



G

Preliminary
Streetscape Plan

ANZ

EMERGENCY EXIT

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MLC

HUTCHINSON

LETS GET WELLINGTON MOVING GOLDEN MILE

MATERIALITY STRATEGY

05 AUGUST 2021 / REV3
PREPARED BY BOFFA MISKELL AS PART OF FUTUREGROUP



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PURPOSE

The Golden Mile is 2.6 km in length and extends from the Wellington Railway Station along Lambton Quay, Willis Street and Manners Street to the end of Courtenay Place. It has a range of physical and functional characteristics along its length and when considering the work required to realise the benefits of Option 3 - Transform', some areas will require a higher degree of change than others.

Given the length of the Mile, a significant influence to the level of investment sits with the materials used, in particular the paving type. While it is recognised that the existing clay paver presents safety concerns and scores poorly in terms of public perception*, it is not possible to renew the full extent of the street within the Business Case funding.

The purpose of this report is to inform the Detailed Design phase by testing a nuanced approach that varies the degree of investment along the length of the Mile. This approach would see a lighter touch in some areas, retaining the existing aesthetic, while other areas would see a comprehensive upgrade and change in materiality, establishing the modernised palette that can be phased in over time as part of routine maintenance.

This approach is not reflected in the final costing of the Business Case.

* research conducted by WCC and public consultation on the Golden Mile

MATERIALITY



EXISTING MATERIALS

The Golden Mile is predominantly paved with clay pavers in a range of orange-brown tones. Areas of grey stone and exposed aggregate concrete have been introduced around seating and in laneways, such as Grey Street, Press Hall, and Lombard Lane. A flexible base used to enable access to services, however this does tend towards pavers becoming loose and uneven over time.

COURTENAY PLACE



Courtenay Place paving is in a poorer condition than Willis and Lambton Quay, with dated features in exposed aggregate as well as complex header patterns.



Recently changed areas like near Taranaki Street are in good condition. Kerbs have a narrow form - 150mm wide and are often in poor condition.

WILLIS STREET



Paving on Willis Street is generally in good condition. Kerbs have a large format profile that lifts the sense of quality.

LAMBTON QUAY



Lambton Quay has areas of stone paving where seating is provided.



There are areas of all streets that are a patchwork of different materials (eg. Cable Car Lane entrance)



Wider sections of Lambton Quay are in good condition (eg Farmers, David Jones) and support bus stops. Kerbs have a large format profile that lifts the sense of quality.

TIME FOR CHANGE?

There is recognition that clay pavers present a number of issues including poor slip resistance when wet, unpopular aesthetic with general public, installation constraints (only two contractors available) and short life span (7-years). However, there is also a recognition that across the Golden Mile complete replacement is a significant cost and maybe unnecessary to gain the best value from the investment in reallocating the street space. A choice needs to be made about the future street and paving design along the Golden Mile.

A strategic design approach will be key to ensure that the corridor can be experienced as a series of sections that whilst unique to the nature of each section as a place, has a set of common elements including paving that unite the whole. Consideration to a future which may look to transition away from clay pavers over time as they need to be replaced is also part of the strategy.

CORRIDOR APPROACH

A 'signature project' approach is proposed which strategically applies the investments to several key places along the Golden Mile and touches more lightly the sections in between. This approach responds to the Golden Mile Vision (see diagram) which recognises the reflection of place.

The key places are reflective of areas where there is typically more width available in street space that can support:

- people as PT customers - either waiting and or moving to and from stops
- people in active walking or cycling modes
- people 'dwelling' or spending time supported by complimentary business activities
- strategic street and connectivity initiatives to and from other parts of the city centre

The key places are of sufficient scale as spaces that enables the expression of identity and a response to their context - both in use day and night as well as natural, cultural heritage and built character.

As 'signature' places they can show a standard of design for LGWM projects that demonstrate the benefits of reallocating space to people and public transport.

There are 3 key places where it is proposed to invest in higher levels of investment - these are around Midland Park and adjacent bus stop, Mercer Street and the north east end of Courtenay Place. Other places, such as Te Aro Park are contenders too, but will need to link with other WCC initiatives.

GM VISION "REFLECTING PLACE"



SIGNATURE PROJECT #3 COURTENAY PLACE

Courtenay Place has a night time economy, accommodates a key PT stop as well as providing amenity for many Te Aro residents day to day.



SIGNATURE PROJECT #1 MIDLAND PARK + LAMBTON PROMENADE

Midland Park is a well used space during day time hours and has the opportunity to make a space that straddles the Quay, provides for PT stop amenity and then links back to parliament

SIGNATURE PROJECT #2 MERCER STREET

Mercer Street is the beginning the transition to a 'green link' as proposed under the Civic Square framework.

- CLAY PAVER
- MODERNISED PALLETE
- TREE STRUCTURE
It is important to retain quality mature trees, whilst adding new trees where space is enabled in conjunction with signature projects.

MATERIAL TYPOLOGIES

FEATURE PALETTE

The highest cost option with bespoke elements, small areas of stone. Used in the highest profile areas.

