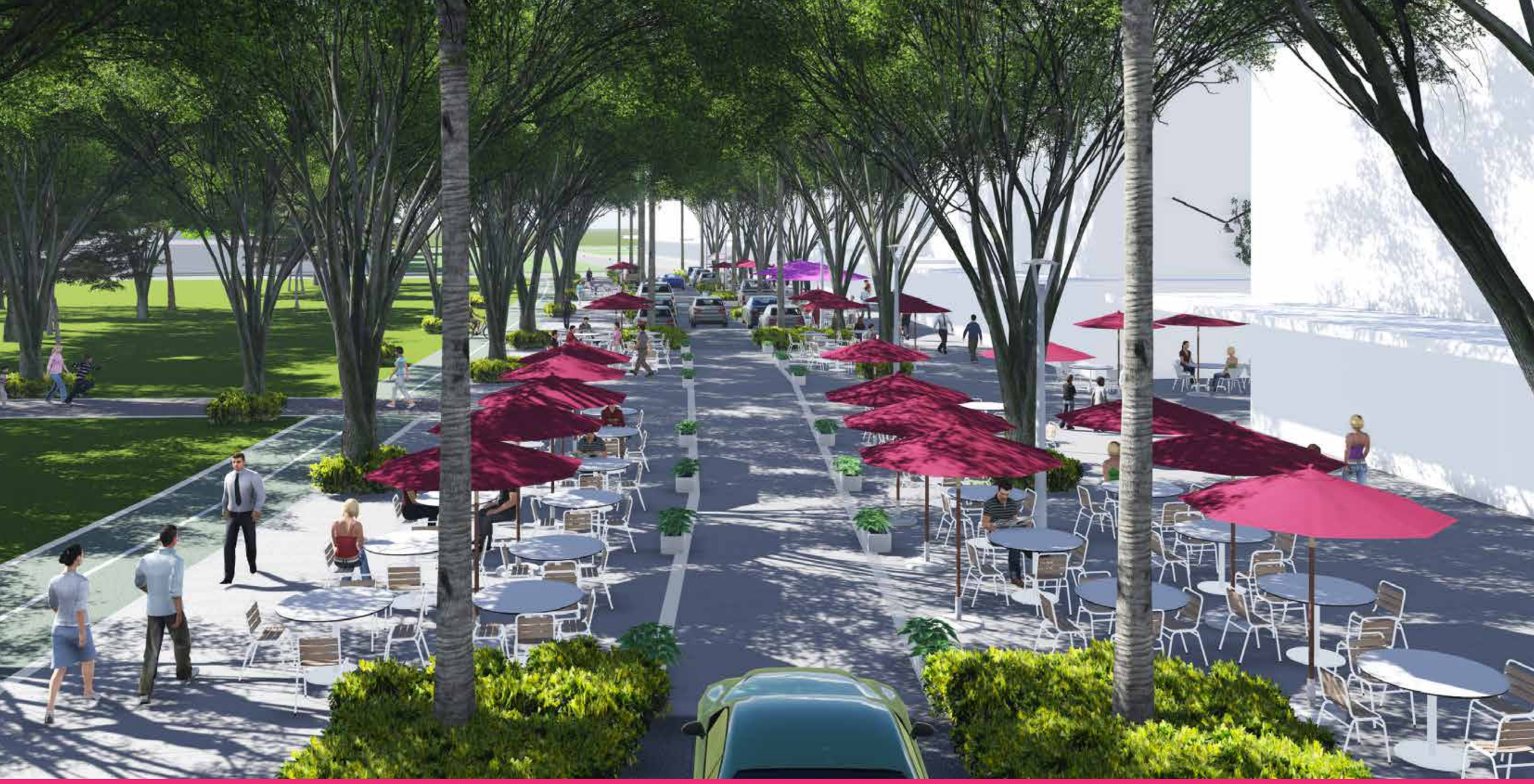


PALMERSTON CITY CENTRE PUBLIC REALM AND SUBDIVISION

GREAT STREETS STRATEGY

city of PALMERSTON

Disclaimer
All dimensions are approximate and should be validated through a detailed design process

CONTENTS

1.0 Introduction

The Palmerston City Centre Public Realm Great Streets Strategy builds on the work contained in the Palmerston City Centre Master Plan Report 2015.

The Strategy has been prepared to guide the public domain design for the City Centre, including signature streets, public space and important elements including drainage, lighting and public art.

The Strategy provides a common reference for designers, developers and other stakeholders involved in the design and construction of the city centre's public realm.

The key objectives of the Strategy include:

- A place-led approach to the design and delivery of the city centre's public realm;

- Principles for creating great places in Palmerston City Centre;

- Creating streets as shared spaces;

- Urban mobility principles focusing on pedestrians, cyclists, public transport users and drivers;

- Design strategies for signature streets, public spaces and elements.

Palmerston City Centre Master Plan

2.0 Street Design

- Philosophy
- Design Principles
- Design Strategy for Signature Streets
  - The Boulevard
  - University Drive
  - The Loop
  - The Lanes

Philosophy

Cities of the past: cities of the future

The Meaning + Making of Cities.

Towns, cities and settlements have always been a point of congregation. A gathering place where different people come together to exchange ideas and trade, spend time to enjoy and relax. A place to live human life and take part in our collective culture, a stage for our actions; our very own, and truly unique, human habitat. Yet, this fundamental role of cities gets stretched, mutated and morphed by a plethora of competing interests, vying for dominance and leaving their mark on our public domain. Our cities become a complex reflection on our societal values, a response to the way we live and what we acknowledge as important.

20th Century Design: Speed + Mobility

Our technological advances and associated form of transportation has left a lasting impact on our streets, our squares and our parks. A city built for walking, to one built for mass transit, to those cities created by the advent of the private car, result in vastly different human environments. With the fastening pace of our 20th century lifestyle and our mode of choice being the car, we have prioritised speed and mobility when designing our cities. Our roads are now the quickest route from A to B, but do they still reflect their fundamental role as a place for human habitat?

Our A to B approach has led to ever widening road systems to accommodate ever-increasing traffic. It has led to a prioritisation of car safety rather than people safety. It has created environments of bitumen, pavement, 80km architecture and advertising, junk space, signage overload, huge streetlights, excessive parking, placelessness. For the past 100 years, for the first time in our history, we have been designing our cities primarily for machines, not people. We have created cities that are foreign to our very existence, disconnected from our human needs.

We now have a problem that is self-perpetuating. By prioritising cars, they have become our only option. Environments are no longer fit for walking, cycling or well designed transit. Within this 'perfect' environment, cars have flourished - at least two per family. They have infiltrated our social lives and define who we are; we are grown up when we can sit 'in the front'; become an adult when we can drive. We need more roads.
How much of our love affair and dependence with the car then is contributing to our culture of urban sprawl? Of levels of obesity, mental health issues, social exclusion or carbon dioxide emissions, climate change and environmental degradation? What happens if we can't drive?

