

SUSTAINABILITY

Dr Rowan Dixon

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Methodology

- Sustainability criteria
- Collaboratively developed with WCC
- Reviewed relevant sustainability policy, strategy and guidance, including
 - Te Atakura – First to Zero
 - Our Natural Capital – Wellington's Biodiversity Strategy & Action Plan
 - Wellington Region Waste Management and Minimisation Plan
 - Toitū Te Taiao: Our Sustainability Action Plan
 - Arataki To Tātou Mahere Mō Te Pūnaha Waka Whenu Our Plan For The Land Transport System

Methodology

Criteria	Justification
Lower VKT in transport system	Indicated reduced used of private motor vehicles and internal combustion engines and reduced emissions, pollution and resource use
Extent and appeal of cycling	Indicates increased probability of mode shift away from vehicle use and reduced emissions, pollution and resource use
Mode shift away from PMV	Direct measure of mode shift away from vehicle use and reduced emissions, pollution and resource use
Large scale physical works	Indicates reduced emissions, pollution, energy, waste generation and resource use (construction phase focus)
High opportunity for green infrastructure and vegetated street	Indicates increased probability of vegetated street scape, biodiversity improvements, improved water quality outcomes, and shaded cool places to retreat to on hot days
Sufficient area for pedestrian and active modes priority	Indicates increased probability of mode shift away from vehicle use and reduced emissions, pollution and resource use and potential increased greenspace and its benefits
Low Public Transport travel times	Indicates increased probability of mode shift away from vehicle use and reduced emissions, pollution and resource use
High opportunity for Tactical Urbanism	Indicates increased probability and multiplying factor for increased mode shift away from vehicle use and reduced emissions, pollution and resource use and increased greenspace and its benefits

Key assumptions

Input data to inform collaborative scoring with WCC

- Golden Mile Short List Options Report (June 2020)
- Golden Mile: Engagement summary Report (June – August 2020)
- Vehicle Kilometres Travelled modelling results unavailable, so the below information points were used:
 - All options expect 9% reduction in car trips, from reduction in road capacity.
 - All options ban traffic length of the GM, so people that continue to drive will to drive further.
- Cost and quantity estimates for key quantities

Evaluation outcomes

Options	Lambton Quay One	Lambton Quay Two	Lambton Quay Three	Willis St One	Willis St Two	Willis St Three	Manners Mall All	Courtenay Place One	Courtenay Place Two	Courtenay Place Three
Lower VKT in transport system	2	2	2	2	2	2	0	2	2	2
Extent and appeal of cycling	1	1	3	1	1	3	0	1	1	3
Mode shift away from PMV	-	-	-	-	-	-	-	-	-	-
Large scale physical works	-1	-1	-1	-1	-1	-1	0	-1	-1	-1
High opportunity for green infrastructure and vegetated street	1	1	3	1	1	3	0	1	1	3
Sufficient area for pedestrian and active modes priority	1	1	3	1	1	3	0	1	1	3
Low Public Transport travel times	-	-	-	-	-	-	-	-	-	-
High opportunity for Tactical Urbanism	1	2	3	1	2	3	0	1	2	3

Evaluation outcomes

	Lambton Quay	Lambton Quay	Lambton Quay	Willis St	Willis St	Willis St	Manners Mall	Courtenay Place	Courtenay Place	Courtenay Place
Options	One	Two	Three	One	Two	Three	All	One	Two	Three
Overall Score	1	1	3	1	1	3	1	1	1	3

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