

# URBAN AMENITY

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# Methodology

## PROCESS

1. Score against the 4 attributes of Urban Amenity – consistent with those used across LGWM
  - COMPOSITION
  - COMFORT
  - CONNECTEDNESS
  - ACTIVITY

# Methodology

## COMPOSITION

### Character distinctiveness

- *ability to appreciate heritage features*
- *express local identity*

### Legibility and wayfinding

- *how easy it is to read space and know where you are in the city*
- *potential to simplify street environment*

## Indicator Measures

### Relative increase/decrease to:

- *number of side streets closed*
- *potential to simplify space and elements within*
- *space available for green infrastructure (identity)*

MLC – grid to shoreline triangle



# Methodology

## COMFORT

Ability to enjoy the space

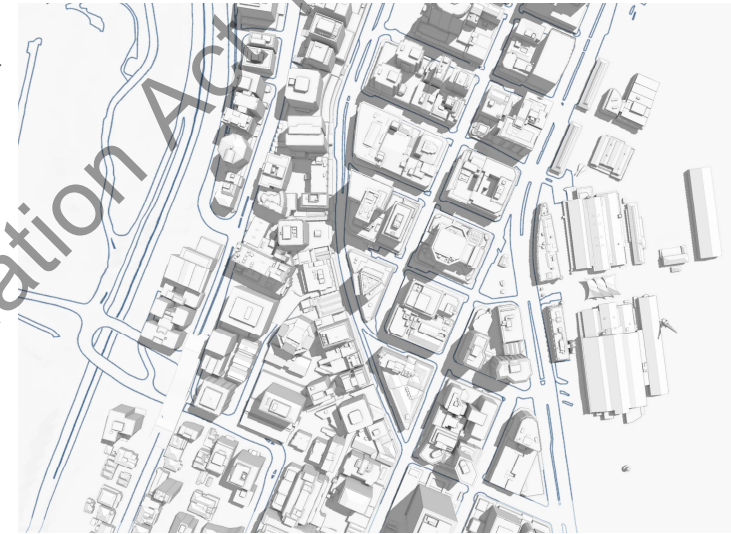
- *area 'habitable' as public realm*
- *space in the sun*
- *separation distance from buses/ traffic*
- *feeling safe (CPTED)*
- *space to plant trees to reduce wind speeds*
- *decrease in noise*

## Indicator Measures

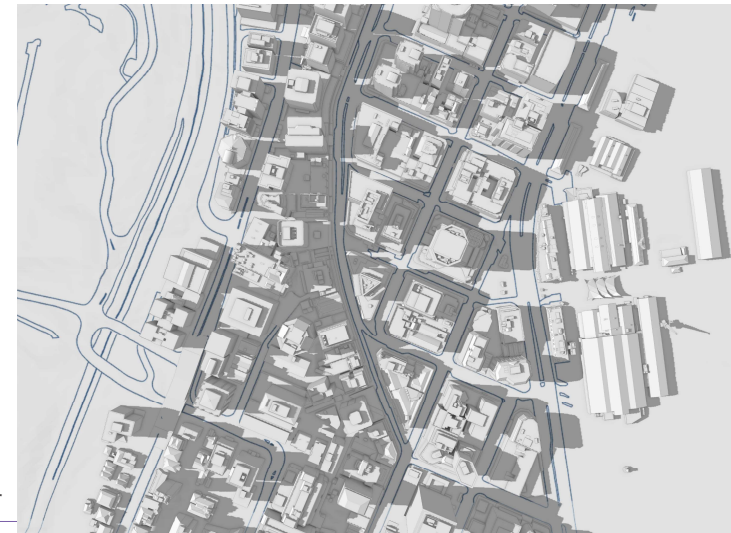
Relative increase/decrease to:

- *sun/shade model – new footpath in sun at lunch (LQ) and evening (CP)*
- *strategy for allocation of space - increased occupiable space, vegetation, pedestrian movement etc.*

Midday December



5pm December



# Methodology

## CONNECTEDNESS

How easy to cross the street

- *ability to cross informally*
- *opportunities to cross at signals*
- *number of lanes to cross*

