



Invercargill
CITY COUNCIL

City Centre **MASTER PLAN**

Summary Document



How did we get to here?

Community input

Developing the Master Plan has been a true community process. The council established a City Centre Governance Group, with members from across the community, to guide the process. Then, a Stakeholder Working Group was set up with dozens of members to share their views of the city centre and influence planning. Feedback was sought through meetings, workshops, a hikoī and conversations with interest groups across the community.

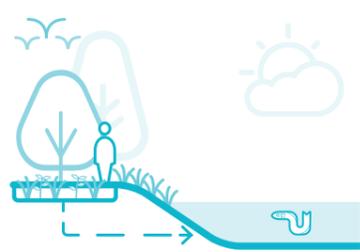
Guiding Principles

As a result of early community feedback, six Guiding Principles were established to give focus and clarity. Beyond the Master Plan process, the Guiding Principles will remain to help give shape to work being carried out in the city centre.



Celebrate scale and identity

We live in a spacious environment, enjoying big open spaces, and abundant natural resources. The city centre will retain the characteristics of a big-scale landscape while creating places for people that celebrate our cultural values.



Restore a healthy connection with the environment

Southlanders live in a stunning environment, with strong connections to the estuary and other water sources. Our city centre will contribute to a healthy living environment and reflect Invercargill's special position alongside the estuary.



Move for prosperity and wellbeing

Balancing how we all get around the city centre is key. Pedestrians, cyclists, drivers, and heavy vehicle operators have different needs that must be considered, including safety, access, shelter and sunlight.



Promote a destination gateway

Invercargill is the launching point for visitors and locals to explore Southland. We want a city centre we can be proud of – that visitors and locals want to spend time in as they prepare to discover the amazing attractions of our region.



Urban play to make you stay

We want to create a place that everyone can enjoy by making our city more fun and playful for people of all ages and abilities, which will also encourage people to stay for longer.



A city to inhabit and enjoy

A vibrant city centre is good for business, becomes an attractive place to live, encourages young people to stay in the region and reflects our heritage. We want to balance and support all of these interests and build on our strengths.

What's in the Master Plan?

It's an exciting time for Invercargill with lots of new developments and projects underway. The Council has prepared a Master Plan for the city centre to bring life back to city streets and connect the new developments with existing retailers and business. It's important to remember that the Master Plan document is itself just the first step in a long-term project. It sets out some immediate work, and also proposes some longer-term changes. There's time for ongoing discussion about what's best for our city.

Don Street – events and entertainment precinct

Traffic calming, two-way traffic, 30kph speed limit, time-limited parking, street and planting improvements.

Kelvin Street – retail precinct

Central garden bed, 30kph speed limit, metered parking, cycle- and pedestrian-friendly, space for pop-up retail and activity.

Esk Street – civic precinct

Shared space to encourage shopping centre customers across the road, drop-off parking (east), 30kph speed limit, space for events and activation, pedestrian- and cycle-friendly.

Dee Street – main street

Improved crossings, central garden, one traffic lane northbound, connect to centre.