The world over, people are questioning our 20th century design mentality and rediscovering the virtues of balanced city environments. Copenhagen is extending their pedestrian only zones, Seoul is turning freeways into parkland for walking and cycling, New York is introducing an extensive cycle lane network and Portland is investing in high frequency transit. Nationally, we have rediscovered the virtues of our inner city neighbourhoods, with roads that share space between people, bikes, transit and cars.

We have realised that it is these places that we truly enjoy being in and socializing in, and unsurprisingly, it is these places that are flourishing. They contain retail spaces for local entrepreneurs and are a clear heart of a functioning local community. They display a relationship between movement and place and create 'place capital', community and local economy – they create an attractive human habitat.

With this knowledge we are stepping boldly into a new generation of street planning. If the 20th century was about speed and mobility, the 21st is about people and place.

We are now attempting to emulate this knowledge in our new and renewed urban areas. We have taken our first steps, but we are not there yet. We are designing streets for the same amount of cars, but now acknowledging the need for a more sustainable transport. We see bright blue bike lanes, pedestrian paths protected by bollards, priority bus lanes and wide traffic ways, segregated and compartmentalised. We still prioritising speed from A to B and wondering why we are not producing C - the places that we love. The process to rebalance our ideology has begun but, we are still implementing and evaluating outdated practices. We count cars but not people or bikes, and if our public transport is slow, it is deemed a failure.

We understand what must be done, but are still designing for movement from our 20th century rulebooks – we are still creating a hostile human habitat. I still feel more comfortable in my car.

City centres given over to the car

Philosophy

21st Century Design: The new paradigm

It is now time to reconcile. A genuine re-understanding of 'traffic' as pedestrians, cyclists, public transit users and drivers and reclamation of streets as public space – treasured as the lifeblood of our cities. If we are to achieve this, we require new rules. Most of our inner city streets we love would be illegal based upon today's engineering and safety related standards. We need to question if the roads we are creating today are truly safe and whether there is another approach to achieving this end.

To answer these questions, there is growing academic and practical evidence of the 'Risk Compensation Theory' (Adams, 2010). In short, despite the well-intentioned efforts of our road designers and their quest for driver safety, their design initiatives are actually encouraging increased risk. Drivers feel too comfortable; they switch off, speed, follow the signs, and become simply a driver rather than one component of 'traffic'. 21st century road design can respond to this fact, and acknowledge that drivers don't need to be over protected – drivers, like all road uses are intelligent, vigilant and respond to design signals and cues. We are all risk managers performing a balancing act between opportunity and safety.

Practically, there is now evidence that design responses that encourage 'shared space' create safer streets and roads. From the watershed 'living streets' study by Monderman in Holland (1968) to a range of contemporary projects, the results are equally impressive. Through the removal of over-engineered intersection controls and design initiatives that slow cars down, we encourage pedestrians, cyclists and associated businesses to return to the street. Each form of 'traffic' becomes more aware of one another and a safer environment follows. In many cases, the removal of intersection controls and the promotion of shared space not only increase safety by decreasing top speeds of vehicles (60-80kmh to 30-50kmh), but also increase average speeds of the cars from 20kmh to 30kmh. Just as importantly, economic activity increases and a reinvention of local areas follows.

To achieve these outcomes however, we cannot be overtly cautious as it is all in the detail. We cannot simply change our speeds limits to 40kmh without re-designing our streets. We need to discard our old outdated controls and re-orientate them toward people places. This includes reducing curb radii, pavement standards, human scaled street furniture, tighter lane widths, the appropriate use of on street parking, street tree planting, reduced curb heights or curb removal, zero setback built form etc. These small details, together, become our human scaled behavioural cues. They will return roads to places. It is this context that City of Palmerston and RobertsDay are operating within.

Philosophy

Doing it Differently

The world is responding and we are beginning to do things differently. Best practice policy for urban mobility and new civil rulebooks for people orientated streets are gaining momentum. Internationally, the Complete Streets Coalition, Smart Code's Thoroughfare Manual, New York's City Street Design Manual and the Association of Transport's Urban Street Design Guide provide an extensive resource for Cities, like Palmerston, who want to do it better. These organisations are reimagining the methods and controls that dictate the design of our streets.

Nationally, led by the Australian Urban Design Protocol Creating Places for People, a range of best practice policy is beginning to appear. The NSW Roads and Maritime Services Beyond the Pavement is an award winning publication that reimagines the role of our streets in the 21st century. Providing additional civil engineering detail, the South Australian Streets for People, the NEW Queensland Complete Streets Guidelines for Urban Street Design and the Draft Walking Plan by the City of Melbourne are creating a wave of momentum that understand the street's role, respond to best practice occurring in America and provide engineering detail for an Australian context.

Palmerston City Centre is about to join this momentum, leading the way for Councils in the Northern Territory. We applaud their leadership and are happy to be sharing the journey.

Rouse Hill

Bendigo

Port Macquarie

Sydney

Copenhagen

Miami

Rouse Hill

Design Principles

Palmerston's City Centre – Street Design Principles

"Create a vibrant, tropical and lush place that connects a mix of commercial, retail, community, residential and open space and creates a unique identity; facilitated by authentic city streets, that supports a variety of activities, events, informal gathering spaces and entertainment; sustained by safe and convenient public transport and pedestrian links to the wider community".

We are working towards a shared vision that places identity, community and authenticity at its core. Central to achieving this vision is Palmerston's public domain – its streets. With an acknowledgement of the role of streets being fundamental to city life, equipped with knowledge of the new paradigm we are designing within and with an understanding of how to do it different, this Manual will work towards this vision by implementing the following key principles:

Palmerston's holistic streets will focus on:

Place: Be designed as human habitat and a place to meet;

Accessible: Be usable by the whole community;

Capacity: Be designed and sized to move people;

Innovative: Respond and challenge best practice shared space street design;

Detailed: Be meticulous in civil design and behavioral cues;

Unique: Respond to existing infrastructure patterns and native vegetation.

Palmerston's City Centre Boulevard - A Complete Street

Design Principles

Street Design Principles

> Deliver a connected network of thoroughfares comprising shared streets and lanes, and pedestrian only passages;

> Adopt a 'place-led' approach to thoroughfare design, rather than an 'engineering-led' approach. This approach recognises the dual role of thoroughfares as places;

> Thoroughfare design and infrastructure investment should benefit pedestrians, cyclists, public transport users and drivers – in that order;

> Thoroughfare design should supports street-based retailers, al fresco dining, activities and events as are desirable places to meet people and linger in;

> Ensure all thoroughfares provide protection, comfort and enjoyment to all users;

> Deliver cost effective solutions through the reuse of existing infrastructure where possible;

> Improve sustainability by reducing the urban heat island effect through landscaping;

> Plant street trees to define the street as an outdoor room, define the pedestrian realm, filter sunlight, calm traffic, protect pedestrians from cars, visually soften the streetscape, and bring order to streetscapes through regular geometries, repetition, consistent sizes, and alignment;

> Provide on-street parking with the intent of frequent turn over to benefit retail trade;

> Design The Boulevard as the signature 'Main Street' of the city centre, complete with protected bike lanes;

> Narrow University Drive to strengthen the connection between the city centre and northern parklands.