How easy to move along the street

- *continuous footpaths at side streets*

## Indicator Measures

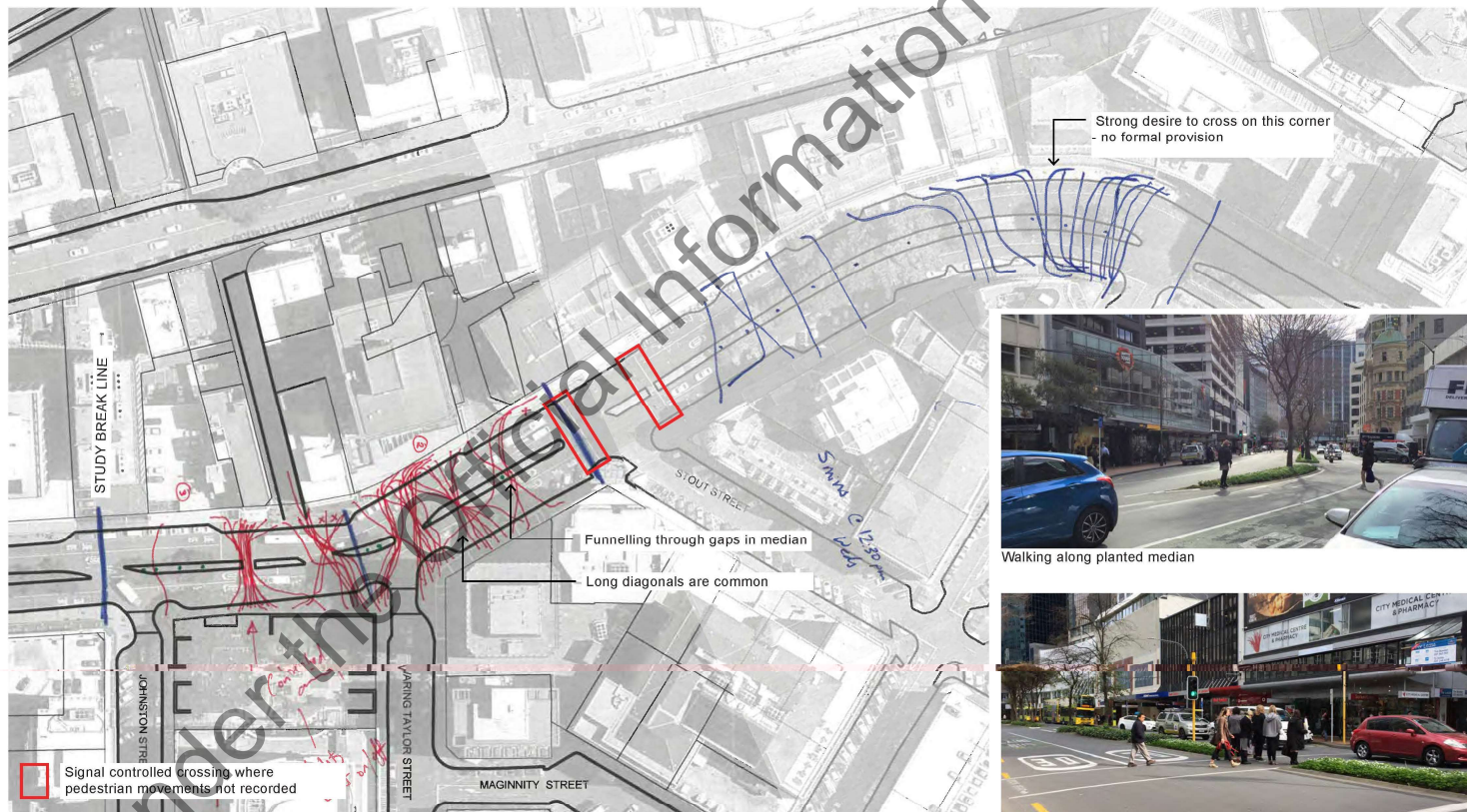
Relative increase/decrease to:

- *Number of side streets closed*
- *Number of lanes to cross*
- *Traffic volume*