INDICATIVE COST*	\$1500-2000m ²
INDICATIVE LIFESPAN	25 yrs (concrete) 50 yrs (stone)

EXAMPLE

Federal Street Stage 2 (Auckland)
70% concrete (high cost), 30% stone, bespoke furniture and greening

** Cost represents construction cost and includes paving surface along with street furniture, planting, kerbs, lighting, and does not include professional fees or service realignment*



STONE PAVING

Approximately 30% area paved in granite or bluestone. Stone is a natural material that enhances in character as it ages. It is used in the highest quality spaces.

\$400-500m²



CONCRETE PAVING

Approximately 70% coverage in concrete pavers. Gold standard allows for a some variation in paving pattern unit sizes.

\$200-300m²



STREET FURNITURE, PLANTING AND DETAILS

More intricate planting, raingardens, bespoke street furniture and feature lighting



Federal Street took a transitional approach to introduce changes to road space allocation prior to physical works. This transitional cost would be additional.

MATERIAL TYPOLOGIES

MODERNISED PALETTE

A good quality paving surface that is simple and consistent, using a palette of materials that tie together a similar colour range (eg shades of grey or warmer tones). Lower cost surfacing such as asphalt can be used if well designed and thoughtfully integrated. Attention to detail is important, particularly investment into details such as edging, planting and street furniture that will lift the sense of quality, while saving cost through a simple ground surface treatment.



INDICATIVE COST*	\$800-1200m ²
INDICATIVE LIFESPAN	25 yrs (concrete) 30yrs (asphalt)

CONCRETE PAVING

CONCRETE PAVING
Off-the-shelf pavers such as 400 x 200 x 80mm or 50 x 50 x 80mm sett units. (approx \$150-\$200m² supply and install). Indicative cost includes

Concrete units have a longer life span and require less maintenance than the clay paver. Potential to lay on flexible base course with 5% cement to bedding sand. Cement holds pavers in place for a smooth surface, while still allowing for sections to be lifted to gain access to services.

When trafficable, laid on concrete base.

ASPHALT

A fine grain mix to elevate above general road surfacing. Asphalt can be used to create a simple, recessive ground surface provided it is laid well and is well-maintained.

Surface provides a smooth surface for small wheels and good grip for cycles/scooters.

Easy to access services and affordable to relay. If lifted, it is important to relay in complete sections, which may be more than required to avoid patchy outcome.

STREET FURNITURE, PLANTING AND DETAILS

Simple materials framed well, eg steel edging, header paving, wide concrete kerb, infill manhole covers aligned with paving.

Raingardens with standard cost planting, off-the-shelf street furniture and lighting, minimal feature elements.

EXAMPLE

Whitianga Town Centre



MATERIAL TYPOLOGIES

EXISTING PALETTE

Provides for footpath extension including kerb realignment in a basic unit paver, clay or concrete. Asphalt can be used in areas to distribute cost effectively.

Generally this approach relates to the infill of car parks with kerb realignment or simple widening of the footpath.



INDICATIVE COST*	\$300-500m ²
INDICATIVE LIFESPAN	7 yrs (clay paver) 30 yrs (asphalt)

CLAY PAVER

Clay pavers on a flexible base as per existing. Current issues include poor slip resistance, short life span, poor public opinion of aesthetic and pavers coming loose causing a hazard.

ASPHALT

A fine grain mix to elevate above general road surfacing. Asphalt can be used to create a simple, recessive ground surface provided it is laid well and is well-maintained.

Surface provides a smooth surface for small wheels and good grip for cycles/scooters.

Easy to access services and affordable to relay. If lifted, it is important to relay in complete sections, which may be more than required to avoid patchy outcome.