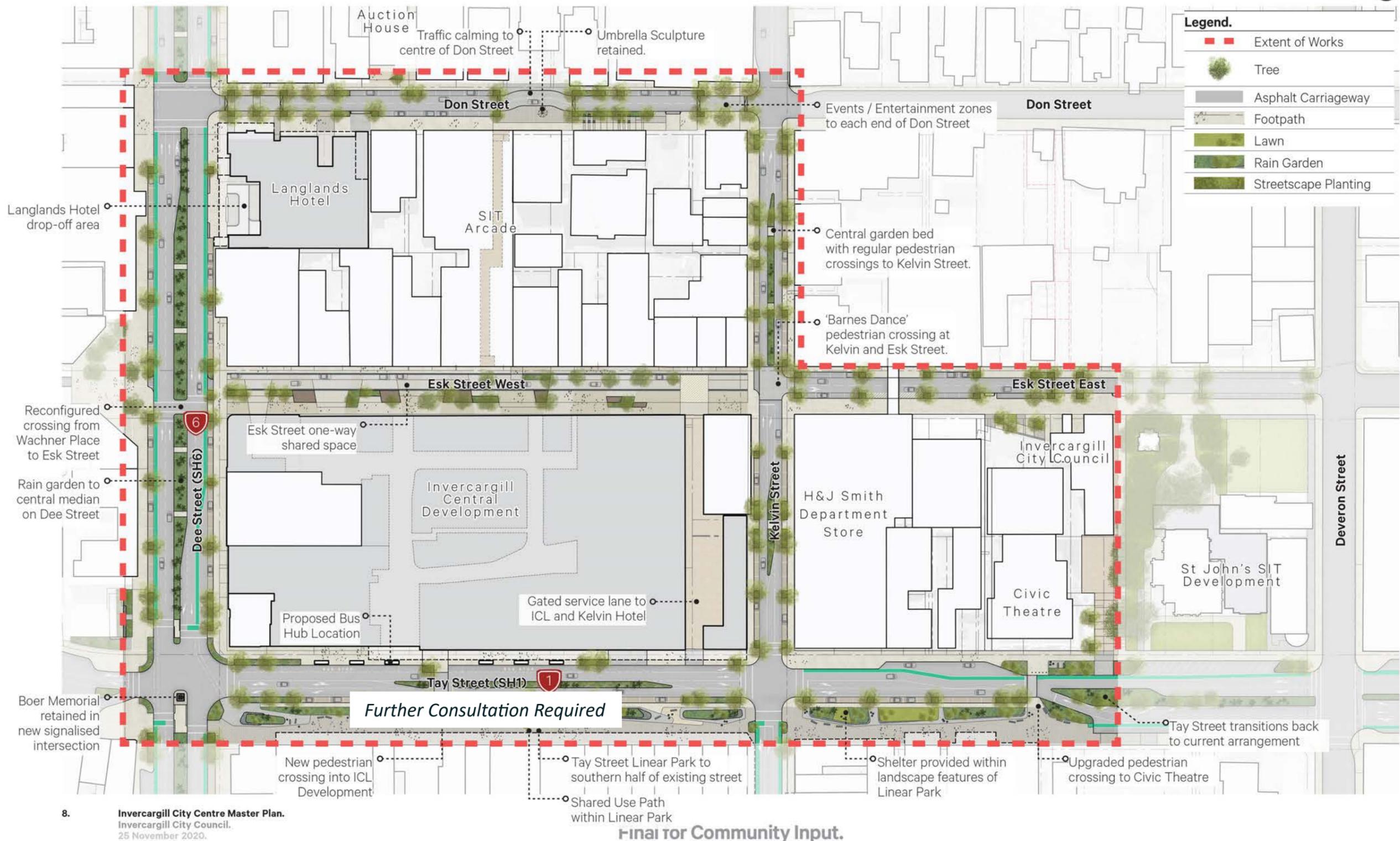
Tay Street – greenway

Shelter and landscaping, connect to centre, new and upgraded crossings, new intersection, cycle lanes.



This document gives an overview of what's planned. You can find out more by viewing the full document at: www.icc.govt.nz/citycentreplan

Streetscape Master Plan.



Street Use & Types.

Streets are venues for urban life. Each street serves a different function, and when designed well they work in unison, providing a street network which not only flows well but creates great places for locals and visitors alike.

To achieve Council's vision for Invercargill to be a city with heart, the city centre has to be a place for people. As such there is a need to re-vision the city's streets and the behaviours they encourage. Reducing speed through cities has a number of benefits for the street environment and for the people within them. A speed reduction approach has been taken, with the core (pictured adjacent) operating with a 30kmh speed limit. Within this area, streets have been categorised into three typologies, each of which perform a different function:

Civic Spaces

- streets as social spaces - people want to stay for longer periods
- vibrant streets and businesses, supporting each other
- high quality, cared for places for people
- walking, cycling, micro-mobility favoured
- drivers as visitors in the space
- service vehicle access provided
- small numbers of private vehicles making local journeys
- characteristics: slower places, less traffic noise and fumes, preferred places for events

Main Streets

- people want to stop and experience what the street has to offer, sometimes for longer periods
- great walking, cycling, micro-mobility
- streets help move people and goods around the city
- freight movements on selected routes
- characteristics: lots of activity and energy, easily accessible, vibrant, sometimes noisy, slower vehicle speeds

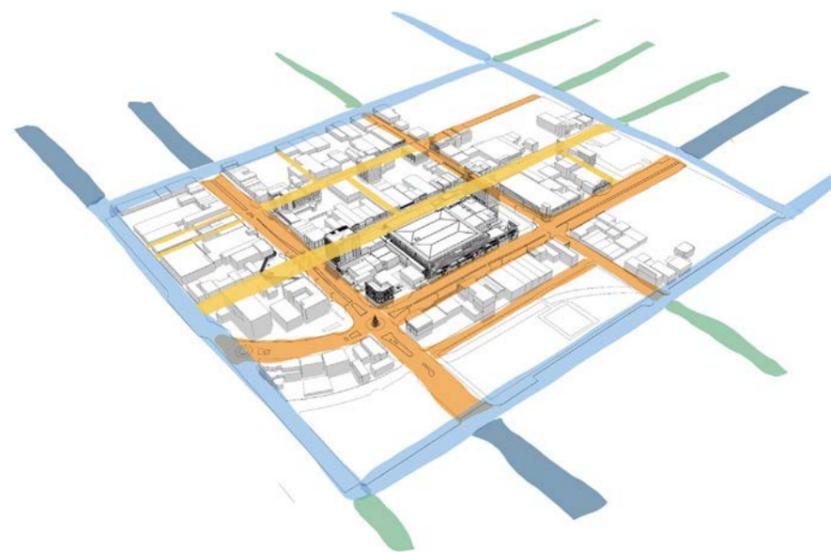
Activity Streets

- people are encouraged to stop and experience what the street has to offer
- connector streets - local movements connecting to main transport routes
- on-street activity - movement-focussed
- larger businesses, more onsite carparking and vehicle-based destinations
- can be routes around pedestrian-focussed areas
- provision for walking and cycling movements

