

# GOLDEN MILE: SOCIAL EFFECTS

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## Methodology

- What we need to consider: Multidisciplinary expert review panel (latent demand, safety, behavioural, public health) and scan of existing reports to identify mechanisms and target equity groups
- Who we need to consider: Review of engagement feedback across groups – commonalities & differences in social effects across target equity groups

# Key assumptions

## Mechanisms

- Providing a variety of public spaces that meet the diverse needs for people to gather (e.g., that meet the needs of youth)
- More space so that appropriate amenities can be provided and people have the ability to move freely and safely
- Reliable travel times for through travellers
- Active mode users can move safely, have connection to networks, and have access to active transport facilities such as bike parks in the right places
- PT users have reliability and access to bus stops

Target equity groups considered

## Youth:

- Getting to their destinations in and through the Golden Mile, study & work
- Sense of belonging to Wellington and the CBD that is affordable, comfortable, and legit
- Able to engage with places in different ways - resting, actively, explore and enquire

## Family groups (the 8yrs – 80yrs principle):

- Affordable, safe options for moving around as a mixed ability
- Facilities to rest, recreate, play
- Access to services (toilets etc)
- Attend events affordably and reliably

## Mobility impaired (disabled, impaired, challenged).

- Ease of using private and public transport
- Having enough space to easily navigate comfortably and smoothly
- Ease of getting around the CBD in vehicles (private & public)
- Comfort for lingering and mingling - providing multiple opportunities

## Affordable housing inner city residents:

- Enhanced liveability through quality public places
- Reduced noise and congestion
- Affordable and effective connections to services and destinations beyond the CBD

## Non-PMV users:

- Safe, comfortable, efficient routes
- Facilities to support active, shared, and public transport modes in the right places
- Viable mode choice (affordable, reliable, accessible, safe)

## Hospital, university, airport destinations beyond the CBD:

- Reliable travel time
- Easy changes
- Affordable AT & PT mode choices

## Evaluation outcomes

- Results of evaluation for each GM section (i.e. in accordance with the MCA scoring sheet structure)
- Focusing on the key reasons for the scores

# Commonalities & differences

## Common needs:

- Increased PT reliability
- More space for public realm
- Improved pedestrian LOS
- Separation between modes & speeds

## Different needs:

- Greater significance for mobility impaired & families:
  - Location of bus stops
  - Access to parking in side streets
  - Drop-offs / pick up access in side streets
- Potential conflicting needs between those going through (PT efficiency & travel time) and those on the Golden Mile (accessibility and quality)

# Courtenay Place

Option	Score	Reasons
Option 1	1	<ul style="list-style-type: none"> <li>Improvements in PT reliability will make bus travel to and along CP a more viable option for youth and non-PMV users to access employment, entertainment, &amp; hospitality opportunities.</li> <li>Reduced traffic would provide a quieter environment and increase the sociability of moving along the Golden Mile for all</li> </ul>
Option 2	1	As for option 1
Option 3	3	<ul style="list-style-type: none"> <li>Increasing the walkability of the GM will reflect youth values and have greater coherence with the wider Wellington walkability aspiration</li> <li>Increased space for walking and public realm amenities will promote sense of belonging and the liveability of the central city area, as well as increase the accessibility of the Golden Mile to mobility impaired people and families.</li> <li>Increased space to separate walkers of different speeds and abilities from faster modes</li> <li>Improved capacity to integrate history and water sensitive design (for example) features into places reflect sustainability values.</li> <li>Space to provide micromobility facilities to promote active modes as a viable choice</li> <li>Pedestrianizing CP will provide safer places at night with lighting and security and reducing crowding.</li> <li>Providing dedicated drop-off/pickup zones in side streets will help               <ul style="list-style-type: none"> <li>meet the needs of more vulnerable / less confident people to participate in the night time economy and events</li> <li>allow for access to health and other services located in the CBD</li> <li>allow for provision of key services to residents</li> <li>ensure access to pickups to get to hospital etc</li> </ul> </li> <li>Increased reliability of PT for mobility impaired, through travellers, and students will promote PT as a viable mode choice.</li> <li>Improved connectivity to cycle networks will improve the viability of active modes for non-PMV users</li> </ul>

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## Manners st.

Option	Score	Reasons
Option 1	0	<ul style="list-style-type: none"><li>Minimal change</li></ul>
Option 2	0	<ul style="list-style-type: none"><li>Minimal change</li></ul>
Option 3	0	<ul style="list-style-type: none"><li>Minimal change</li></ul>

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## Willis st.

Option	Score	Reasons
Option 1	1	<ul style="list-style-type: none"><li>• Increased space in Mercer street and better connection to Civic Square could provide sheltered, sunny space for events and public realm improvements.</li><li>• Some more space for walkers with different abilities/speeds</li></ul>
Option 2	1	As for option 1
Option 3	2	<ul style="list-style-type: none"><li>• Greater opportunity to use Mercer St as a significant place for events, provide amenity for children and youth, provide a relatively sheltered and sunny public realm space for informal activities</li></ul>

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# Lambton Quay

Option	Score	Reasons
Option 1	0	Improved PT but little change in public space
Option 2	0	Improved PT and some increase in space, but more bus movements may make for a less sociable pedestrian environment and reduced formal crossings may reduce accessibility and safety for mobility impaired and families
Option 3	3	<ul style="list-style-type: none"> <li>Increasing the walkability of the GM will reflect youth values and have greater coherence with the wider Wellington walkability aspiration</li> <li>Increased space for walking and public realm amenities will help youth develop a sense of belonging and improve the liveability of the central city area for residents living in small apartments</li> <li>Increased opportunity to create more spaces with different character and configurations to meet diverse needs and uses</li> <li>Increase the accessibility and wayfinding of the Golden Mile to mobility impaired people and families, city visitors, &amp; regular users.</li> <li>Increased space to separate walkers of different speeds and abilities from faster modes. Improved capacity to integrate history and water sensitive design (for example) features will enhance access to cultural opportunities.</li> <li>Space to provide micromobility facilities to promote active modes as a viable choice, including the safety &amp; affordability for the independent mobility of youth to engage in employment and recreational opportunities</li> <li>Providing dedicated drop-off/pickup zones in side streets will help               <ul style="list-style-type: none"> <li>meet the needs of more vulnerable / less confident people to participate in the night time economy and events</li> <li>allow for access to health and other services located in the CBD</li> <li>allow for provision of key services to residents</li> </ul> </li> <li>Increased reliability of PT for mobility impaired, through-CBD travellers, and students will promote PT as a viable mode choice.</li> <li>Reduced formal crossing opportunities and bus stops could reduce accessibility and viability of PT for mobility impaired people and family groups. This could be significant enough to reduce the score from 3 to 2</li> </ul>

Golden Mile

Social effects

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## Comments

Addition of taxi stands: minimal change to scores

- Taxi stands on CP could improve access for mobility impaired people to entertainment opportunities – Opera House etc
- Taxi bay and accessible / priority parking on side streets rather than Lambton Quay etc to ensure participation and provision of essential services

For further consideration:

- Recommend separation of walking and all other modes for greater safety and comfort for mobility impaired people and families
- Recommend distance to bus stops should not be based on 'average' walking speed of PT is to be a viable option for mobility impaired people and families