



Supported by Futuregroup

Let's GET Wellington MOVING

# Appendix B - Golden Mile Vision Statement (2036)

October 2021

Golden Mile Single Stage Business Case | Contract No. 1851



Futuregroup





# THE GOLDEN MILE Vision

June 2020

Lower Willis Street/Mercer Street [LGWM image]

## Purpose

The purpose of the Vision 2036 is to communicate Lets Get Wellington Moving's (LGWM) aspirations for the future of the Golden Mile. The Vision will guide the development of the Single Stage Business Case.

The Vision is supported by Design Principles that provide direction for specific elements of the design. The Vision will be used to articulate the future for this important part of the city to the community and stakeholders with an interest in the whole of this route, or in various specific places along its length. The Vision also provides a reference with which to evaluate options for the Golden Mile as part of the Business Case process.



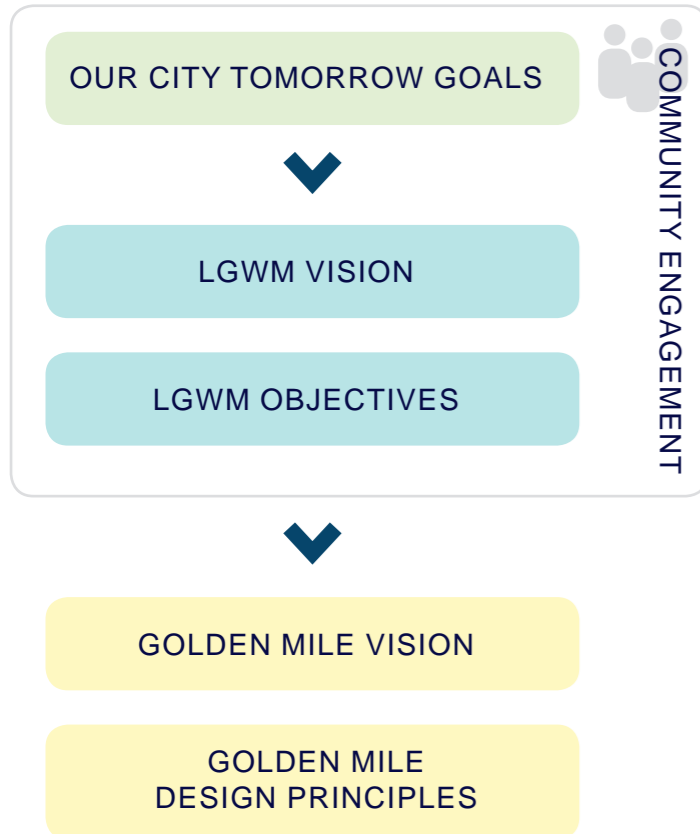
Lower Willis Street/Mercer Street [LGWM image]

# How did we get to the Golden Mile Vision?

Wellington City Council's 'Our City Tomorrow' community engagement process established 5 goals for the city. These goals have informed the LGWM Vision and Objectives.

The LGWM Vision and Objectives have in turn been reflected in the development of the Golden Mile Vision and Design Principles as illustrated below.

## STRATEGIC INFLUENCES



## OUR CITY TOMORROW GOALS

Wellington City Council consulted with the community and 5 goals for the city's future were confirmed.



## LGWM VISION

The combination of the community's goals and LGWM priorities has led to the agreed objectives for the programme.



A great harbour city accessible to all with:

- attractive places
- shared streets
- efficient local and regional journeys

To realise our vision we need to move more people with fewer vehicles.

## LGWM OBJECTIVES

The combination of the community's goals and LGWM priorities has led to the agreed objectives for the programme.