The street typologies build on the specific current use, character and connections of streets between civic spaces and precincts, and the historic structuring elements of the Green Belt, Mainstreet and Crescent street pattern. Street typologies are defined as follows:

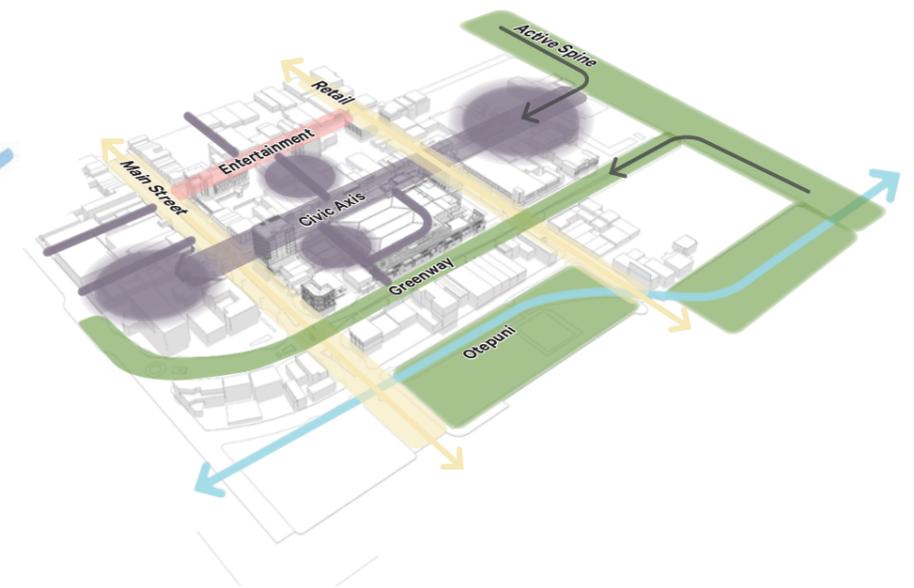
- Greenway (Tay Street)
- Civic Axis (Esk Street)
- Mainstreet (Dee Street)
- Entertainment Street (Don Street)
- Retail Street (Kelvin Street)
- Active Spine (Deveron Street)
- Laneways (Existing and future mid-block connections)

Suggested destination anchor nodes are indicated as circles on the graphic illustration, located along the Civic Axis and drawing people into the heart from a range of destinations and for a range of reasons. These require further definition, see the Next Steps section for further detail.

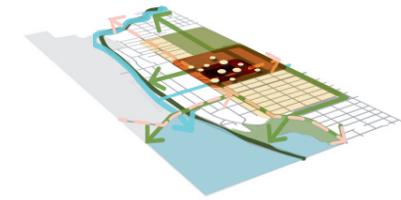


Legend - Proposed Street Families.

- Activity Streets
- Main Streets
- Civic Spaces



Spatial Moves.



Spatial Moves—All Streets

- Provide for green and blue infrastructure within the streetscape
- Planting for amenity, shelter, and function
- Street tree structure to formalise streetscape design
- Light column to frame and formalise the streetscape
- Consistent car parking treatment to provide consistency to streets
- Material consistency to each street to define city centre streetscapes
- Connect to opposite side of street both physically and visually

Legend.

-  Upgrade and increase width of south of street to make the most of sunny aspect for dining, movement and activity.
-  Increase width of western side of street to allow for greater shelter for movement and social opportunities.
-  Intersection or crossing enhancements to improve safety, reduce walking distance and timing to keep people moving.
-  Green space in the streets, improving amenity, shelter and water quality through rain gardens.
-  Water Sensitive Urban Design (WSUD) integrated within streetscape to ensure low impact to stormwater systems.

N.B. Whilst outside the scope of the Master Plan, it is recommended that streetscape changes are implemented to align with the staging of these projects.

Streets Described By User Experience.

This matrix shows the intended shift toward streets for people, describing what people will experience in each street- compared to now, and compared to the other streets. It is a descriptive 'snapshot' of the streets working together as a network and reinforcing the central city.

Esk Street (west). Civic Axis.



Don Street. Entertainment Street.



Kelvin Street. Retail Street.



Esk Street (east). Civic Axis.



Tay Street. Greenway.



