus shelter that provides shelter, and widens the footpath, improving pedestrian safety. These improvements resulted in the route being reclassified.

Other routes that have improved (Figure 18) have done so primarily due to a general increase in quality of the environment or street edge, improving pedestrian experience. The routes that direct people through the foreshore towards high street have also improved due to general maintenance improvements, installation of new lighting, and pop up food outlets. The most significant improvement has occurred along High Street outside Mariners Mall, where the footpath and surrounding environment has been redeveloped. The upgrading of the footpath and replanting of new gardens, along with new seating improve this pedestrian route. Efforts have been made also to improve the safety of pedestrians from the car park by developing kerbing that act as planter boxes, but also make a clear distinction between the footpath and the road.



Figure 18: Pedestrian route change over time between 2014 and 2016, showing points of attraction.

Refer to Appendix O for map showing the quality of Picton’s pedestrian routes.

## Transport Facilities

The town centre of Picton provides transport facilities for visitors and locals. Little change has occurred since 2014 and the provision of transport facilities remains adequate for a tourism based town centre like Picton.

### ***Parking***

The pedestrian survey carried out showed that 96% of town centre users drive to town. It is therefore important that there are facilities in place to cater to the large volume of vehicles in town. Picton offers plenty of both on street parking and off street parking, with a count of 699 parking spaces managed by the Marlborough District Council for the public to use.

Picton offers the option of long term parking costing two dollars per day, and also parking for campervans which costs 40 cents an hour. All other parking in Picton is free, and either time restricted e.g. parking along high street, or Mariners Mall, or time unrestricted.

### ***Cycle Facilities***

There are cycle rack facilities in Picton for those that bike to the town centre. These are predominately located in the high foot traffic areas of High Street, and the foreshore area along London Quay, with development in the foreshore area increasing the number of cycle racks available (Figure 19), with new cycle racks also available outside Mariners Mall.

### ***Public Transport***

Given Picton is a popular destination for tourists the public transport options available are relatively good, however there is no service that operates only within the town centre.

The ferry terminal is well-equipped, with a bus stop and many rental car offices, along with the recent installation of a modern bus stop just outside the iSite building. There are bus stops in town where tour buses stop on a regular basis, allowing passengers to get off and easily access the town centre.

The train station also offers an option for people to access Picton's transport interchange at the iSite, allowing access to buses and the ferry.

There are public transport options for accessing the Marlborough Sounds, with water taxis, and cruises available that leave the Picton foreshore regularly.



Figure 19: Left: Bus stop on Auckland Street. Right: Bike racks in the redeveloped area on London Quay.



## State of the Environment

### **Purpose**

The quality of the environment is an important part of the Picton Town Centre. By assessing the state of the environment it is possible to easily identify areas which are not meeting standards, and may require some attention, allowing problems to be remedied. The state of the environment also affects the quality rating of other health indicators such as pedestrian route quality.

### **Method**

The state of the environment was measured in a number of ways: the quality of the air, noise pollution, clutter, cleanliness, visual pollution, seating, shelter, green space, pedestrian safety, directional signage, footpath condition, and cycle lanes.

Eight areas within the Picton Town Centre periphery were assessed based on the above variables. Each variable was either awarded a zero, one, or two score, representing bad, average, or good environmental conditions respectively. These variables were then averaged to produce a final score for the area, and using the same grading system concluded the area as either having a bad, average or good state of environment.

### **Findings and Emerging Trends**

The 2016 state of the environment check highlighted a number of areas that rated averagely, and did not meet the same standards as those that stood out as having a good state of environment. This indicates that work could be done in the town centre to establish more consistent environmental conditions. Areas closest the foreshore tended to perform better than areas on the periphery of the town centre.

### **Overall Assessment**

The data collected shows variables that were consistently better across the town centre. These are displayed in Table 5, identifying that all variables perform averagely in the Picton Town Centre with the exception of clutter that rated good overall.

As concluded in the 2014 study, it appears that the town centre is still performing averagely, and uneven distribution is a probable cause for this, suggesting that although some variables are good in some places, for example seating, it is the areas that have no seating available that let down the overall score.