Guidelines

> Thoroughfares shall create a connected network of streets, lanes and pedestrian passages in accordance with the Thoroughfare Network Diagram;

> Thoroughfare types shall be designed in accordance with Thoroughfare Types Diagram;

> The directional flow of vehicles shall be in accordance with the Vehicle Flow Diagram;

> Pedestrian friendly intersections shall be created by adjusting all curb radius to be approximately 3.5m;

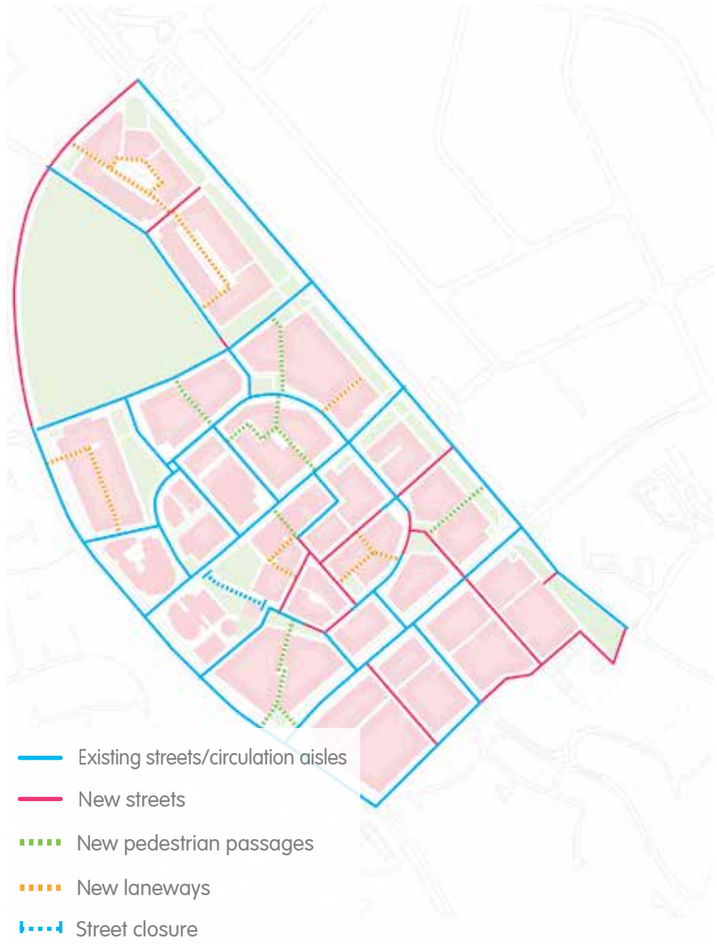
> All intersections in the city centre shall include pedestrian crossings in the form of signals, striped (i.e. zebra), sign posted or shared zones;

> Pedestrian barriers including fences, visually intrusive bollards and corral pedestrian crossings are not permitted in the city centre;

> Refer to the Palmerston City Centre Subdivision Guidelines and Public Realm Manual for further guidance on the detail design of thoroughfare;

> Public spaces shall be located in accordance with the Public Spaces Diagram;

> Refer to the Palmerston City Centre Subdivision Guidelines and Public Realm Manual for further guidance on the detail design of public spaces.



Street Network Diagram

THE BOULEVARD

Principles

- Create the city centre's signature main street as a shared space
- Establish generous shaded footpaths to support street based businesses, outdoor dining and performers
- Create a safe shared environment for pedestrians, cyclists, public transport users and drivers

Strategy

The Boulevard is the signature Main Street of Palmerston City Centre. It is designed to support street based businesses, people watching and lingering, pedestrians, cyclists, public transport users and motorists. A proposed bus stop is located in front of the City Park.

It is inspired by the paradigm shift towards designing streets as shared spaces and successful precedents. The existing street profile does not have curbs along the majority of its length, offering the opportunity to create the Boulevard as a shared zone with a speed limit of 40 km. With limited (if any) vertical separation of the street profile it includes wide footpaths, separated bike lanes, on-street parking and one travel lane in each direction.

Delineation between these different zones will be place-led through the use of French drains, paving bands, low ball bollards and planter boxes. It is the intent that the visually obtrusive blue bollards will be removed as part of this process.

Street tree planting alternates between formal, regularly spaced shade trees on the footpath and palms planted within the on-street parking lanes between every two cars.

Typical illustrative cross section

Palm tree-lined boulevard

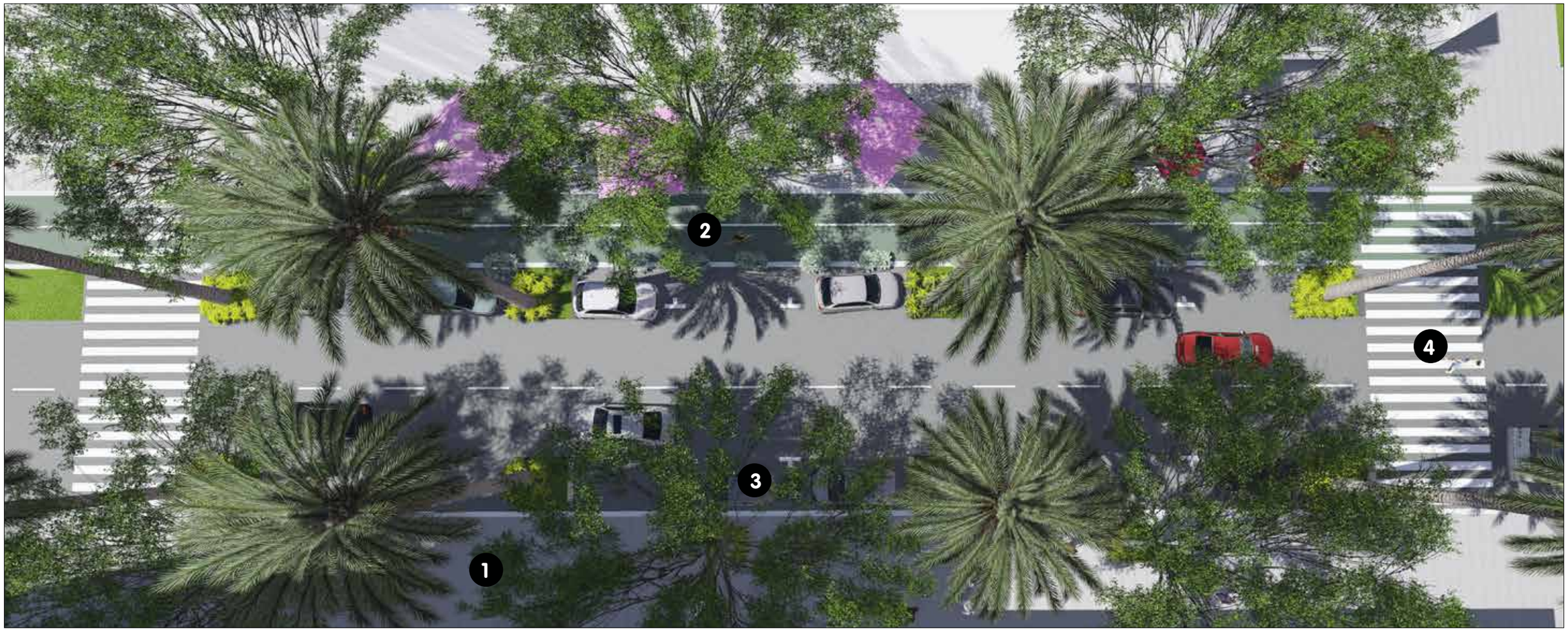
The Boulevard designed as a shared space for lingering in and moving through