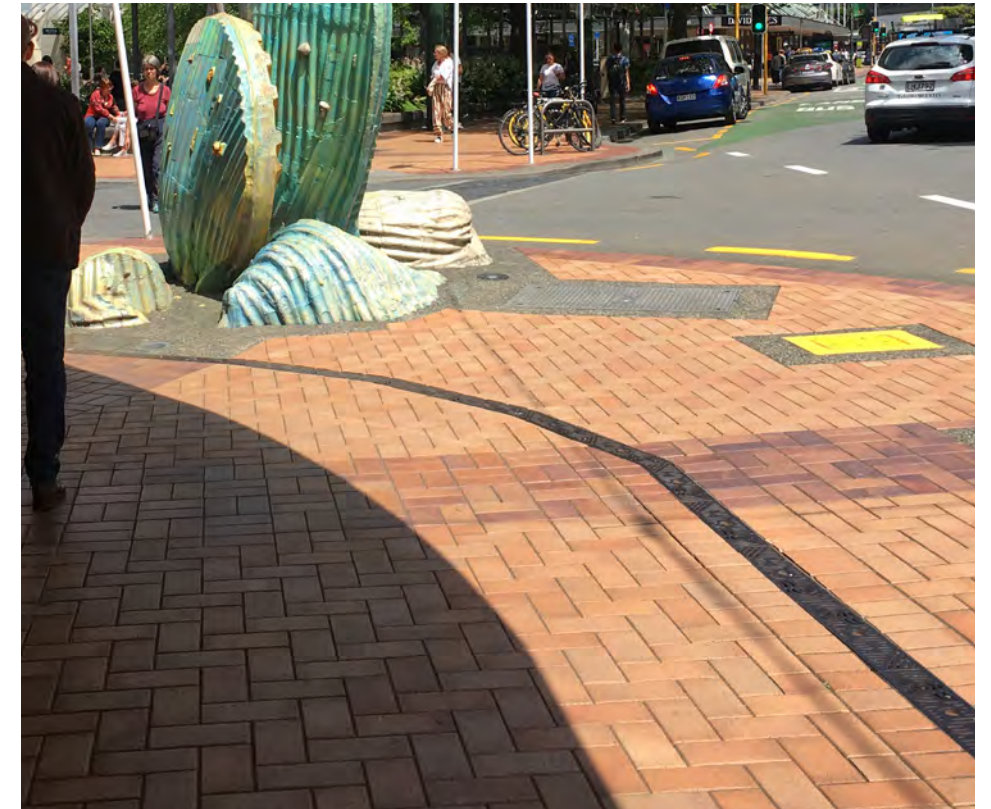
FURNITURE AND DETAILS

Minimal allowance for street furniture, planting or non-standard details.

* Cost represents construction cost as supplied by WCC and includes paving surface with kerb realignment with **minimal investment** into features such as street furniture, planting and lighting. Cost does not include professional fees or service realignment.

EXAMPLE

Current Golden Mile aesthetic



GREEN INFRASTRUCTURE

ALL OPTIONS

The provision of green infrastructure has a wide range of well documented benefits. It is recommended that good quality planting and trees are provided in all options, with value to be saved through simplifying hard surfacing in the first instance. Planting and trees are particularly valuable when working with a palette of low cost hard surfacing, transforming potentially bleak spaces into places that invite people to spend time.

Street trees and planting have a high impact in the urban context. Green infrastructure such as tree pits and raingardens can protect water quality and help to manage flooding. Planting can be used to make useful, 3-dimensional spaces that feel comfortable and people-focused.



Health Precinct, Christchurch

Planted rain gardens filter and clean stormwater to some extent from central city streets, delineate spaces and provide amenity.



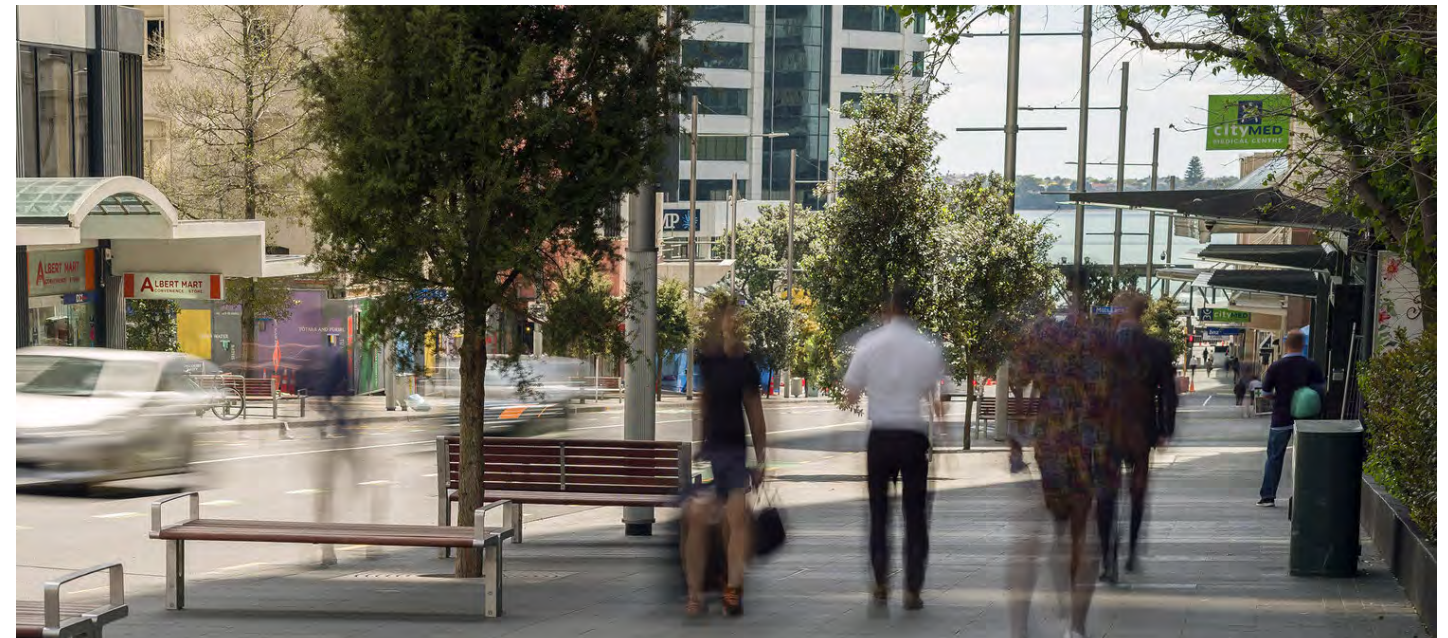
Central Rail Link, Albert and Queen Streets, Auckland

Mature native street trees have been successfully transplanted into the central city



Lombard Lane, Wellington

Low growing native planting in raingardens within parking zone.



Central City, Auckland

Street trees can be planted into paved areas, however the tree pit becomes expensive, generally requiring a cell structure to maintain a healthy root ball. Planting into garden bed or rain gardens is more cost effective.

