

Elizabeth Street Upgrade – draft project objectives

Key Objectives	What does this mean for the Elizabeth Street Upgrade?	Examples of application	Success looks like
Create vibrant streets and public places where people want to live, work and play, and businesses want to invest	Streets and public spaces provide high levels of amenity for city residents, and for people resting, shopping, dining, socialising and relaxing	<ul style="list-style-type: none"> • Create points of interest (public artwork, lighting features, landscaping and, play elements) • Provide places for street dining, resting, social meeting • Create opportunities for play • Incorporate artwork into the design • Streets and public spaces provide opportunities for events, performances, and activations at a variety of scales 	<ul style="list-style-type: none"> • More people on the street staying for longer • Existing businesses doing well • New businesses attracted to the area
	The quality of the streets and public spaces provides comparable quality to new development (i.e. the Farmers development)		
	The Elizabeth Street Upgrade contributes to the 'green necklace' of connected high amenity walkways around the city centre	<ul style="list-style-type: none"> • Provide generous amounts of trees and landscaping • Existing trees are retained where possible 	
	The streets and spaces in the city centre are coherent and have a consistent look and feel	<ul style="list-style-type: none"> • Design reflects current CBD material and furniture set out in Durham Street, Wharf Street, and the Infrastructure Development Code • Low impact design methods are used to improve water quality 	
	Design interventions respond to areas of active frontages, and pedestrian desire lines	<ul style="list-style-type: none"> • Provide seating, tables, and other street furniture appropriately located for shade, shelter, and adjacent building use 	
	Design supports current business types but can accommodate changing use over time	<ul style="list-style-type: none"> • Location of services, kerb lines and tree pits considered with future development in mind 	
	Design process future-proofs further development (further streetscape upgrades and private commercial and residential development)	<ul style="list-style-type: none"> • Consultation with service providers ensuring coordination of required upgrades • Furniture and other amenities allow for relocation and reuse 	

	People feel safe to walk on the streets at night	<ul style="list-style-type: none"> • Sufficient lighting • Crime prevention through environmental design • CCTV in appropriate locations if required 	<ul style="list-style-type: none"> • Perception of safety is increased • More activity at night
Provide a safe and accessible slow speed environment that prioritises pedestrian access and connection.	Streets provide a high standard of pedestrian access and connection	<ul style="list-style-type: none"> • Pedestrian crossings are provided along pedestrian desire lines, including: <ul style="list-style-type: none"> ○ Either side of the laneway ○ Crossings at all approaches to intersections along pedestrian desire lines ○ Mid block crossing points located opposite areas of activity – e.g. Farmers entrance, next to bus stop 	<ul style="list-style-type: none"> • Streets are in line with best practice cycling and walking standards. • More people on bikes
	Design streets for 30km speeds to allow for a safe and pleasant pedestrian environment, and safer for people on bikes to share the road with cars	<ul style="list-style-type: none"> • Raised pedestrian crossings • Use of sharrows • Use of vertical elements to narrow streets -e.g. trees 	
	Transport system provides safe and effective access for development	<ul style="list-style-type: none"> • Slow speed environment • Conflict between cars, people walking, and biking is mitigated 	
	Street design caters for all ages and all levels of mobility and disability	<ul style="list-style-type: none"> • Footpaths are a generous width • Pedestrian movement zones are adjacent to buildings • Street design meets universal accessibility codes • Shade and shelter is provided to enable comfortable pedestrian movement during wet weather • Mobility parks make up 10% of parking numbers in each zone • Review from accessibility expertise 	
	Maintain effective public transport access	<ul style="list-style-type: none"> • Intersections have sufficient space for bus movements • Inline bus stop to enable shorter stays at bus stops 	

	Reduce through traffic through the city centre	<ul style="list-style-type: none"> • Redirect through traffic via alternative routes 	
Public spaces reflect local identity and values	Enhance mana whenua cultural landscapes within the design of streets and public spaces	<ul style="list-style-type: none"> • The spaces and streets are co-designed with mana whenua • The Tauranga Moana Design Principles are applied during design development and construction 	<ul style="list-style-type: none"> • The mana of tangata whenua is enhanced • Mana whenua and Tauranga residents feel like they belong • More people on the street staying for longer
	Place making and design approaches reflect place and the people of Tauranga		
	The design approach, materials, and finishes are comfortable, welcoming, and enhance community connection		