Typical Plan View of The Boulevard

Typical plan view of The Boulevard - the signature street for the city centre. The plan clearly shows the relationship between the vehicle and parking lanes, separated bike lanes and footpaths to provide safe and convenient mobility options for different users. However, rather than the design being specialised by different user groups, the intent is for The Boulevard to be designed as a holistic place and shared space. Key features include a relatively level plane, limited vertical separation and visual cues for different users provided by a range of devices, such as french drains, textured and banded paving.

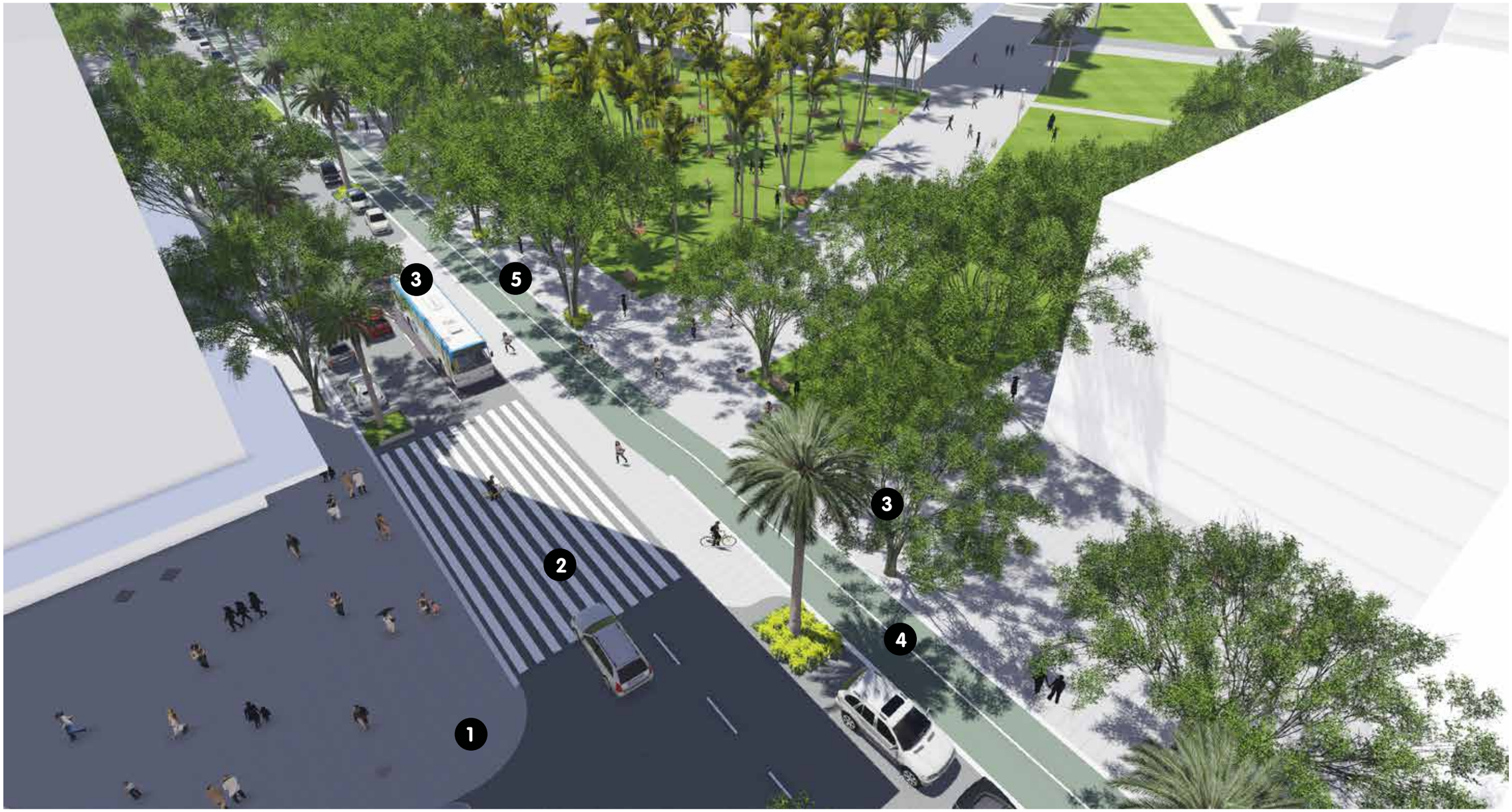
Key

1. Wide Footpaths With Outdoor Dining
2. Separated Bike Lanes
3. On-street Parking Set Within Formal Avenue Trees
4. Barrier Free Pedestrian Crossings



Illustrative Plan

Illustrative Aerial Overview - The Boulevard



Overview

The above illustration highlights the important street design details for The Boulevard. Except for the protected bike lane, the majority of these details also apply to other streets in the City Centre.

Key

1. Tight curb radius
2. Logical pedestrian crossing
3. Bus stop bulb-out
4. Protected bike lane
5. French drains
6. On-street parking
7. Street trees - shade
8. Street trees - feature
5. On-street parking
6. On-street parking
7. Street trees - shade
8. Street trees - feature

Curb Alignment & Design

The Curb Alignment and Design Strategy aims to:

> Reuse the alignment of existing curbs and associated infrastructure wherever possible;

> Transform excess vehicle pavement into new pedestrian realm;

> Re-configure vehicle orientated geometries, such as roundabout into spatially defined people places;

> Tighten wide, vehicle-orientated curbs to improve the pedestrian experience and naturally calm traffic;

> Where curbs are replaced, re-configure the street profile as a shared space on a consistent street profile with little to no vertical separation of the pedestrian and vehicle realms.

> Where curbs are replaced, re-configure storm water drainage as French Drains and similar rainwater conveyors within the street profile.

Tactical Urbanism Pavement to Plazas

The implementation of the master plan will happen over many years. It is likely permanent public realm works will occur in parallel with development and developer contributions.