### **Individual Assessment**

Individual assessment of the eight sites revealed that four sites were classed as good, three as average, and one as bad. Examples of what these different sites looks like is shown in Figure 20. The assessment revealed that the majority of good sites are closer to the foreshore area, while sites that require work and rated average or bad are further away.

Table 5: Average State of the Environment values for measured variables.

| State of the Environment Variable | Average Score |
|-----------------------------------|---------------|
| Air Quality                       | 1 - Average   |
| Noise Pollution                   | 1 - Average   |
| Clutter                           | 2 - Good      |
| Cleanliness                       | 1 - Average   |
| Visual Pollution                  | 1 - Average   |
| Adequate Seating                  | 1 - Average   |
| Adequate Shelter                  | 1 - Average   |
| Adequate Green Space              | 1 - Average   |
| Pedestrian Safety                 | 1 - Average   |
| Directional Signage               | 1 - Average   |
| Footpath Condition                | 1 - Average   |



Figure 20: Examples of different state of environment categories from Picton Town Centre.

As can be seen in Figure 21, two sites have improved enough to be reclassified. Firstly, the site outside the iSite has seen a large change between the 2014 and 2016 health checks, as the development of a bus shelter has dramatically improved the state of the environment by providing some shelter, seating, pedestrian safety, and is a pleasing area to sit and wait. Secondly, the site on the intersection of Waikawa Road and Wellington Street has seen some improvement since the 2014 health check, primarily due to an overall better feel of the street and cleaner environment. This area still performs less well in terms of pedestrian safety, but has been reclassified overall from bad to average.

In addition to the two reclassified sites, the site on the intersection of High Street and Broadway Street has seen change since 2014 although this site has not been reclassified. The image of this site shown in Figure 22 (average site) shows new planting and kerbing that has been carried out as a result of the new Picton Medical Centre being constructed nearby.

Unfortunately one site has degraded as a consequence of demolition, as shown in Figure 22 (bad site).

Refer to Appendix P for map and Appendix Q for a results table of the individual locations examined.

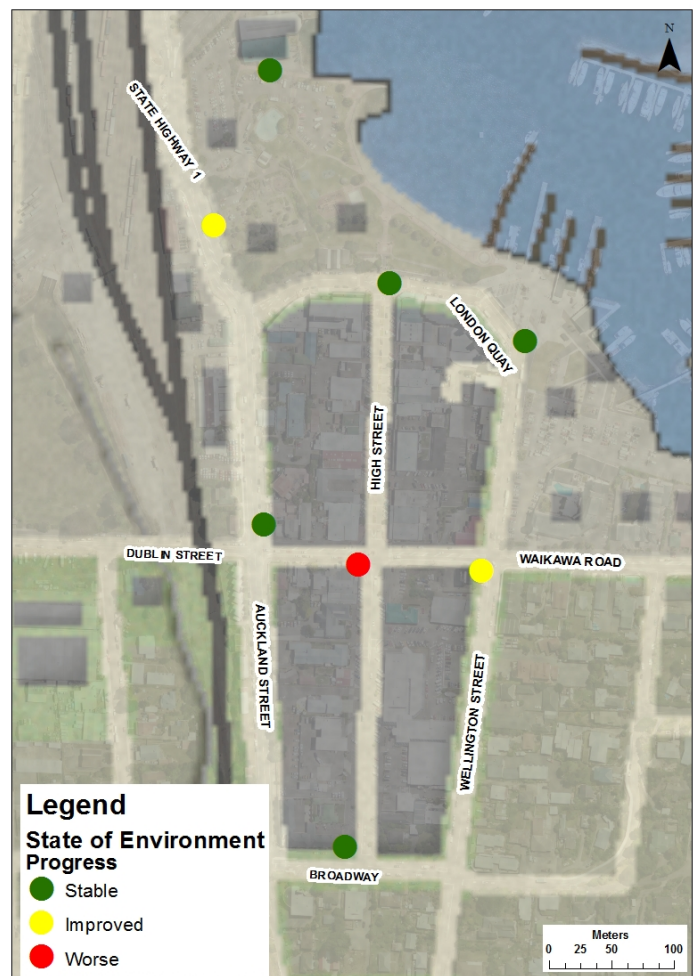


Figure 21: State of the Environment change over time between 2014 and 2016.