STREETSCAPE INVESTMENT STRATEGY

LAMBTON QUAY

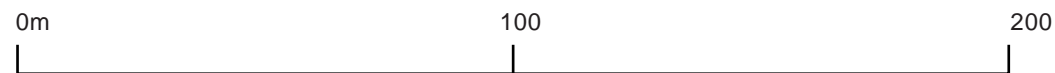
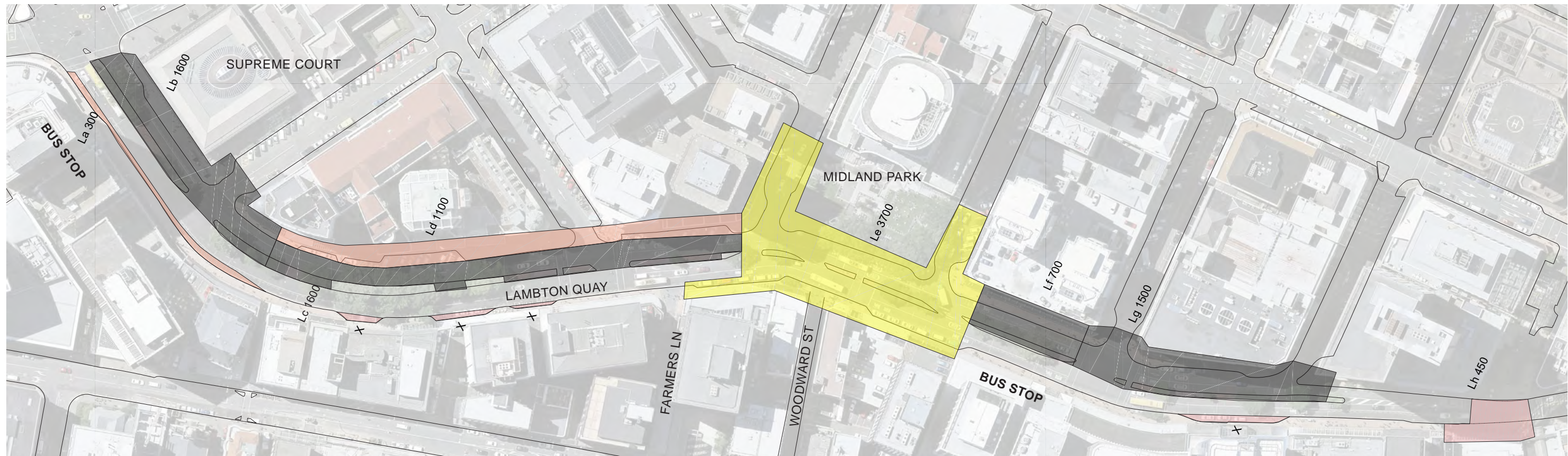
Closing side streets enables the creation of a continuous pedestrian space on the east of Lambton Quay that allows for unobstructed pedestrian movement along the street. The level of intervention provides a good opportunity for an upgrade to aesthetic.

The streetscape surrounding Midland Park is a signature project, setting the public space within a high quality street environment that promotes pedestrian accessibility.

Where minor works are proposed, eg. in-fill of parking bays, continuation of the existing materiality is proposed.

An exercise to test a nuanced approach to investment with more extensive renewal in some areas, and a lighter touch in others.

- TYPICAL
- MODERNISED
- FEATURE



STREETSCAPE INVESTMENT STRATEGY

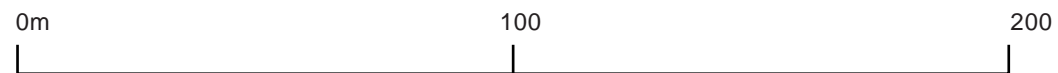
WILLIS STREET

Paving is generally in good condition and works are limited therefore footpath extensions are proposed to tie in with the existing aesthetic.

Mercer Street is a feature project, which in the future is hoped to extend from Press Hall to Te Ngakau Civic Sq. This project establishes the standard for future and provides amenity for public transport customers.

An exercise to test a nuanced approach to investment with more extensive renewal in some areas, and a lighter touch in others.