However, it is recommended the City of Palmerston undertake tactical interventions designed to build broad support for the vision and improve the experience of the city centre in the short term.

This 'lighter, quicker, cheaper' approach to transforming cities been successfully used in cities around the world, such as New York's Pavement to Plaza Program to build place capital, increase people's rating of the city and improve retail trade.

The proposed curb realignments illustrated in the diagram provide an opportunity for the City of Palmerston to launch its own Pavement to Plaza Program. The initiative also allows the City to survey and monitor the potential impacts off the long term changes.

New York City: From Pavements to Plazas

Palmerston City Centre Civic Infrastructure

UNIVERSITY DRIVE

Principles

- Create a destination precinct
- Connect the city to the park
- Create an active edge throughout the day and night
- Narrow University Drive to a one-way, shared space

Strategy

University Drive is the key connection of the North Bank precinct, connecting the city centre to the park. Inspired by precedents such as Brisbane's South Bank, South Beach Miami and Barcelona's Las Rumbas, North Bank will marry a range of recreational and retail experiences to create a unique destination within the city centre.

The redesign of University Drive is critical to the success of North Bank. Based on the proposed extension of Chung Wai Terrace and reduced importance of this part of University Drive in the broader road network, the opportunity exists to connect the city to the park by narrowing the Drive to be one lane of one way traffic travelling west. With limited (if any) vertical separation of the street profile, University Drive is conceived as a shared zone with a speed limit of 40 km.

The balance of the Drive is reconfigured to include wide footpaths and clustered on-street parking to avoid the street reading as a 'car park', rather than 'city connecting to park'. Threshold zones where parking is not permitted include intersections with city streets, lanes and pedestrian passages to create an enlarged pedestrian realm and improved opportunities for outdoor dining.

It is envisaged outdoor dining will occur on both sides of the vehicle travel lane, thereby providing a range of service options from casual to formal. A shared path running in parallel to University Drive, as well as exercise stations will further contribute to a vibrant, active edge throughout the day and into the evening.

Typical illustrative cross section


Typical illustrative cross section

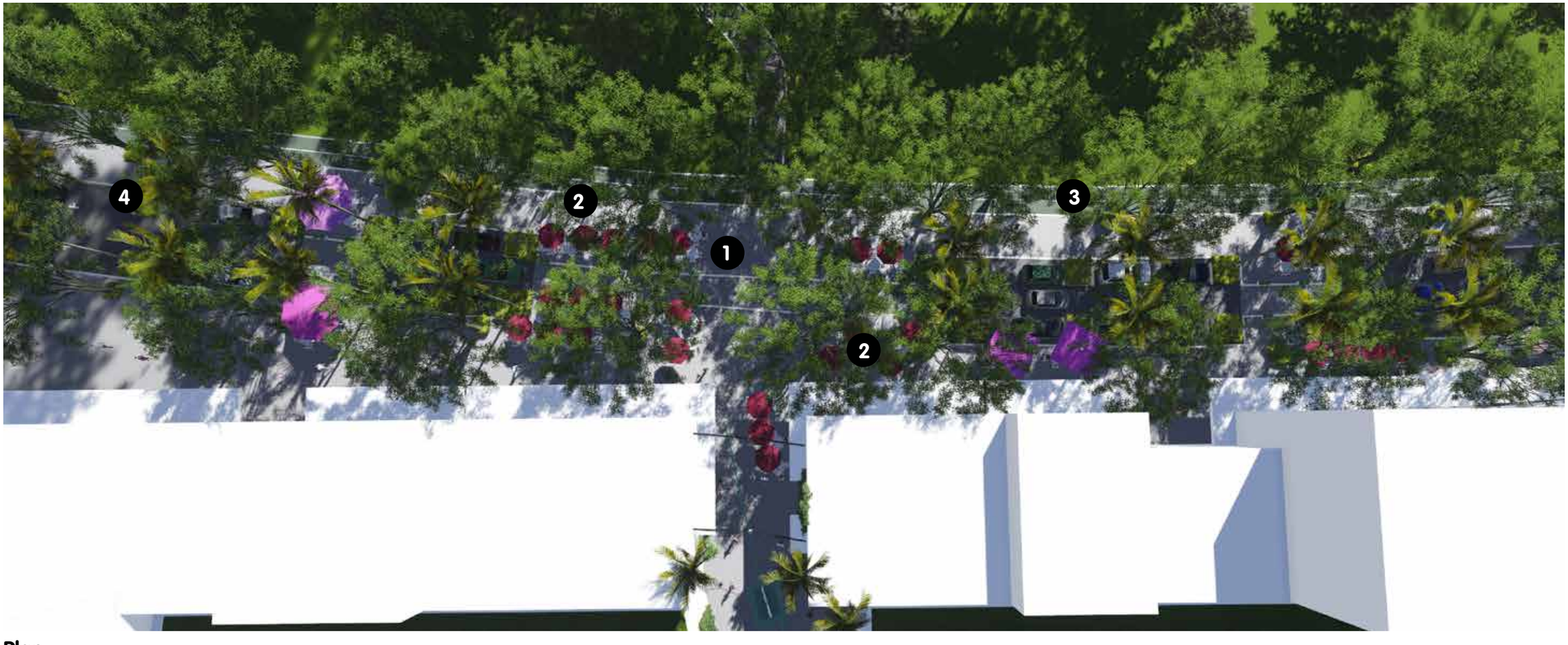

Typical illustrative cross section

Typical Plan of Re-configured University Drive

Typical plan view of the re-configured University Drive as a shared space, connecting the city centre to the park. Along its length are key intersections, including lanes, pedestrian amenity, safety and connectivity to the park is a priority. At these locations, threshold zones remove on-street parking and provide guidance for vehicle tracking through textured paving and low planter bollards. The threshold zones also break-up the continuity of on-street parking, thereby enhancing the overall effect of the park connecting to the city edge.

Key

1. Threshold Zone
2. Outdoor Dining Zones
3. Park Edge Shared Path
4. On-Street Parking Cluster



Plan

THE LOOP

Principles

- Create an iconic 'loop' of experiences, uses and activities
- Create destination public spaces to anchor precincts
- Design the loop as a shared space
- Reuse existing infrastructure where possible

Strategy

The Loop connects the existing Palmerston Circuit and circulation lanes into an exciting spatial experience with a mix of retail, entertainment and cultural programs along its length.

With four public spaces anchoring each corner, it encourages the creation of different experience-based precincts to evolve over time.

Wherever possible, The Loop uses the alignment of existing curbs.

Typical illustrative cross section.