Further Consultation Required

Dee Street. Main Street.



	function.		circulation.		identity.		movement.		activation.		attractor.	
	Now.	Future.	Now.	Future.	Now.	Future.	Now.	Future.	Now.	Future.	Now.	Future.
<p>Roading classification: Primary collector</p> <p>Master Plan definition: Civic Axis (connecting civic spaces - the pedestrianised civic street)</p>	<p>I can drive in one direction heading east and park on either side of the road in a metered park. Traffic movement is slow.</p>	<p>I can drive in one direction heading east and drop off passengers or park on one side for a limited time. Service vehicle access is at limited times.</p>	<p>This is recognisable as a 'people street' but not specifically to Invercargill.</p>	<p>I recognise this as the social heart of the city, where I am welcome to walk, shop, sit and congregate in sheltered places.</p>	<p>This is the most comfortable street to walk in at the moment with slower one-way traffic, but disrupted by construction. I make quick shop stops here.</p>	<p>I want to stay longer in this social space. I can easily walk or cycle anywhere in the street- vehicles are visitors. I can sit in the sun. It is a place to meet.</p>	<p>The street is sometimes closed for annual community events.</p>	<p>There is always something happening here- activities, playful installations and events, and urban play trails.</p>	<p>There are temporary food trucks and coffee carts while construction is happening.</p>	<p>Invercargill Central is a major attractor for shopping and eating. Laneways are sheltered attractors and connectors.</p>		
<p>Roading classification: Secondary collector</p> <p>Master Plan definition: Entertainment street (Co-location of food and beverage, and entertainment)</p>	<p>I can drive in one direction heading west and park on either side of the road in a metered park. I can loop the block using the one-way system to Esk St.</p>	<p>I can drive in both directions turning left onto Dee. I can parallel park for a limited time. Circling the block on the one way loop is less appealing.</p>	<p>Some buildings sit back from the street and there are small existing 'pockets' to sit in the sun, laneways, and the umbrella is a recognisable feature.</p>	<p>This street reflects the social culture of Invercargill and its people spaces - laneways and courtyard spaces found along the way.</p>	<p>I come here to work or study. This is where I might go to eat or to a bar.</p>	<p>This street continues to operate safely after hours. It has places to sit in the sun or shelter, congregate or amble slowly through.</p>	<p>The street is sometimes closed for annual community events.</p>	<p>Small discoveries in nooks and laneways, temporary exhibitions, lighting, music and nightlife activities, street closure events</p>	<p>The Auction House and Invercargill Club are examples of attractors.</p>	<p>Laneways developed as sheltered attractors. Langlands Hotel (west end) and temporary museum and art gallery (east)</p>		
<p>Roading classification: Primary collector</p> <p>Master Plan definition: Retail Street (slow movement for shopping and accommodation)</p>	<p>I can drive in both directions and park in a metered parallel park on either side of the street.</p>	<p>I can drive in both directions and park in a metered parallel park on either side of the street. Traffic movement is slow making cycling easier.</p>	<p>There is some older themed street furniture- lights and tree planters in the street.</p>	<p>This is a contemporary retail street, with street furniture and planting identity carried through from the Ōtepunui to civic streets.</p>	<p>I come here to shop along the street, or for accommodation if I am a visitor.</p>	<p>Tree planting and wide footpaths help slow traffic, making it easier to walk and cycle.</p>	<p>The Southland Santa Parade follows a Kelvin Street and Dee Street loop.</p>	<p>Possible retail/pop-up shop interventions and activations. Art/ culture events outside He Waka Tuia. Installations linked to social media.</p>	<p>H&J Smith is a major shopping attractor, with secondary access from Kelvin Street. The Kelvin Hotel is an attractor for visitors.</p>	<p>This is a vibrant fashion retail destination supported by tree planting and wide footpaths</p>		
<p>Roading classification: Primary collector</p> <p>Master Plan definition: Civic Axis (Co-location of civic spaces for community gathering)</p>	<p>I can drive in both directions, park in a metered parallel carpark for a longer time, and access off-street car parking buildings or spaces</p>	<p>I can drive in both directions, park in a parallel carpark for a limited time, and access off-street car parking buildings or spaces.</p>	<p>The street has civic and business functions, but they don't relate or connect to each other, or the street.</p>	<p>I get a sense of civic pride, innovation and creativity here- seeing Strangs Coffee Mill, ICC, Scottish Hall, St John's, Civic Theatre all relate to the street.</p>	<p>I come here to work, for Council admin or for civic events, and to shop in the department store.</p>	<p>I want to stay longer in this social space. I can easily walk or cycle, and vehicles move slowly. Events are common. I can sit in the sun.</p>	<p>The Scottish Hall and Central Baptist, and the bowling green (formerly) brings people to the area for events.</p>	<p>There is always something happening with nodal activities, installations and events, music, theatre and community arts.</p>	<p>H&J Smith is a major shopping attractor, along with Council Civic admin functions and the Civic Theatre.</p>	<p>New strategic civic attractions clustered with SIT St John's development and existing civic functions. New laneway connections will support Esk Street.</p>		
<p>Roading classification: State Highway. Heavy Vehicle Route.</p> <p>Master Plan definition: Greenway (slow speed, recreational mainstreet with green space)</p>	<p>I share the road with trucks. I can drive in both directions, and park on the same side as my direction of travel due to the median strip.</p>	<p>I can drive in both directions and parallel park. I can enter the ICL carpark heading east. Service access to shops uses shared space (at limited times)</p>	<p>It feels wide and spacious with intermittent big heritage buildings. The narrow median restricts large trees that match street scale.</p>	<p>The wide green spaces and mass planting feel like Invercargill, and street features reveal cultural and local stories.</p>	<p>This road is a conduit for cars and trucks. It is not pleasant or safe for me to walk or cycle. I enter the city by car and park here.</p>	<p>I can easily cycle in shared + dedicated lanes and cross the street in a shorter distance, with slower traffic. I can move to sit in the sun.</p>	<p>At Christmas time there are decorations and banners strung across the street. Civic Theatre events spill onto the balcony and street at times.</p>	<p>I can interact with urban play interventions and seating installations and gather for activation events in the street.</p>	<p>Classic Motorcycle Mecca is a great attractor for visitors.</p>	<p>The greenway is an attraction for families and visitors. This street is how I get to the Invercargill Central carpark, or to ICL on a bike.</p>		
<p>Roading classification: State Highway. Heavy vehicle route.</p> <p>Master Plan definition: Main Street (the original mainstreet - with civic space, banks, hotels, railway)</p>	<p>I share the road with trucks and I can drive in both directions, and park in a metered park on one side only due to the median strip.</p>	<p>I can drive in both directions, with 2 lane north, 2 lanes south into the city during peak commuter times, or I can cycle or take the bus more easily.</p>	<p>This is the historic mainstreet and has some recognisable landmarks but no clear and cohesive story.</p>	<p>Heritage street facades are interesting and intact, and planting and rain gardens reveal connections to local stories.</p>	<p>I commute into the city for work and it is sometimes congested. I drive and park here to shop and run errands.</p>	<p>I want to stop and experience what the street has to offer. I can safely cycle in dedicated lanes and cross the street safely.</p>	<p>At Christmas time there are decorations and banners, and the Southland Santa Parade follows a Kelvin Street and Dee Street loop.</p>	<p>There are interesting clustered activities at gathering nodes- especially around the ends of Esk and Don Streets.</p>	<p>Lots of local people of all ages go to the Invercargill Public Library here. There are cafes, a backpackers and info centre for visitors.</p>	<p>Wachner Place could be incorporated into a strategic development to become a desirable civic/ visitor destination.</p>		