- TYPICAL
- MODERNISED
- FEATURE



STREETSCAPE INVESTMENT STRATEGY

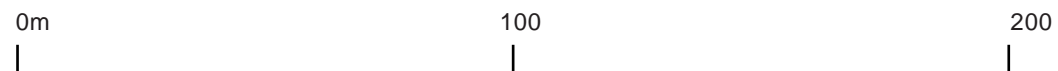
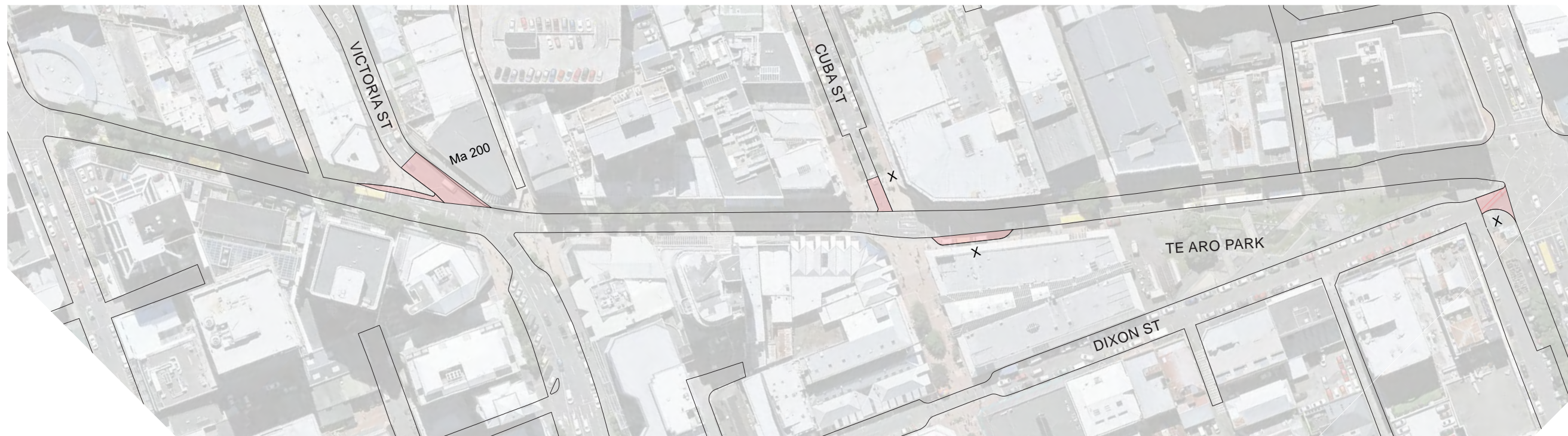
MANNERS STREET

Minimal changes are proposed to Manners St due to constrained width. Changes focus on improving the experience for people walking along the street.

When Te Aro Park comes up for renewal, the concept should integrate Manners St and Dixon St as a cohesive project. Te Aro Park is an area that needs to be improved, but it is not in the scope of the Golden Mile investment objectives.

An exercise to test a nuanced approach to investment with more extensive renewal in some areas, and a lighter touch in others.

- TYPICAL
- MODERNISED
- FEATURE



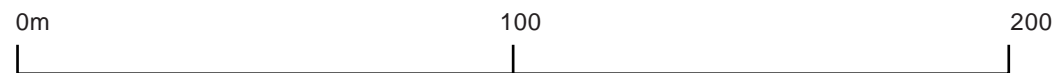
STREETSCAPE INVESTMENT STRATEGY

COURTENAY PLACE

Focus investment on the southern half of Courtenay Place as a signature project.

An exercise to test a nuanced approach to investment with more extensive renewal in some areas, and a lighter touch in others.

- TYPICAL
- MODERNISED
- FEATURE



STREETSCAPE PLANS

The streetscape plans build upon the cost distribution strategy to enable more accurate costing. Indicative numbers of street trees, planting, raingardens and seating are also provided. The plans also show formal pedestrian crossings as well as intersections that can be upgraded to improve peoples experience moving along and across the Golden Mile.

This process is taking place in advance of the streetscape design and should be treated as diagrammatic and to be developed through the subsequent design phase.



OVERVIEW PLANS

LAMBTON QUAY

At the widest section Lambton Quay will undergo substantial change, with the reallocation of 2 vehicle lanes east of the median, which presents an opportunity to upgrade the aesthetic. Midland Park is a high profile, well used public space that is a landmark for the city. The surrounding streets are upgraded to better integrate the park with the surrounding environment.

Lambton Promenade

Due to the work involved in reallocating vehicle lanes to active modes in this location, it would be a good opportunity to upgrade from clay paving to a modern aesthetic. This would create a continuous, modern streetscape from the Midland Park to the Supreme Court and on to the upgraded bus interchange (by others).

Asphalt could be used in the zone intended for scooters or cycles, allowing for a smooth ride and helping to provide definition to pedestrian only areas.