Illustrative view looking north towards the entry green i.e. the re-configured roundabout off University Drive

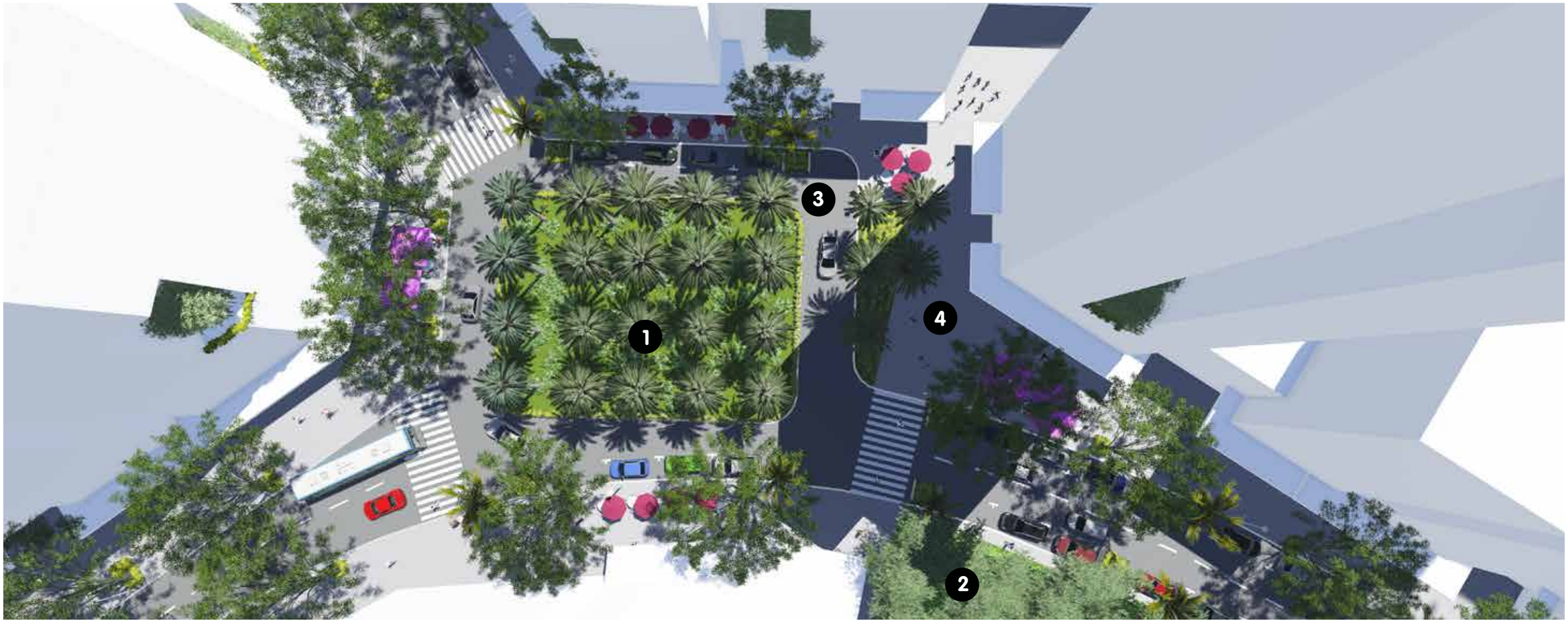
Green pockets utilise variable verge

Typical Plan View of The Loop

Typical plan of The Loop illustrating the re-configuration of the roundabout at the intersection of Palmerston Circuit and Koullias Avenue into an entry green. A key feature of The Loop will be the gently curving streetscape and the variable width of the footpath where wider areas can be used to create pockets of greenery within the city centre to provide amenity and reduce the urban heat island effect. Also, the plan illustrates logical and convenient pedestrian crossings and tight curb radius to naturally calm traffic and reinforce a place designed for people, not just cars.

Key

1. Entry Green / Re-configured Roundabout
2. Green Pockets
3. One-way Traffic Around Northern Edge
4. Variable Footpath Width



Illustrative Plan

Roundabout Transformation

Aerial view of the existing roundabout at the intersection of Palmerston Circuit and Koullias Avenue transformed into an entry green.

The view clearly illustrates the intent of the Strategy to avoid pedestrian barriers and remove unnecessary clutter from the public realm to improve the overall identity and sense of place of the city centre.

Aerial View from South

THE LANES

Principles

- Create active city lanes around the clock
- Enhance safety through CPTED and active uses
- Limit vehicle access and servicing

Typical Plan View of a Lane

A typical plan view of a city lane which is car free, except for limited shop front loading by small vehicles at restricted hours. Narrow in width, the intent is to avoid unnecessary clutter within city lanes. A robust, block paver unifies the space with the potential rainwater conveyor set in the pavement being a feature that celebrates the wet season, and connects to a cooling fountain. Green threshold zones and secondary spaces can be defined by a variety of ways, including palm trees. Shade sails provide protection for pedestrians from the weather.

Key

1. Shade Sails
2. Footpath Rainwater Conveyor
3. Green Thresholds
4. Outdoor Dining

Illustrative Plan

Laneway Pedestrian Experience

3.0 Street Elements

- Principles

- Design Strategy
  - Tropical Public Space Design Strategy
  - Central Park Design Strategy
  - Multi-purpose Space
  - Typical Section View of Lane
  - Bike Lanes
  - Public Art Strategy
  - Lighting Strategy
  - Details
  - Furniture
  - Curb Radius and Footpath Crossings

STREET ELEMENTS

Principles

- Create a signature, central park for the city centre
- Connect the city to the northern park
- Enhance the meaning and memory of Memorial Park
- Create a range of secondary, smaller city parks and plazas
- Give each space a unique character and identity
- Ensure each space is safe, comfortable and delightful
- Creates reasons to linger with range of activities and uses

Tropical Public Space Design Strategy

Overview

Public spaces become the heart and lifeblood of cities when they welcome everybody by:

- being **safe, comfortable and inclusive** - not dominated by certain user groups.

- being **connected** to the public space network and public transport

Tropical landscapes create a strong image of green lawns, lush ground cover, dense foliage and palms that contrast with bright blue skies to create an oasis from the enduring heat.

It is this simple, landscape palette that underpins the world's most memorable tropical cities, including Singapore, Waikki , Miami, Rio De Janerio and Darwin. These key elements have the following roles:

- Shade trees define spaces as comfortable outdoor rooms and reduce the urban heat island effect to improve pedestrian amenity;

- Palm trees create an instantly recognizable tropic identity, improving the identity and image of important tropical streets and spaces;

- Unlike southern cities where extensive pavers is appropriate, tropical public spaces often contain a significant amount of lawn to create a cool, soft, inviting space. Open lawn is also easy to program for a variety of activities and events.

- Unlike southern cities where low ground cover often appears sub-urbanize the city centre, in tropical cities micro-pockets of lush ground cover break-up continuous pavers, assist in cooling the micro-climate and improve the pedestrian experience.

Tropical Public Space Design Strategy

Activities and Uses

Each public space for the city centre will have its over arching identity, including

Central Park Design Strategy

A typical plan view of a city lane which is car free, except for limited shop front loading by small vehicles at restricted hours. Narrow in width, the intent is to avoid unnecessary clutter within city lanes. A robust, block paver unifies the space with the potential rainwater conveyor set in the pavement being a feature that celebrates the wet season, and connects to a cooling fountain. Green threshold zones and secondary spaces can be defined by a variety of ways, including palm trees. Shade sails provide protection for pedestrians from the weather.