### A transport system that:

- Enhances the liveability of the central city
- Provides more efficient and reliable access for users
- Reduces reliance on private vehicle travel
- Improves safety for all users
- Is adaptable to disruptions and future uncertainty



LIVEABILITY



ACCESS



REDUCED CAR RELIANCE



SAFETY

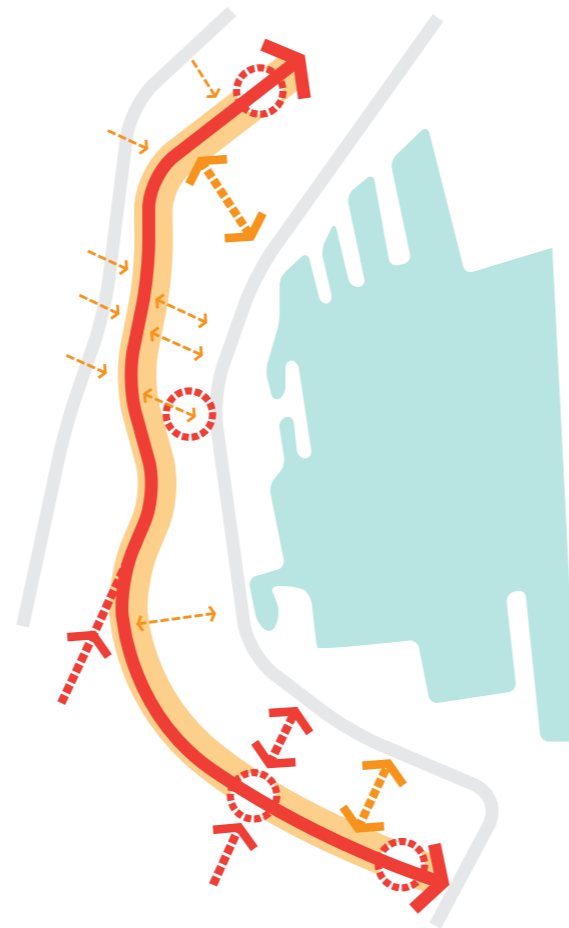


RESILIENCE

# Golden Mile Vision

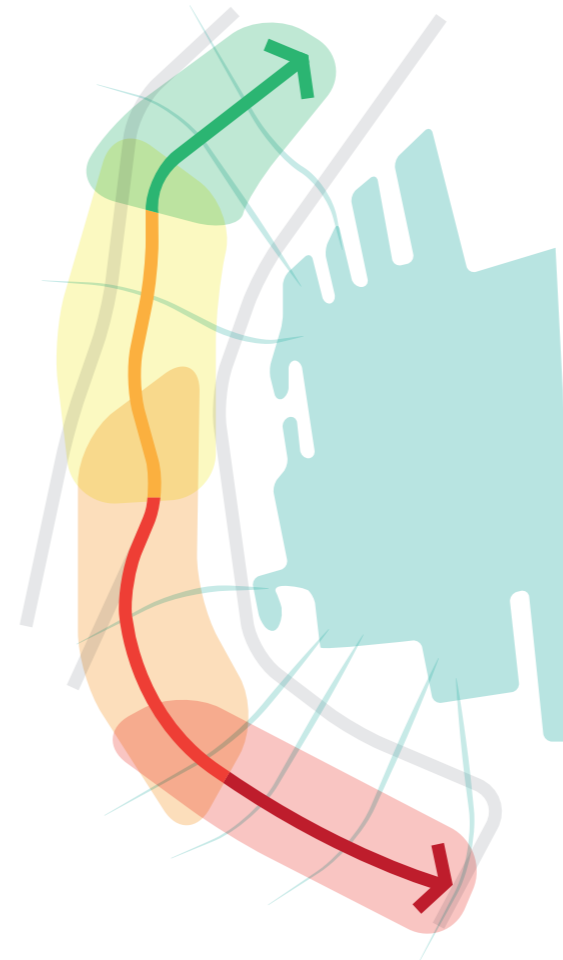
The Golden Mile gets Wellington moving by...