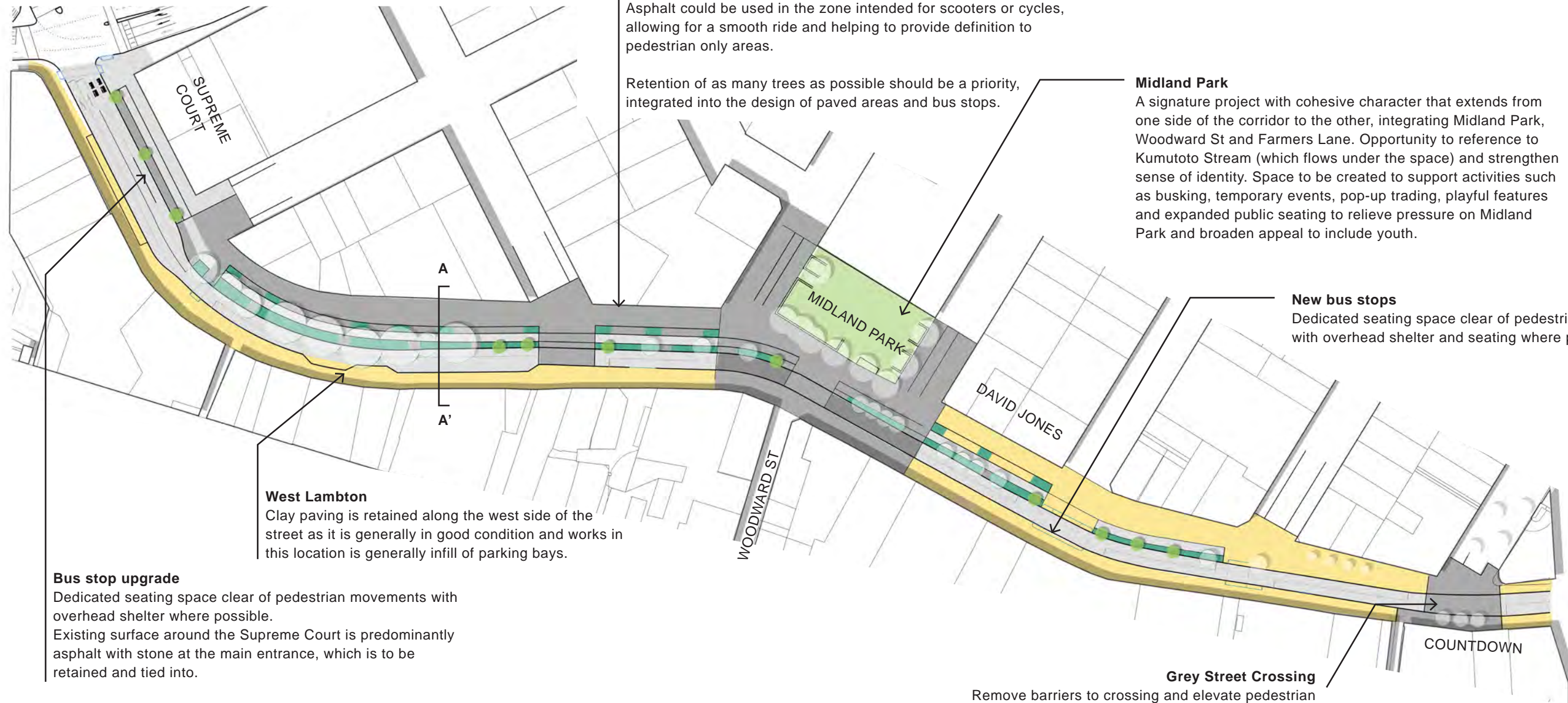
Retention of as many trees as possible should be a priority, integrated into the design of paved areas and bus stops.

Midland Park

A signature project with cohesive character that extends from one side of the corridor to the other, integrating Midland Park, Woodward St and Farmers Lane. Opportunity to reference to Kumutoto Stream (which flows under the space) and strengthen sense of identity. Space to be created to support activities such as busking, temporary events, pop-up trading, playful features and expanded public seating to relieve pressure on Midland Park and broaden appeal to include youth.

New bus stops

Dedicated seating space clear of pedestrian flow with overhead shelter and seating where possible.



West Lambton

Clay paving is retained along the west side of the street as it is generally in good condition and works in this location is generally infill of parking bays.

Bus stop upgrade

Dedicated seating space clear of pedestrian movements with overhead shelter where possible. Existing surface around the Supreme Court is predominantly asphalt with stone at the main entrance, which is to be retained and tied into.

Grey Street Crossing

Remove barriers to crossing and elevate pedestrian presence at intersection. Improve poor quality paving outside Countdown and Cable Car Lane, connecting aesthetic to recent Grey St renovation.

INDICATIVE QUANTITIES

To inform business case costing, subject to change.

PROPOSED TREES	15
RAINGARDENS	160m ²
GARDEN BED	700m ²
SEATING ELEMENTS	20 + Midland feature elements

(Bus stops accounted for elsewhere)

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING

* **ACTIVITY ZONE**
Provides a zone where features such as street furniture, raingardens, lighting, cafe tables can be gathered to provide a clear movement path. Also designed to providing a buffer between people moving on scooters/cycles and the footpath.

A FUNCTIONAL CROSS-SECTION A'



WILLIS ST

There is minimal change possible on Willis due to the narrow cross-section the existing aesthetic would be maintained. The exception is Mercer St that is the first step in creating a shared space connecting to Te Ngākau Civic Square.

Intersection upgrade

As a result of carriageway narrowing and removal of general traffic, intersection can be upgraded to improve use for pedestrians. Remove level changes at the kerb to enable free, accessible movement in all directions at the signal phase.