Illustrative Plan View

Character & Identity

- Carry on the wider Palmerston character while giving the main park space a distinct personality
- Create landmark locations, objects and activities
- Provide a key gathering location for the heart of social activity

Activities & Uses - 10 Things To Do In City Park

- Enjoy seating, moveable chairs and people watching
- Outdoor dining, island bar / lounge, kiosk / carts
- Participate in 'outdoor' cinema, library games, markets
- Explore water feature, public art, sculpture

Connections & Movement

- Close Palmerston Circuit to traffic;
- Integrate the park with The Boulevard to create an overall shared space
- Integrate the bus stop and protected bike lanes into the park design
- Improve pedestrian connections via Frances Mall

Multi-Purpose Space

PASSIVE MODE

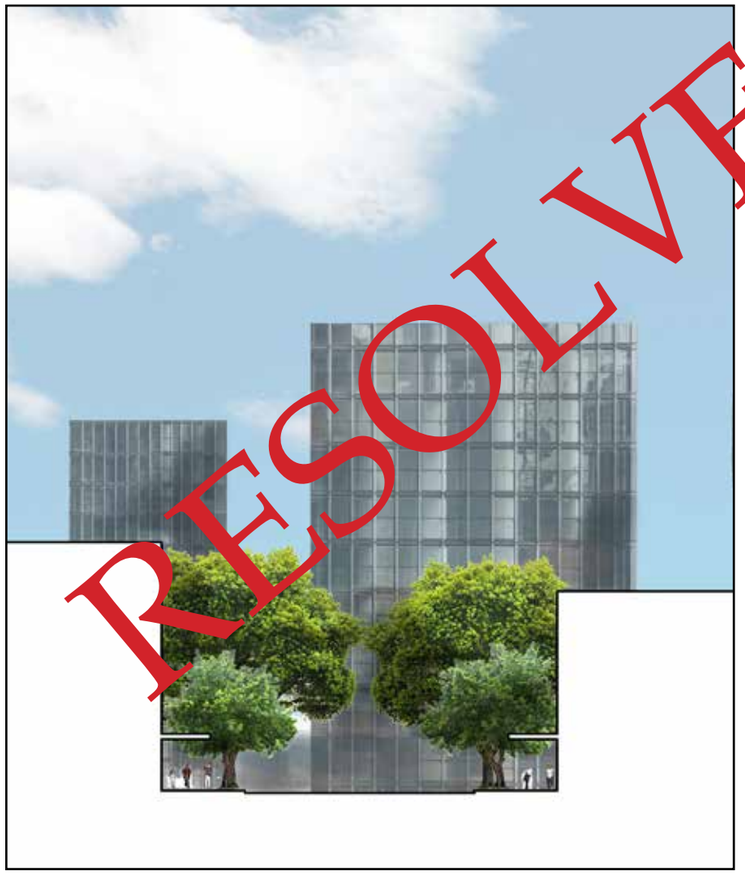
Four lush, green plazas are located along the ‘city loop’ experience to create signature destinations around the city and opportunities for distinct, place-branded precincts to evolve over time.

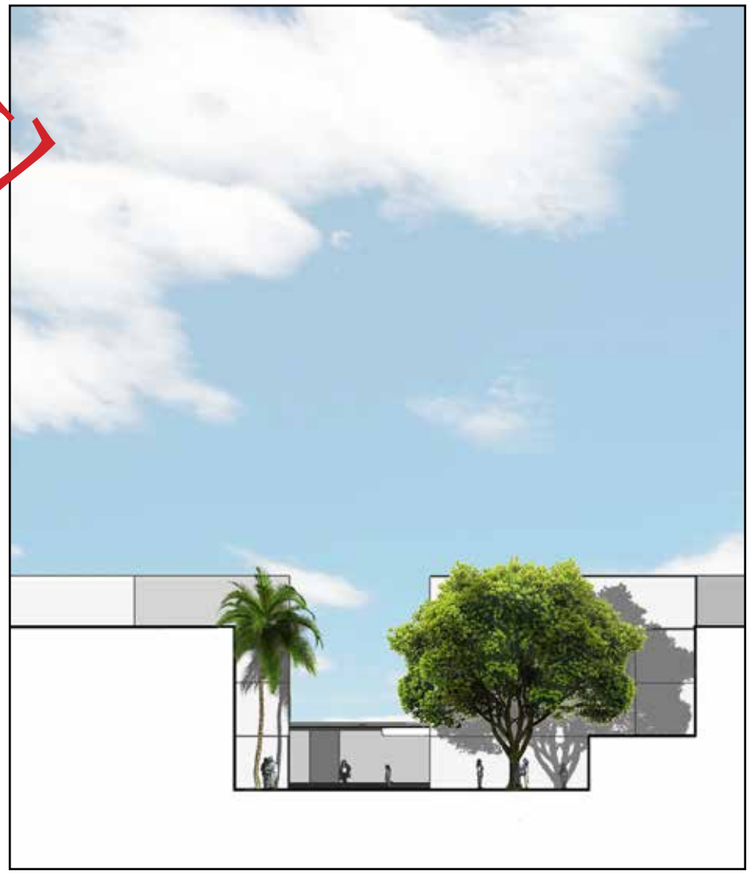
EVENT MODE

Four lush, green plazas are located along the ‘city loop’ experience to create signature destinations around the city and opportunities for distinct, place-branded precincts to evolve over time.

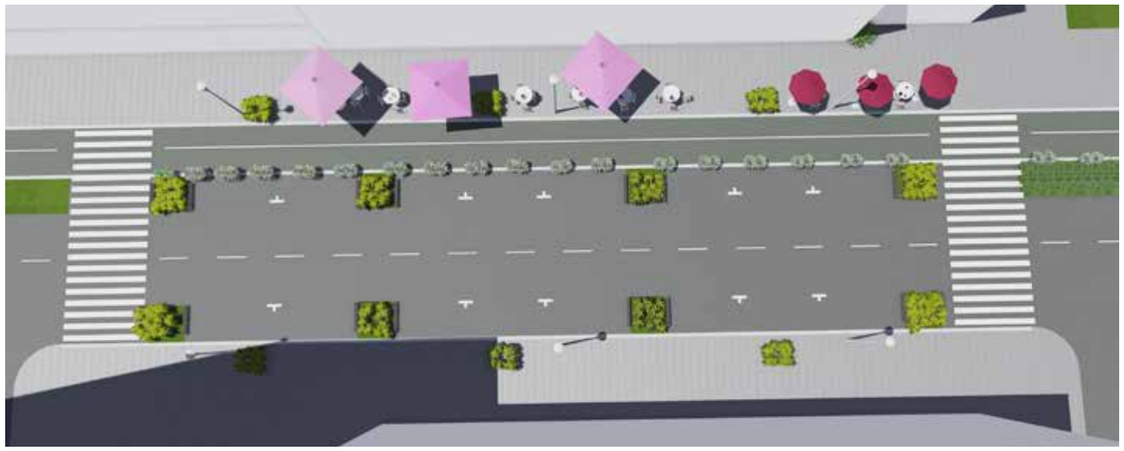
Typical Section View of Lane

The





Bike Lanes



Protected Bike Lanes

- Allow cyclists and to feel secure.
- Creates connection between pedestrians and cyclists.
- Increases use of cycling