# Vitality of the Picton Town Centre

## Purpose

The purpose of assessing the street edge vitality of Picton’s Town Centre is to establish the quality of the interaction occurring between buildings and pedestrians. The strength of this interaction can give a good indication of how well the town centre is performing in terms of its liveliness and aesthetic appeal.

## Method

Street frontage in the town centre was graded as strong, moderate, weak or very weak based on a method used by the Urbanism+ study which carried out a similar evaluation of the street edge vitality in 2009. The grade awarded depended on the activeness of the street edge.

- Strong: Most active e.g. cafes with tables along the street, retail with large doors, and shops with large windows that could be seen through.
- Moderate: Recreational areas or shops that had windows with obstructions e.g. a bank or post office with flyers in windows, smaller windows.
- Weak: Inactive e.g. petrol stations, shops with some blank walls, accommodation or residential space that had some presence on the street.
- Very weak: Very inactive, where no activity can be seen or there is no presence on the street e.g. vacant shops, blanks walls.

## Findings and Emerging Trends

The majority of Picton’s Town Centre is performing well in terms of the street edge vitality and the interaction pedestrians have is positive. Edges in the primary shopping area, e.g. High Street, where there are high levels of pedestrian movement are of strong or moderate vitality. This strong and moderate vitality radiates less through outer streets, as vitality declines where weak and some very weak edges are associated with residential property, accommodation, car parks, larger buildings, and secluded restaurants and pubs. Examples of these categories are shown in Figure 22.



Figure 22: Examples of different street edge vitality categories from Picton’s Town Centre

A comparison of vitality between 2014 and 2016 identifies some areas that have improved and other areas that have degraded and are worse (Figure 23).

The areas that have seen improvement along the northern portion of High Street are the result of vacant shops being filled, or upgrading of street frontages by freeing up windows.

Improvements in the southern portion of High Street are the result of redevelopment to the street edge of Mariners Mall. The development of a new footpath has dramatically improved the state of the environment and therefore also improved the street edge vitality.

The street edges along Auckland Street, Waikawa Road, and London Quay indicated as improved in Figure 24 have improved due to the growth and maintenance of vegetation, producing clear, defined street edges.

Street edge vitality that has degraded is the result of demolition, blank wall, new vacant shops, or a general degradation of the area. Most concerning is the poor street edge vitality caused by demolished buildings on the corner of Dublin and High Street. This area will eventually improve as a result of the construction of the new Picton Library.

Like concluded in 2014, the town centre is confined to a very small area, with strong street edge vitality not spreading much further than the main shopping street and areas that attract high pedestrian volumes, such as High Street and parts of London Quay. Through examining street edge vitality, areas that could benefit from some improvement have been identified. In particular, there is a large amount of inactive street edge along Wellington Street, Dublin Street and Auckland Street. Upgrading these areas by encouraging the development of more active shop fronts or enhancing the vegetation present would extend the vibrant feeling of Picton's inner streets, resulting in a more engaging experience for pedestrians.

Refer to Appendix R for map showing the street edges assessed and the results.