What Can I Do Here?

Esk Street (Dee to Kelvin).

Typology: Civic Axis

Choreograph moments for 'active human interaction' within the street to enhance foot traffic and dwell time.

Invercargill relevance:

Invercargill likes things big. Oversized installations could fit right in.

Local groups/communities to work with to realise this:

Healthy Families would love a wellbeing-themed event series, and the Super Street Arcade keeps players active while they're gaming.

Activation Types.



1. Playful Oversized Furniture.

Intriguing furniture installations on the street offer a place to both rest and play. Objects that are activated through their design means the area is vibrant at all times - not just during events.

Example: Playful oversized furniture is a seat, a spectacle, a climbing gym and a photo opportunity all in one.



2. Super Street Arcade - giant video game console.

A major, iconic installation/attraction in the streetscape to cement Esk Street as a focal point and spot for participation.

Example: Super Street Arcade has been available 24/7 for years - regularly updated with new locally developed games.



3. Moodshift - recurring event series.

Expand on the existing event calendar by adding more frequent, easily actioned, street-closure events both at day and night.

Examples: First Thursdays - art in shopfronts once a month, Night Noodle Markets, or Moodshift - a recurring lunchtime event series for central city workers to enhance wellbeing.

48. Invercargill City Centre Master Plan. Invercargill City Council. 25 November 2020.

Don Street.

Typology: Entertainment Street

Solidify Don Street as the nightlife and hospitality destination.

Invercargill relevance:

The sheltered seating outside Auction House is already a huge success. The time is now to grow this into a city-wide outdoor dining trend.

Local groups/communities to work with to realise this:

The businesses are key, and the proposed Activation Broker (Section 6.4) could help them through the process.

Activation Types.



1. Dining Parklet - brings energy out onto the footpath.

Outdoor dining (with heaters!) is a great way to create regular atmosphere on the street and make a place feel busier than it is.

Example: A simple parklet with tables and chairs is all it takes to make a cosy and safe outdoor dining room.



2. Lite Night Fridays - festival atmosphere.

Work alongside local businesses to amplify street life in collaboration with hospitality and entertainment businesses in the area with a late-night party vibe every Friday night.

Example: Lite Night Fridays with outdoor lighting installations and dance spaces, to draw people and supplement the restaurants, bars and clubs.



3. Cuba Dupa - parade in the street.

Expand the area people consider the heart from Esk to incorporate Don and beyond with some larger events that link Esk and Don road closures with an activated SIT Arcade between.

Example: CubaDupa is a performance festival of, and on, the street. It celebrates the vibrancy and creative spirit of the Cuba Street precinct. What might Invercargill's equivalent be?

Kelvin Street.

Typology: Retail Street

Enhance this retail/fashion street with fun spectacles, and things for the non-shoppers to do while they wait.

Invercargill relevance:

The window displays needn't be limited to artists. People from other trades might put custom machines or other things on display too.

Local groups/communities to work with to realise this:

IPAG and SMAG both have interesting collections, public responsibilities, and staffing resource to make some of this possible.