Shared Bike Lanes

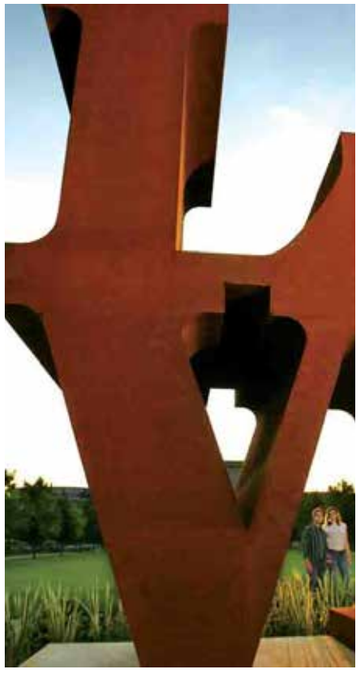
- A cost effective solution for small connections.
- Allows links through smaller streets and laneways.
- Promote a more leisurely, calm driving experience

Public Art Strategy

Cities gain identity through their public art. With a thought through public art strategy you can make places with personality, create a connection between the user and the space, and provide a city with a national and international identity.

For the regular inhabitant of a city public art invigorates and gives a human element the public realm, provides freely accessible amenity and instills a sense of pride within their city. For the city, the art can provide cultural, social and economic revenue, and opens dialogue between citizens and decision makers, through engagement in the built form.

The strategy will see the development of permanent features from large, landmark quality, to finer scaled, subtle projects, each selectively positioned to define specific spaces. There will also be opportunity for temporary work, both in planned display space and the wider public sphere.



Lighting Strategy

Our approach to lighting will have multiple foci. First and foremost is the development of a safe and secure public realm, with attention paid to pedestrian comfort and enjoyment.

Lighting can provide the pedestrian with another level of legibility, defining edges and transitions of spaces and communicating a spaces use. The lighting along roads will be appropriate to provide night driving safety, while giving both the driver and the pedestrian an experience with pace and texture.

Decisive use of light will activate the city during the evening, allowing a distinct night time character, while extending the functional hours of the city. The city character will be further developed through the highlighting of key architecture, street greenery, and choice areas for activity.

Street lights providing functional and aesthetic amenity

Feature uplighting improving the public realm

Pedestrian scale lighting

Projected light art can activate building facades

Details

Careful attention to the details of the public domain will ensure a consistent high quality experience in the daily use of the city. Appropriate details will not only define the personality of the city and create a beautiful place to be, but also improve the safety, functionality, and easy upkeep.

Particular focus will be paid to making the most comfortable environment within the tropical climate; reducing glare, providing a range of shading options and creating a vibrant, lively character.

Simple, attractive and friendly paving

Lively and activated laneways

Parking set under shade trees

Greened laneways with comfortable shading

Clean cut curb ramps

Furniture

A coordinated furniture palette will unify the varied pubic realm of Palmerston, and simplify long-term management.

Within the street public furniture can respond to pedestrian needs, and create moments for lingering, to compliment the street front retail and foyer space. This extends to outdoor dining, both in a move to improve street life and take advantage of the tropical climate, while encouraging positive evening activity.

Within park spaces the suite will maintain the consistency, while offering moments for each park to break out and develop individual personality, through exercise equipment, event furniture, or a shift in materiality.

Street furniture can double as public art

Contemporary amenity

Visually comfortable material choices

Different forms of seating to create different uses

Curb Radius and Footpath Crossings

The Curb Alignment and Design Strategy aims to:-

- Reuse the alignment of existing curbs and associated infrastructure wherever possible;

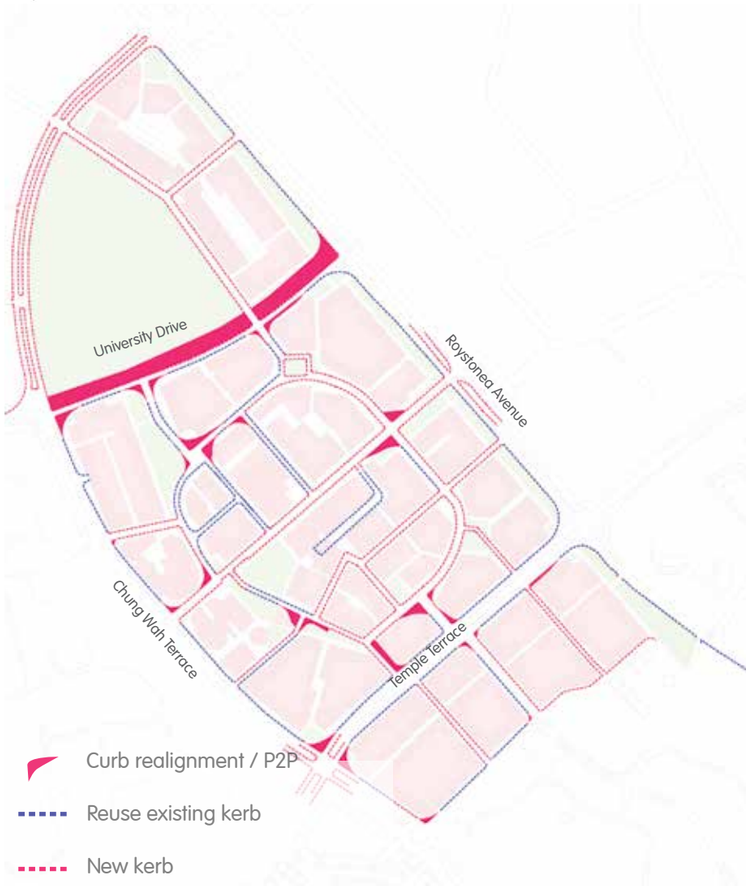
- Transform excess vehicle pavement into new pedestrian realm;

- Re-configure vehicle orientated geometries, such as roundabout into spatially defined people places;

- Tighten wide, vehicle-orientated curbs to improve the pedestrian experience and naturally calm traffic;

- Where curbs are replaced, re-configure the street profile as a shared space on a consistent street profile with little to no vertical separation of the pedestrian and vehicle realms.

- Where curbs are replaced, re-configure storm water drainage as French Drains and similar rainwater conveyors within the street profile.



Palmerston City Centre Civic Infrastructure

Verge widths repsond to pedestrian demand

Crossings are accented with planting, adding beauty and visibility