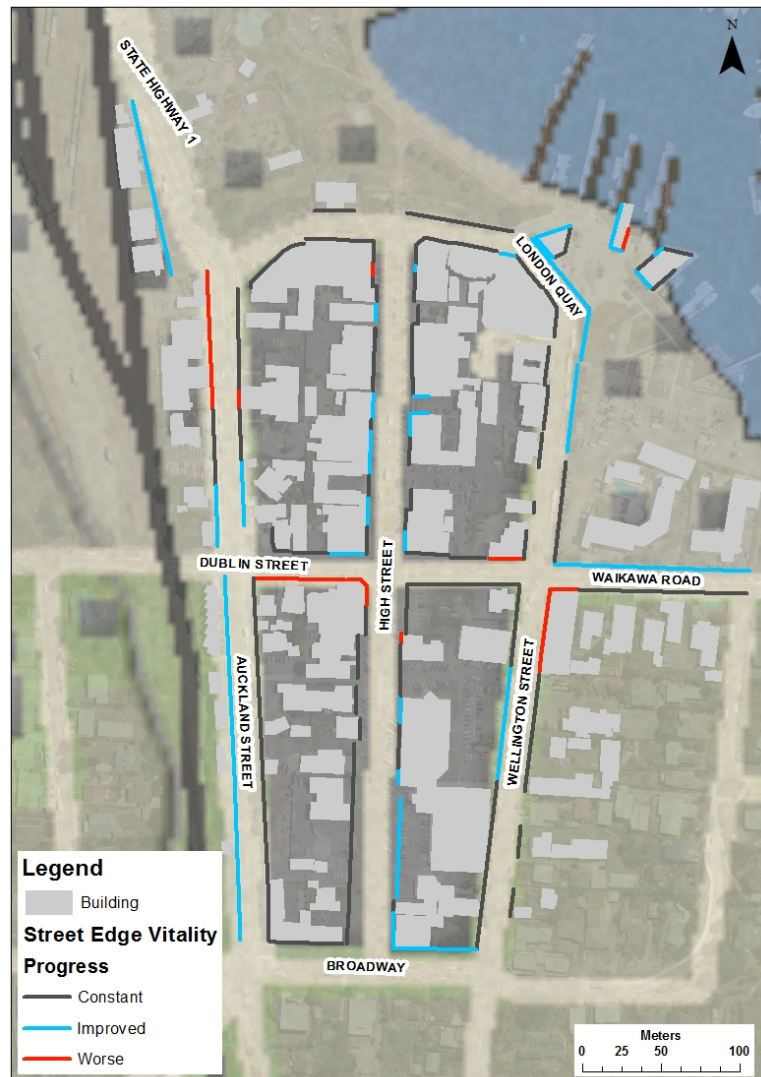


Figure 23: Street edge vitality change over time between 2014 and 2016.

## Pedestrian Survey

A pedestrian survey was carried out during the month of December in 2015 and January 2016 to find out what people thought of the Picton Town Centre. Refer to Appendix S for a copy of the survey. A total of 57 surveys were collected across different days and utilised a combination of public street surveys in Picton (refer to Appendix T) and a web based survey for staff at the Marlborough District Council.

### Findings

#### Composition of Pedestrian Survey

Picton is a town utilised by many people, and the pedestrian survey reflected this. It is noticeable that the proportion of people using the town centre that are from Picton does not outweigh those that are not from Picton, highlighting the variety of people that use the town centre.

The top three most common areas people visited from were (Figure 24):

- Blenheim (39%)
- Picton (33%)
- Waikawa (9%)

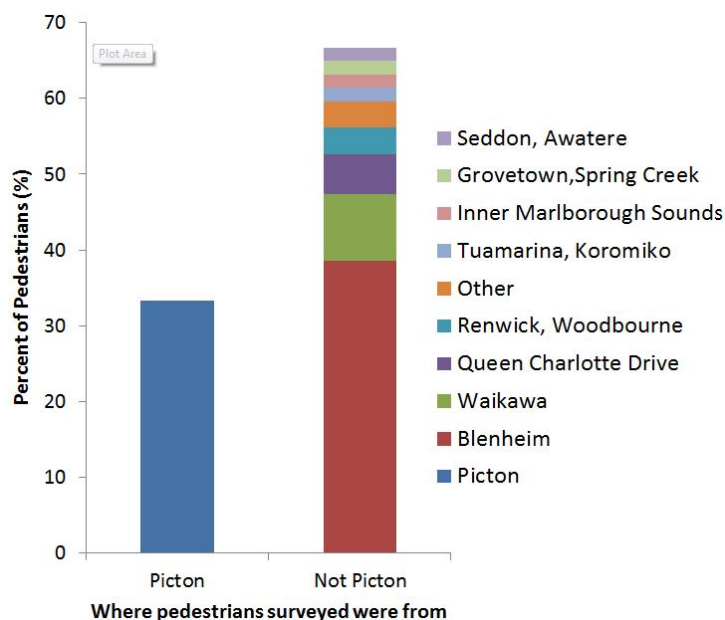


Figure 24: Composition of Picton pedestrian survey.

It was also clear from the survey that people from the Queen Charlotte Drive come into Picton, and even those living in Tuamarina and Koromiko use the Picton Town Centre more often than people from closer to Blenheim.

#### Reasons for visiting Picton's Town Centre

Food shopping was the most common reason for people to visit the town centre (47%), followed by utilising the foreshore (43%) and visiting cafes and restaurants (42%) (Figure 25). These groups most likely reflect local people using the town centre to shop at the supermarket, and the other large proportion of town users visiting for entertainment purposes. With the lack of pedestrians indicating non-food shopping as a reason to visit Picton, it can be assumed that there is a lack of willingness to shop in Picton for comparison items, and perhaps people are travelling elsewhere to fulfil non-food shopping requirements.

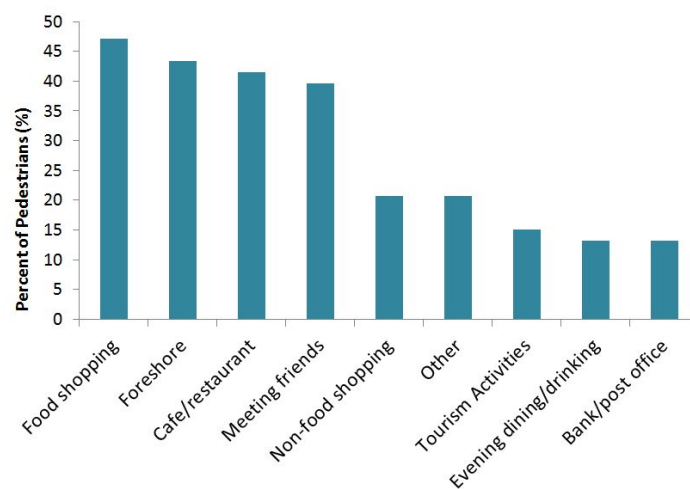


Figure 25: The main reasons for pedestrians to visit Picton's Town Centre.

### Time spent in the town centre

The amount of time spent in the town centre reflected four groups:

- People who spent less than 30 minutes (7%).
- People who spent 1 hour (47%).
- People who spent 2-3 hours (41%).
- People who spent longer than 3 hours (4%).

These results reflect the two main groups of people visiting the Picton Town Centre, those who visit to food shop spending less time (30 minutes to an hour), and those who visit to engage in entertainment type activities, for example visiting the Foreshore Reserve (two to three hours).

### How often people visit the town centre

The frequency of how often people visit Picton's Town Centre has not changed since the 2014 report.

- Most people visit monthly (50%), followed by weekly (40%), and daily (5%).
- Those that provided further comment said they only a couple of months during the year or very irregularly.

### Ease of access

Overall, the majority of pedestrians concluded that Picton was easy to navigate (94%), but access is made difficult by trouble finding parking, and difficulty navigating traffic (Figure 26).

Pedestrians who offered further comment highlighted that because the town centre was so small it was very easy to navigate, but appreciated that it would be difficult for people who are not familiar with the town. In addition people suggested that pedestrianizing the northern end of High street would improve access to this popular end of town.

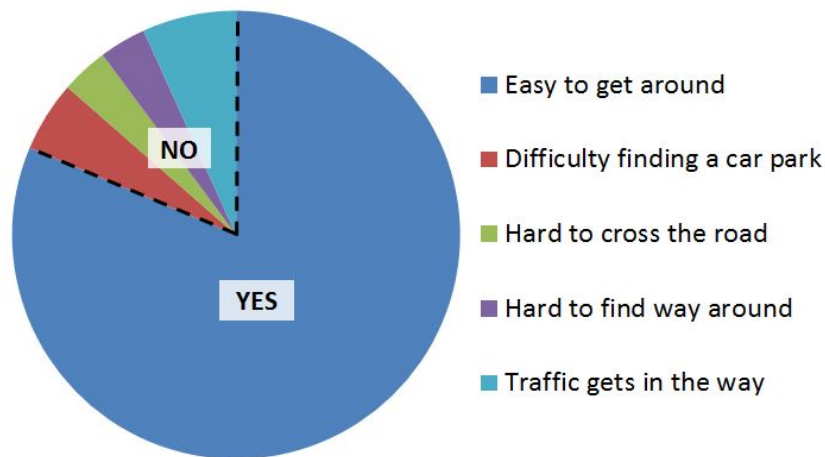


Figure 26: Pedestrian perception on the ability to way find in the Picton Town Centre.