Activation Types.



1. Creative window displays - a point of interest even when shops are closed.

Broker partnerships between artists and local retailers, especially fashion stores on Kelvin - yielding temporary artistic shopfronts that are lit at night, providing street life after the shops are closed.

Example: creative, engaging window displays.



2. Giant easels - put some art on the footpaths.

The extra-wide footpath outside He Waka Tuia is an obvious site for all manner of artistic installations that encourage anyone to have a go.

Example: Giant easels could have blank canvases for the courageous or simple outlines for collective colouring in.



3. Soft Lego - managed outdoor creativity spaces for kids.

Gallery staff should also manage a range of outdoor events on weekends and during school holidays for things that can't be left on the street longer term.

Example: A few soft mats are enough to define a creative play space for kids to build.

Final for Community Input.

Esk Street (Kelvin to Deveron).

Typology: Civic Axis

With primarily a civic and transit function, this block of Esk only needs a couple of simple installations to add a bit of flavour.

Invercargill relevance:

Maybe country music i.e. the Gore Golden Guitar awards - or marches - are more Invercargill's style. Choosing the right instruments and ways of interacting are key.

Local groups/communities to work with to realise this:

Little Fire Music Works is a proud local establishment and there's no shortage of local fabricators who could do a custom job.

Activation Types.



1. Public guitar - anyone can have a strum.

Public instruments are simple invitations for people to stop for a moment, play and make a memory.

Example: A public acoustic guitar that can be strummed any time day or night.



2. Steel drum seats.

Step it up a notch with a bench that can become a small band and encourage people to have a play together.

Example: This row of steel drum seats can just be used as seats, could support quick improvisation, or become a venue for a small performance.



3. Outdoor chess - popular all around the world.

Large format games on the street are fun to play and fun to watch, and are used as anchors to civic spaces all around the world.

Example: Giant chess makes a presence and gathering space in a civic square when there's no function on.

Invercargill City Centre Master Plan.
Invercargill City Council.
25 November 2020.

Tay Street.

Typology: Greenway

Simple sporting pastimes in the greenway support Tay Street's retail and create a fun and relaxed place.

Invercargill relevance:

Sport seems to be in the DNA here. Casual outdoor games can be fun for a laugh and also make it more accessible.

Local groups/communities to work with to realise this:

Sport Southland are obvious partners for many of these ideas. We also wonder what would result if a local group supported/built a themed mini-golf hole like below.

Activation Types.



1. Croquet.

Simple sporting equipment can be put out on a lawn area each day to encourage some casual play and passing of time for the non-shoppers.

Example: Croquet can be fun even with a partial court.



2. Custom Mini Golf hole.

Making a mini golf hole is simple and fun, and it's easy to incorporate found objects to create a theme. Involve local businesses on Tay to create a few themed holes, free for anyone to play, with putters and balls available from one of the shops.

Example: Bicycle wheels incorporated into a mini-golf hole.



3. Outdoor Table Tennis.

Within a sheltered greenway boulevard all sorts of spaces and activities are possible.

Example: Outdoor table tennis is wind-dependent, but still popular worldwide.

Dee Street.

Typology: Main Street

The new Dee Street median will be a place for spectacle, where things of scale can be appreciated from afar such as reimagining the existing pillars.

Invercargill relevance:

Ahead of the Dee Street redesign, can we double down on the pillars? A few smaller pillars as exhibition display spaces could reiterate the pillar theme, be more fun and purposeful, engage the local arts community, and help make more sense of the existing giant pillars.

Local groups/communities to work with to realise this:

Any of the local arts groups and institutions might curate a 6-month exhibition on the pillars. Miharo could be a good group to approach first.

Activation Types.



1. The Arcades Project - an entrance / gateway spectacle.

Dee Street is one of the main entrances to the city, and could support a gateway or other marker of arrival.

Example: The Arcades Project is a spectacle and a literal gateway for pedestrians to pass through.



2. The Four Plinths - exhibition spaces.

Adding arts infrastructure for the community. Enabling community-led spectacles, and a changing array of things.

Example: Te Papa, Wellington's Four Plinths project, a bi-annual programme of changing sculptures.