Allen St – bollards and paving favour vehicles

# LAMBTON QUAY NORTH



Walking along planted median



Bunching during a green light in a narrow gap in the median

Desire line study

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# Methodology

## ACTIVITY

Opportunity for activity

- *extension of trading area*
- *public dwelling space – eddies away from main flow*

## Indicator Measures

Relative increase/decrease to:

- *area provided for dwelling/activity rather than movement*
- *flexibility + capacity of space to hold events*



Zones for public realm movements – shop front/trade, walking, trees/furniture/seats

# Evaluation outcomes

## COURTENAY PLACE

	OPTION 1		OPTION 2		OPTION 3	
COMPOSITION	0	Minimal change	2	Side street closures and traffic removal simplifies space, particularly service lane at south	3	Most significant simplification of space – clarity of purpose. Space away from awnings enables views to heritage buildings + opportunities to dwell. Space for green infrastructure.
COMFORT	0	Minimal change	1	Traffic removal makes increases comfort, although 4 lanes of buses still has strong influence on space - human scale.	3	Most space possible reallocated to people. Good opportunity to improve CPTED issues (congestion/quality/character)
CONNECTEDNESS	0	Minimal change	1	Less signalised crossings reduces accessibility. Easier to informally cross due to less traffic.	3	Less signalised crossings reduces accessibility, however much easier to informally cross – only two lanes of buses.
ACTIVITY	0	Although Cuba Street/Manner Street vehicle connection is stopped, there is little other activation space generated	1	Footpath infill for movement rather than dwelling. Some benefit from end of street closures.	3	Most space possible reallocated to business trading and public space. Supports gatherings/events.
<b>TOTAL</b>	<b>0</b>		<b>+1</b>		<b>+3</b>	

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# Evaluation outcomes

## LAMBTON QUAY

	OPTION 1		OPTION 2		OPTION 3	
COMPOSITION	0	Minimal change	2	Side street closures and traffic removal simplifies space, enables continuous footpath and views to waterfront.	3	Most significant simplification of space. Continuous promenade, views to waterfront. Space away from awnings enables views to heritage buildings. Space for green infrastructure / identity.
COMFORT	0	Minimal change. Vehicle space remains dominant over 'people space.	1	Traffic removal makes increases comfort, although 4 lanes of buses still has strong influence on space - human scale. Could see adverse affect to comfort at night (CPTED).	3	Most space possible reallocated to people, in the sun at lunch time. Space for trees to mitigate wind. Good opportunity to improve CPTED issues (congestion/quality/character)
CONNECTEDNESS	1	Fewer signalised crossings, reduced accessibility and gaps in flow. Reduced traffic supports informal crossing.	1	Less signalised crossings reduces accessibility. Easier to cross informally due to less traffic. Side street closures improve linear flow.	3	Less signalised crossings reduces accessibility, however much easier to informally cross – only two lanes of buses, very important to support retail.
ACTIVITY	0	Minimal change	1	Parking bays given to effective width rather than dwelling, unlikely to generate significant change in character of LQ. Side streets closed creates space, but needs support from change in character of street.	3	Most space possible reallocated to business trading and public space. Supports gatherings/events.
<b>TOTAL</b>	<b>0</b>		<b>+1</b>		<b>+3</b>	

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## Comments

### LOADING

- Rather than dedicated loading bays as indented road space that can be used at all times, these could share pedestrian/micromobility space and used off-peak.
- Service access to the GM at night and early morning is recommended for 'eyes on the street'.

### TAXIS

- Taxis are positive – support accessibility, reduced car dependency and CPTED at night (eyes on the street), but depends on how access is enabled if side streets still used which limits their use.
- Potential off-peak access to GM without compromising PT efficiency Important to provide adequate pick-up/drop-off space in side streets to encourage use.
- Important to provide distributed, well-overlooked locations. Eg. avoid people (particularly young women) walking alone and waiting with a group of intoxicated people.

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MOVING

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NZ TRANSPORT  
AGENCY

  
greater WELLINGTON  
REGIONAL COUNCIL  
Te Pane Matua Taiao

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke