

# STAFF REPORT

**TO:** Chairman & Members, Engineering Services Committee

**FROM:** Roger Ashworth

**REFERENCE:**

**DATE:** 30 June 2005

**SUBJECT:** Richmond Streetscaping

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## PURPOSE

To update the Committee on the progress of the Richmond streetscaping.

## BACKGROUND

In 2002 Tasman District Council commissioned a study from Opus International Consultants to enhance the character and amenity of the Richmond Town Centre.

The study identified a number of specific improvement projects for the area. Following public feedback a revised concept plan was prepared, including a three-stage implementation programme.

## COMMENTS

Council is now in a position to start implementing the revised concept plan, however before developing the detailed design of the identified enhancement projects, we have undertaken an urban design review of the concept plan in light of public responses. The review has particularly focused on enhancing the walk-ability of the town centre area.

### Design Concept

Practice shows that there are a number of essential qualities and inter-related characteristics often attributed to successful and prosperous town centres. Town centres with a compact form and a developed network of connections between important destinations promote walk-ability and stimulate pedestrian experience. Clarity of routes in the presence of distinctive landmarks create friendly environments, helping people to easily find their way around.

Accessible places with a diverse character offering a variety of choice and activities tend to attract large numbers of people of various ages and background.

## Key Qualities

The design concept guiding future enhancement projects for the Richmond Town Centre promotes the following key qualities:

- **Compactness** - A town centre contained and consolidated within its current boundaries
- **Diversity** – A town centre offering a variety of choices and complementary experiences
- **Connections and walk-ability** – A well connected network of streets/pedestrian lanes/spaces and walkways that promotes and supports pedestrian experience
- **Accessibility** – A town centre accessible to all modes of traffic
- **Way finding** – A town centre with a strong sense of orientation where main routes, entry points and key destinations are easily found
- **Image and identify** – A town centre with a memorable atmosphere and distinctive identify and a strong sense of place

## Town Centre Form

The two major entry points to the town centre are from the south-east along Salisbury Road and from the north-west via Gladstone Road. Currently the two entry points to the town centre lack visual enhancement. Their present treatment does not clearly announce the presence of the town centre to those travelling along either Salisbury Road or Gladstone Road.

While the central part of Queen Street has smaller scale pedestrian orientated activities, as a whole it does not function as a pedestrian-friendly area. The main reason is the intensity of traffic movement and the lack of traffic calming measures. Intended improvements and changes to the roading network within the wider area provide an opportunity for reviewing the traffic management of Queen Street and improving its pedestrian character.

## Key Design Elements

### - The Gateways

These enhance entries to Queen Street marked via large scale vertical identify features, eg lights.

### - The Green Ring

Enhance the ring road with identity planting to give an avenue feel and improved visual identify.

### - The Spine/Queen Street Pedestrian Precinct

Develop the section of Queen Street between the entrance to the shopping mall and the Library as a slow traffic moving area with trees and pedestrian scale features and elements.

- **The Sundial Square – The Heart of Richmond**

Create a multi-functional focal public space at the southern end of Croucher Street.

- **Croucher Street Parking Precinct**

Developer Croucher Street to the north of the Sundial Square as a green pedestrian friendly car parking precinct.

- **Linkages and Connections**

Enhance existing pedestrian connections, improve visual connections and views at vista terminating points. Create and extend green linkages throughout the town centre to the wider area.

Plans of these proposals are included in the report and work is currently underway on the design.

### **Consultation**

As Council is aware, this project has already been through a consultation and the annual plan process. Several meetings have been held with Richmond Ward Councillors, management staff and concerned businesses, including Richmond Unlimited, with a general consensus to get on with it. Some issues have been raised with respect to cross-town traffic provisions and we are considering possible options in this respect. McIndoe Place in Richmond will remain as a through-route and the enhancement of this route may need to be realised. While the plans show significant improvement above the ground, one of the key issues to be addressed will be ensuring that Council's service infrastructure under the road is of a suitable standard to future-proof the need for upgrade.

### **RECOMMENDATION**

**That this report be received.**

R Ashworth  
Transportation Manager