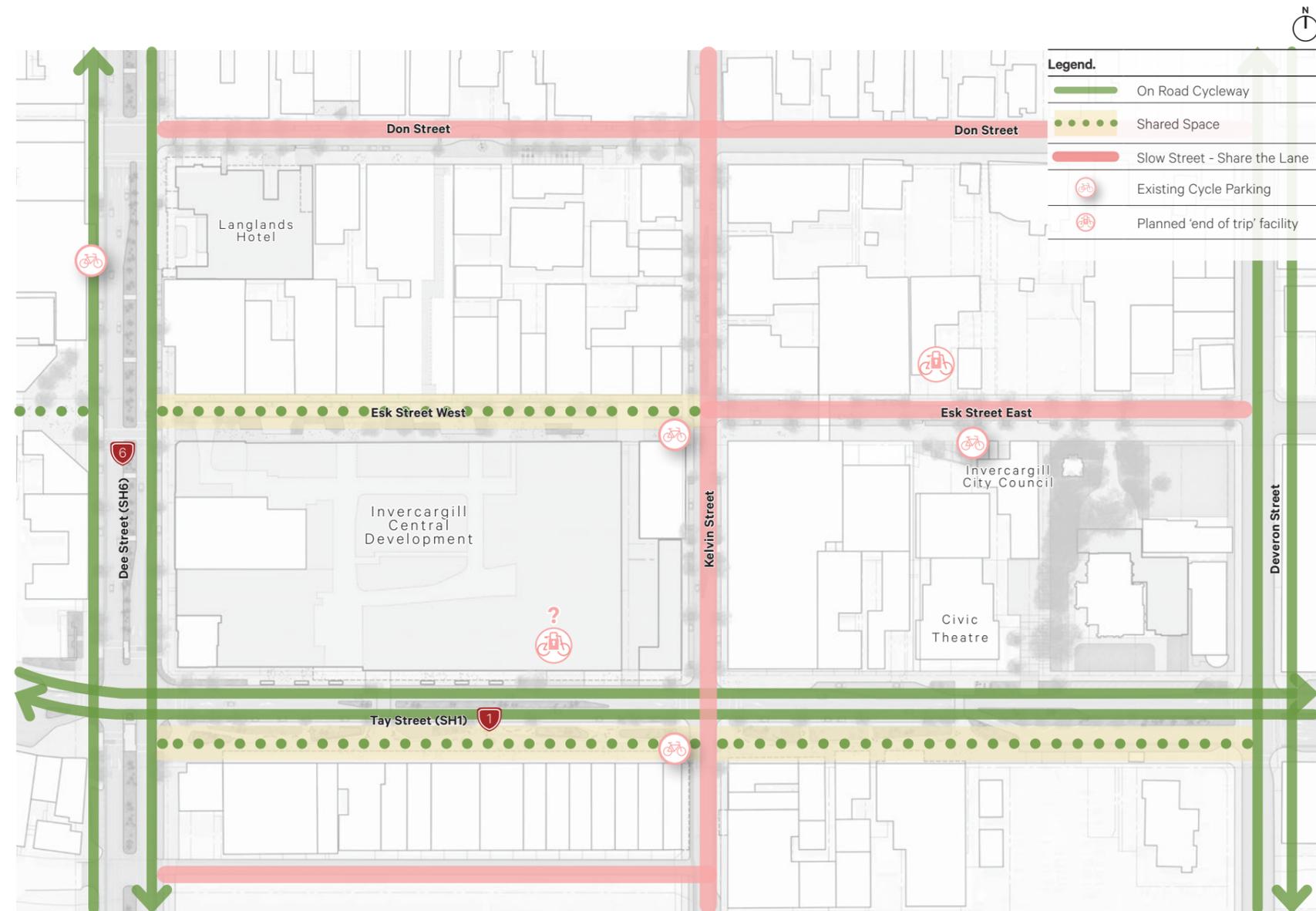
Final for Community Input.

Proposed Pedestrian & Cycle Movement.

Streets are designed to encourage cycling as a safe and fun way to access and explore the central city, and the city is connected to wider cycle networks.

The central city becomes connected to Invercargill's wider cycle network, enabling locals to cycle into the city comfortably, safely and efficiently. The city is connected to the Tour Aotearoa and Te Araroa trails, linking to nationally significant tourist routes and connecting the city to its river and estuary.

Within the city, cyclists of all abilities have options. On-road cycleways provide great movement along busier routes (particularly for experienced riders), while slow streets allow cyclists to move safely. Shared spaces are about pedestrians first, with cyclists being welcomed visitors encouraged to ride to the conditions. For example: slowly and carefully during busy times with the ability to increase speed in quieter times. There are always reasons not to cycle, and 'end of trip facilities' can counter common reasons through provision of covered cycle storage, lockers, toilets and showers and ebike charging stations. A number of facilities are proposed already within the central city in anticipation of increasing cycle usage.



Legend.

- On Road Cycleway
- ⋯ Shared Space
- Slow Street - Share the Lane
- Existing Cycle Parking
- Planned 'end of trip' facility



Legend.

- Existing Cycle Network
- Proposed Cycle Network
- ⋯ Tay Street Linear Park

Invercargill City Centre Master Plan.
Invercargill City Council.
25 November 2020.

Final for Community Input.

Proposed City Parking Strategy.

Provision of parking within the central city is a major influencer on people's behaviours. A thriving Invercargill requires a balanced approach between car circulation, parking and streets as venues for public life.

Invercargill currently has carparking available both on- and off-street, with the Invercargill Central development expected to add significantly, with another 700 carparks into the pool. While off-street parking is underutilised, drivers are known to circle streets in the core, particularly Esk and Don Streets, waiting for a carpark to come available close to the location they wish to visit. This behaviour results in significant circulating traffic in the city's primary people streets, limiting their potential. It also reduces footfall past businesses along the street, with visitors coming to the city for a single reason, single destination, and with a little patience, being able to park at the door. Circulation is critical to the success of the central city as a place for people as well as the street and highway network. In addition, it has the ability to promote the use of active modes as an attractive choice to get to, and around the city.