“ **Connecting large numbers of people to and through the central city with reliable and efficient public transport while providing safe, accessible and attractive streets and spaces.** ”



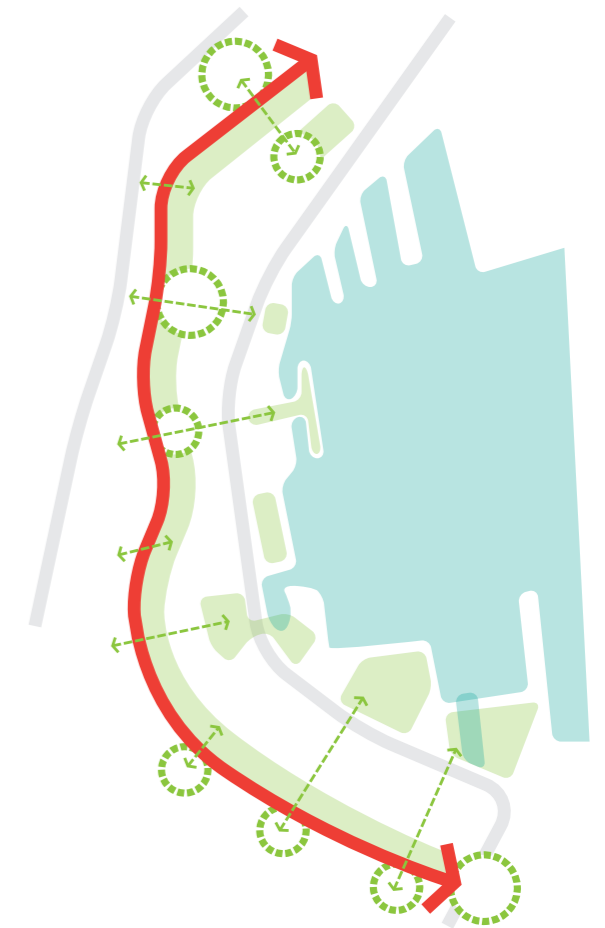
## RELIABLE NETWORK

Golden Mile is core to the public transport network, reliably connecting people to and through the central city.



## REFLECTING PLACE

Golden Mile streets and spaces reflect changes in characteristics along the way from our capital places at one end to our fun places at the other.



## COMFORTABLE + SAFE

Golden Mile streets are prioritised for public transport and active modes, as well as being greener, safer, comfortable spaces for people to spend time in.

# Golden Mile Design Principles

The Golden Mile Design Principles will be used to guide the changes made towards the Vision. These principles provide direction for the development of the Single Stage Business Case.

## TRANSITIONING

1. Recognise that the carrying capacity of public transport on Golden Mile will have a limit if the system is to enable a good customer experience and retain amenity space for pedestrians within the public realm.
2. Plan for the ultimate Wellington central city public transport system being on two routes for efficiency and reliability - the Golden Mile and potentially Jervois Quay/Taranaki Street south.
3. Ensure that provision for alternative public transport routes to supplement the Golden Mile route capacity occurs well in advance of that limit being reached.

## VIBRANT AND PROSPEROUS

4. Reflect the Golden Mile's unique local character and cultural landscape as the original harbour shoreline.
5. Provide for linear continuity and attractive spaces where people can 'dwell' comfortably.
6. Prioritise public transport, walking and cycling access over private vehicles.
7. Recognise the need for the strategic location of loading and servicing facilities to assist business prosperity.

## INCLUSIVE AND CONNECTED

8. Enable universal access, safe and comfortable movement for all people by considering the interplay of public transport, active modes and pedestrian space.
9. Design for good public transport customer experience in place-specific street-based stops and interchanges.
10. Connect people by the street network and lanes both along and across the Golden Mile and to destination or anchor places (such as the waterfront, The Terrace, Civic Square, Te Papa, and parks).

## GREENER

11. Deploy clean and green quiet running vehicles to the Golden Mile.
12. Incorporate stormwater design into the street space greening in a format that is appropriate to a premium city place and which reflects climate change influences.
13. Enhance green infrastructure including trees, active mode facilities (cycle storage, e-bike charging), green 'pocket' parks and water sensitive urban design suited to conditions.

## RESILIENT

14. Enable emergency vehicles to access all areas of the Golden Mile in emergencies.
15. Provide for events/incidents that close lanes on the Golden Mile to maintain public transport services.
16. Recognise sea level rise and flooding, ground shaking and liquefaction risks in design.



Jervois Quay [LGWM image]



## Contact

Stantec Building

Level 15, 10 Brandon Street

Wellington Central, Wellington 6011

+64 4 381 6700

**Futuregroup** »



**aurecon**

**Jasmax**



Boffa Miskell



**local**