### Town centre's ability to provide what is needed

A rating scale was used in order to determine the average feeling from pedestrians with regards to the provision of particular variables. Pedestrians rated the variables as being well provided for, provided for most of the time, or not provided for. Figure 27 identifies that people were most satisfied with the provision of social space, amenities, day time hospitality and entertainment and tourism opportunities. Less people were satisfied with the provision of evening hospitality and

services, indicating that these are only provided for most of time. Retail scored poorly, with the majority of people suggesting that retail is not well provided for. In general, many pedestrians were happy with what the town centre provided given its small nature, and preference towards catering for the needs of tourists.



Figure 27: Pedestrian perception on whether the Picton Town Centre provides everything that is needed.

### Travelling to the town centre

The survey revealed that overall 96% of people tend to drive to Picton’s town centre (Table 5). No other category was a popular choice, with only a few people (4%) walking from their homes into the town. These statistics are different to the 2014 survey, and appears that the 2016 survey has not captured pedestrians who walk, cycle, or arrive off the ferry.

Table 5: Predominate transport options people use to visit Picton Town Centre.

| Transport Option | Percent |
|------------------|---------|
| Drive            | 96%     |
| Walk from home   | 4 %     |

Of the people who drove, the majority used the supermarket car park or foreshore car park (Table 5). Free unlimited parking (e.g. residential streets), and time limited street parking (e.g. High Street) were also popular options.

### Issues with Picton and unattractiveness aspects of the Picton Town Centre

For ease of analysis the most common issues mentioned across all surveys were grouped, identifying the general themes and creating categories that identify particular aspects of the Picton Town Centre that are problematic in the view of pedestrians.

- The top three unattractive themes that comprised 49% of the responses were the quality of periphery streets to Picton’s main town street, High Street (23%), issues related to the aesthetic appeal of the town and buildings (18%), and concerns over the dirtiness and dullness in specific areas of the town (7%).
- Subsequently, confrontation between pedestrians and cars was a reoccurring unattractive quality identified by pedestrians, also concerned with parking (7%), along with demolition (6%), empty shops (6%), and quietness over winter (6%).
- Fewer people commented on the problem of attracting people into the town centre (3%), the unattractive look of the mall (3%), and the quality and cleanliness of public toilets (3%).

There was general consensus from pedestrians that these issues introduced unattractiveness in the town centre and reduced the vitality of the area. Most obvious were the comments pedestrians made concerning the aesthetic appearance of the town centre, identifying cleanliness, demolition, inconsistencies with urban design choices, and dull and boring shop fronts as reasons for reducing the appeal of the town centre.

### **Improvement in recent years and attractive aspects of Picton's Town Centre**

When pedestrians were asked if the town centre had improved in the last two years, 79% of those surveyed answered that yes it had improved. Less people said the town centre had not changed (18%), with no pedestrians suggesting that no improvement had occurred.

Those who did consider that improvement had occurred did so because the town felt less empty, felt more colourful and vibrant, the restaurant and café culture had improved, and that it felt cleaner and tidier. Those who said that the town centre felt much the same and no change had occurred did not offer further comment on why, but comments would suggest that pedestrians acknowledge the improvement that has occurred (e.g. Mariners Mall, and the Foreshore), it just not yet enough.

Many people identified attractive aspects of the town centre and said these were responsible for the increase in town vitality and overall improvement.

Like the previous section, for ease of analysis the most commonly identified attractive aspects across all surveys were grouped, identifying the general themes and creating categories that identify particular aspects of the Picton Town Centre that are considered attractive.