The Master Plan proposes to retain access to on-street parking for short stops, with initiatives such as 'park and go' 30min free parking considered, trialled and adapted over time to influence behaviours. Meanwhile, the use of existing and new off-street parking locations (including the new 700-capacity parking building managed and controlled by ICL) should be encouraged, both through pricing and time strategies and through circulation which encourages movement close to these locations. Once parked off-street, easy access is then needed to the city's streets and to destinations. As people move through Invercargill's welcoming streets, they will be part of the growing social life in the city, and will be supporting main street businesses.

Key Considerations.

- Streets to be designed with flexibility in mind, as demand will change over time.
- Provide accessible parking and drop-off in logical locations eg: while parking is needed now, in future this may change - change time limits, change location of parking, change to loading, add cycle parking, remove to create more space for people.
- Look at options where one space serves multiple roles eg: loading bay with public parking at select times
- Locate parking in order to protect sunny, sheltered areas for people.

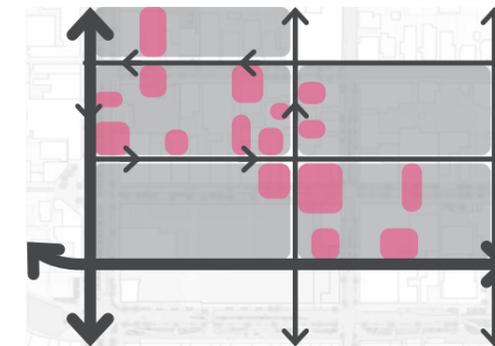
Recommendation.

Full review of Council's parking strategy, taking into account the city's gradual changes over the multi-stage construction process. This should include time limits, charging strategies and other mechanisms which encourage people to choose other modes, or if driving is necessary, to park and walk.

Look to allow for:

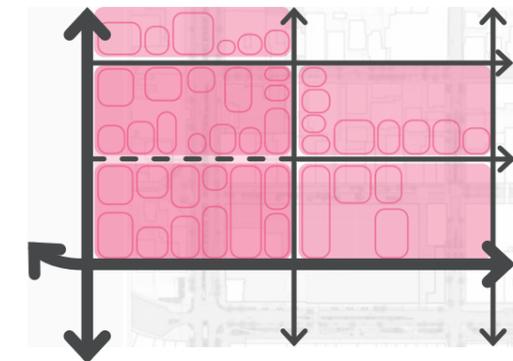
- accessible parking as a top priority
- short term stopping
- pick up and drop off
- servicing requirements
- ease of access to off-street facilities
- benefits to those who choose to park and walk
- encouragement for reductions in commuter traffic

Look to link the above into a communication campaign which highlights the benefits of the changes to the individual, their community and their city. In areas where more significant change is proposed, such as shared spaces, a public education programme is recommended to get the public familiar with expected behaviours. Other cities have used 'shared space ambassadors' to greet and farewell drivers from the spaces, putting a human face to the change and answering any questions the driver may have.



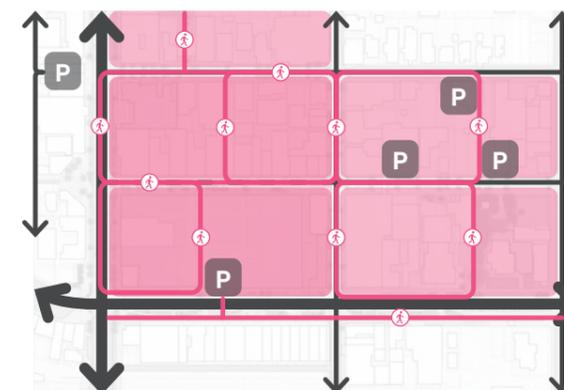
Existing.

- Circulating cars through the city's heart.
- Limited space for people.
- Low amenity streets.
- Patchy retail / ground floor.
- Single destination car trips.



Warm the Heart.

- Encourage parking and walking to increase foot traffic & people on the streets.
- Adjust circulation patterns to achieve this.
- With more customers on the streets, businesses will be attracted in, filling the gaps and adding to the retail offering.



Streets for People.

- Use parking strategy to encourage behaviours.
- Easy access to covered parks.
- Short stay on-street.
- Accessible & service parking where most convenient.
- Space on-street for pickup / drop off.
- Free up space for people.

How do I share my thoughts?

Once you've had a look at the plan, you can email your thoughts and views to citycentreplan@icc.govt.nz.

If you're part of a larger community or interest group and would like to know more, please let us know and we can arrange a meeting or additional information for you.

You can also talk to your local councillor about your views on the Master Plan.

What happens next?

December 2020 – January 2021 Feedback gathered

February 2021 Council considers feedback and approves plan

March 2021 Work gets underway on initial, time-sensitive projects

2021 and beyond Conversations continue and staged work gets underway

