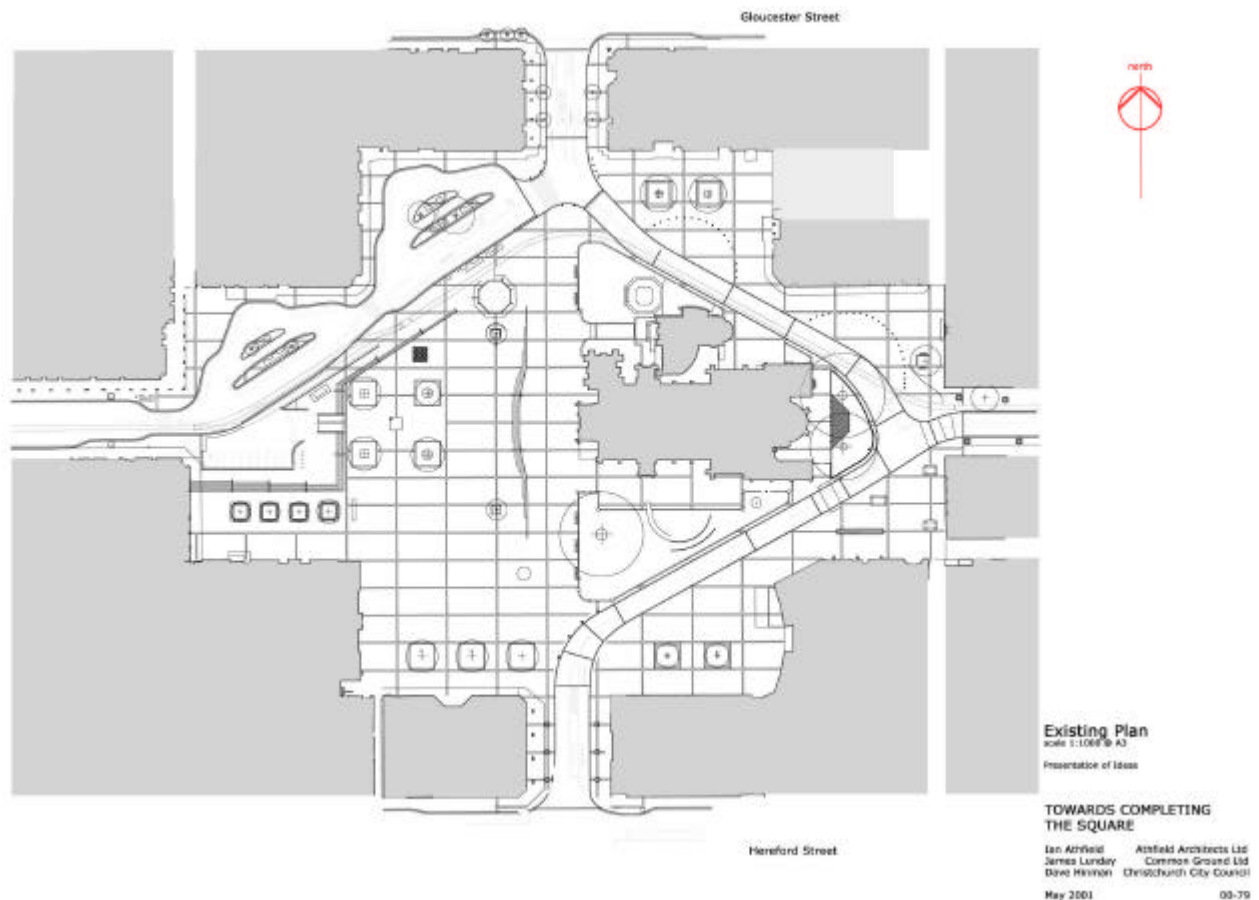


APPENDIX 1 - CATHEDRAL SQUARE – THE VISION, 1996



- As much space as possible for pedestrian use and outdoor activities
- A consistent paving concept extending out to the full limits of the space, and including all areas identified for vehicular and service traffic movement, to define the Square
- Providing for North-South traffic movement through the Square via a narrow two-way slow road behind the Cathedral
- The East-West alignment and movement of the tram to remain
- Service traffic and passenger areas permitted in prescribed areas, particularly for buildings relying on the Square for their main entrances and off street parking access
- Simplifying the Square design by removal of walls and other obstacles to pedestrian movement, and some unsuitable trees
- Feature lighting including pedestrian, trafficked area and highlighting of buildings
- Moving the steps outside the cathedral main doors further towards the Godley Statue to give a wider terrace
- All detailed design elements of be placed with careful reference to the paving grid, elements to be kept to a minimum to avoid clutter
- Rehousing bus info. and Police from kiosks to buildings on edge of Square
- Encouraging ground floor use of peripheral buildings to open out into the Square with "people generating" activities, such as cafes