- The top three attractive themes that comprised 73% of the responses identified that the Foreshore Reserve was the most attractive aspects about the Picton Town Centre (51%), followed by the scenic views and vista (14%), and the green feeling of the town from trees and gardens (8%).
- Subsequently, the town atmosphere and friendly people (6%), summer feeling (5%), small compact nature (3%), were also attractive.
- Other positive comments highlighted the town centre's safe feeling, entertainment opportunities and relaxing feel as attractive.

The majority of pedestrians surveyed, although they may have identified unattractiveness, also identified many attractive aspects, suggesting that the town centre is a positive and pleasant place to spend time, but there are some concerning areas that need to be addressed.

### ***Comparison to pedestrian survey in 2014***

It appears as though there are some similarities and dissimilarities between the 2014 and 2016 pedestrian surveys that have been carried out.

It appears as though the same people are using the town centre for the same reasons, with a clear split between those that live in Picton and utilise the town centre for food shopping, and those who visit the town centre from Blenheim and other areas for entertainment and leisure purposes. Although during the 2016 survey, fewer tourists were surveyed and more Marlborough residents were surveyed. The time spent in the town centre also reflects the two groups, as locals spend less time than those traveling from Blenheim. Pedestrians have consistently indicated that they drive to



town in both surveys, parking in a variety of locations, but generally free parking at the supermarket or foreshore.

In general, it appears that overtime participants still believe that Picton's town centre provides everything that is need. The consensus is that there are other things that could be provided, primarily retail options, but pedestrians understand Picton is small and is a town suited best for tourists.

The issues identified, along with unattractive and attractive aspects has varied over time. Unattractiveness identified in 2014 primarily was concerned with Picton's economic stability, and building vacancies that increase over winter, whereas in 2016 this was not mentioned. Similarly, participants identified periphery streets and issues with aesthetic appeal concerning in both the 2014 and 2016 surveys. Pedestrians over time have consistently identified the Foreshore Reserve, scenery and vista, atmosphere and friendly people, and green spaces as Picton's most attractive qualities.

In addition, people over the years have suggested areas for improvement in response to any unattractiveness they experience. The reoccurring suggestion people make is to create a pedestrian only environment in the northern end of High street and to continue upgrading the town with greenery, plant boxes, and social spaces, adding to the vibrancy of the town centre.

## Conclusion

The overall picture of the Picton Town Centre is positive, like it was in 2014. The health of town centre is encouraging despite any issues or unattractiveness experienced by those that use the town centre. Picton is a town within a unique setting where you can live, indulge, and relax, possessing many qualities appreciated by locals and visitors. The 2014 report identified issues that have already started to be resolved and it is hoped the 2016 report will encourage further development to occur.

The town centre adequately provides for the needs of visitors, but a lesser extent for locals. As Picton will remain a tourism hot spot with continued use of Picton Harbour, it is essential that any weakness be alleviated and Picton's strengths enhanced. This study has identified areas that may need attention in future, and with future surveys progress can be tracked.



## Appendix

### Blenheim Town Centre

- A. Location map of the Blenheim Town Centre, showing the study extent.
- B. Blenheim Town Centre Composition map.
- C. Blenheim Town Centre Capital Value map.
- D. Blenheim Town Centre Pedestrian Route map.
- E. Blenheim footfall data provided by Alexander Hayward Ltd.
- F. Blenheim Bike/Walk map showing transport facilities in Blenheim's Town Centre.
- G. Blenheim Town Centre State of Environment map.
- H. Blenheim Town Centre State of Environment results table.
- I. Blenheim Town Centre Street Edge Vitality map.
- J. Blenheim Town Centre Pedestrian Survey.
- K. Blenheim Town Centre pedestrian survey locations.
- L. Blenheim Town Centre photo survey coverage map.

### Picton Town Centre

- M. Location map of the Picton Town Centre, showing the study extent.
- N. Picton Town Centre Composition map.
- O. Picton Town Centre Pedestrian Route map
- P. Picton Town Centre State of Environment map.
- Q. Picton Town Centre State of Environment results table.
- R. Picton Town Centre Street Edge vitality map.
- S. Picton Town Centre Pedestrian Survey.
- T. Picton Town Centre pedestrian survey locations.
- U. Picton Town Centre photo survey coverage map.