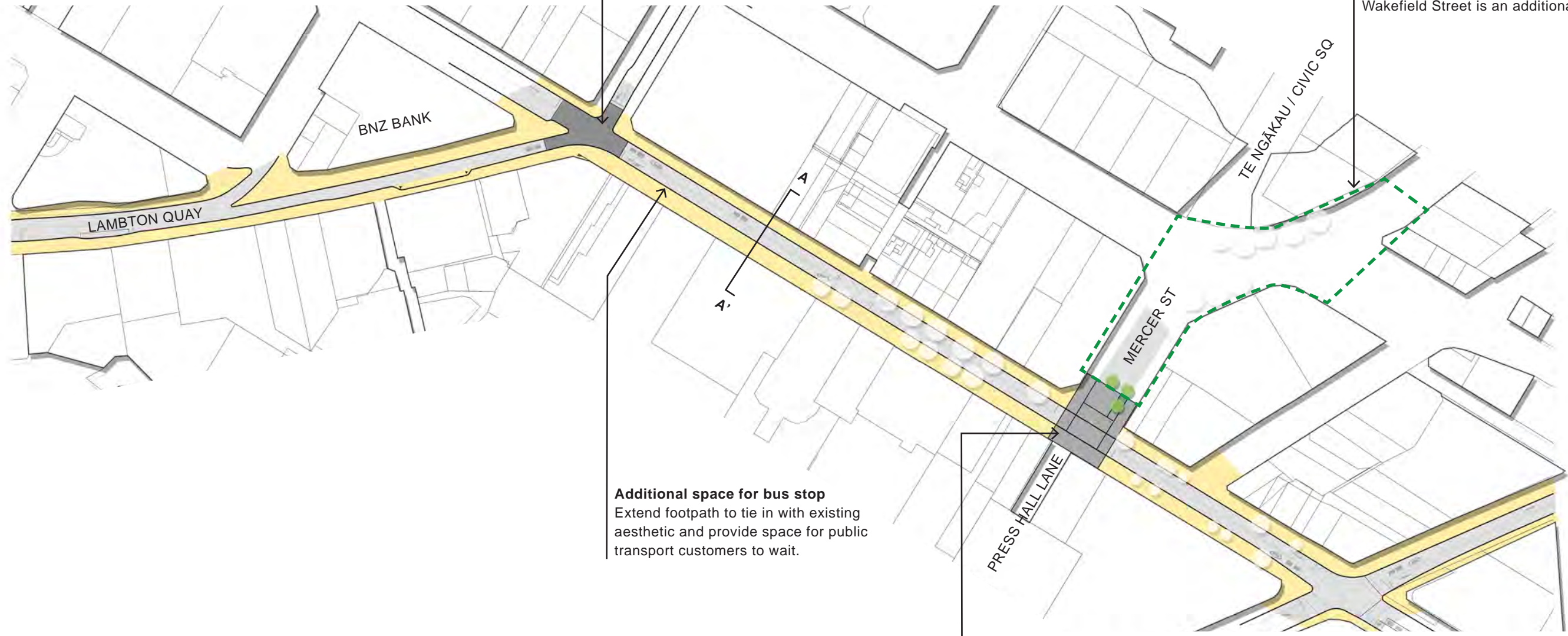
Recommended extent of Mercer St 'green link' (beyond scope of Golden Mile). The link to Civic Square and addressing the poor pedestrian connectivity at Victoria Street and Wakefield Street is an additional opportunity.

Additional space for bus stop

Extend footpath to tie in with existing aesthetic and provide space for public transport customers to wait.

Mercer St closure

Establish a high level of finish to set the aesthetic for the future 'green link', connecting Press Hall to Te Ngākau Civic Sq. Provide seating and amenity for public transport customers and general public seeking refuge from the busy street environment. Enable active mode connection to the waterfront.



INDICATIVE QUANTITIES

To inform business case costing, subject to change.

PROPOSED TREES	3
RAINGARDENS	20m ²
GARDEN BED	0m ²
SEATING ELEMENTS	3 + Mercer feature elements

(Bus stops accounted for elsewhere)

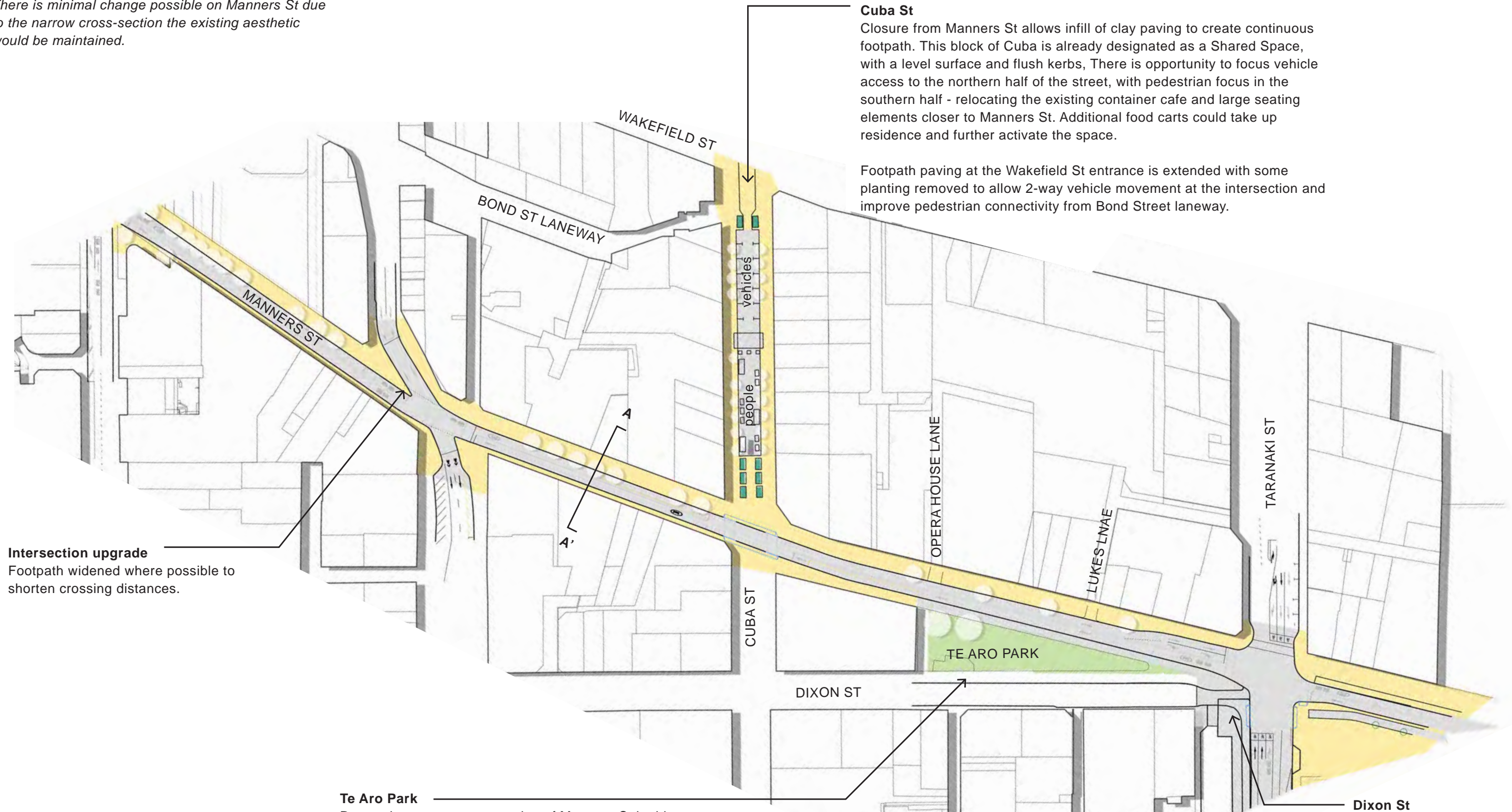
- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING



OVERVIEW PLANS

MANNERS ST

There is minimal change possible on Manners St due to the narrow cross-section the existing aesthetic would be maintained.



Intersection upgrade
Footpath widened where possible to shorten crossing distances.

Cuba St
Closure from Manners St allows infill of clay paving to create continuous footpath. This block of Cuba is already designated as a Shared Space, with a level surface and flush kerbs, There is opportunity to focus vehicle access to the northern half of the street, with pedestrian focus in the southern half - relocating the existing container cafe and large seating elements closer to Manners St. Additional food carts could take up residence and further activate the space.

Footpath paving at the Wakefield St entrance is extended with some planting removed to allow 2-way vehicle movement at the intersection and improve pedestrian connectivity from Bond Street laneway.

Te Aro Park
Due to the narrow cross section of Manners St in this location, no footpath widening is possible, other than a loading bay. The upgrade of Te Aro Park is beyond the scope of this project and would be best treated as a cohesive project which includes Dixon St and local laneways.

Dixon St
Changing the intersection from 5-way to 4-way provides opportunity to improve pedestrian waiting area. The existing surfaces are asphalt in this area which could be continued.

INDICATIVE QUANTITIES
To inform business case costing, subject to change.

PROPOSED TREES	0
RAINGARDENS	0m ²
GARDEN BED	0m ²
SEATING ELEMENTS	6

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING

INDICATIVE QUANTITIES
To inform business case costing, subject to change.

PROPOSED TREES	0
RAINGARDENS	0m ²



OVERVIEW PLANS

COURTENAY PLACE

Courtenay Place will see substantial change along the length to reallocate current vehicle lanes to pedestrians, active modes and extended trading area. The southern end is in poor condition and would benefit from a comprehensive upgrade.



Allen and Blair
Allen and Blair Streets are hospitality destinations that benefit from a flush surface from building edge to building edge and catenary lighting. This gives flexibility to choose the extent of pedestrianisation with minimal investment, creating opportunity for businesses that desire to offer outdoor seating.

North Courtenay
The mobility path is constructed along the edge of the existing public space with footpath widening, street planting and furniture added to the east.

The northern area includes a plaza space which is in reasonable condition with clay paving. This area is not impacted by the project, so the existing aesthetic is proposed to be retained. The space would be a good candidate for a future upgrade to offer more from a public space perspective.

Tory St intersection upgrade
With the general traffic no longer turning onto Courtenay Place, the intersection can be compressed and pedestrian improved.

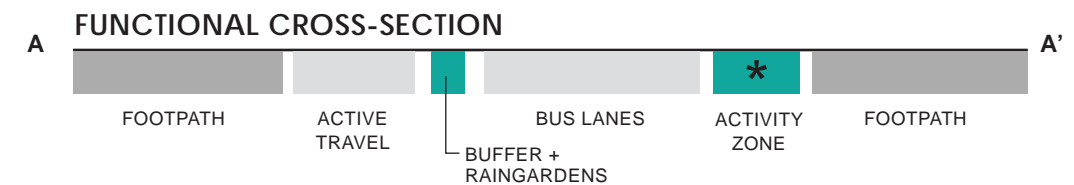
South Courtenay
The southern end of Courtenay Place would benefit greatly from modernisation and de-cluttering to become a more open and inviting place that supports both a day and night time economy. Using a good quality, simple paving material would unify the space along with the upgraded bus stop to improve the experience for public transport customers. The active travel zone could be asphalt to help differentiate from the footpath and provide a smooth surface with good grip for people on wheeled devices.

INDICATIVE QUANTITIES
To inform business case costing, subject to change.

PROPOSED TREES	30
RAINGARDENS	220m ²
GARDEN BED	100m ²
SEATING ELEMENTS	20 + Courtney feature project

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING

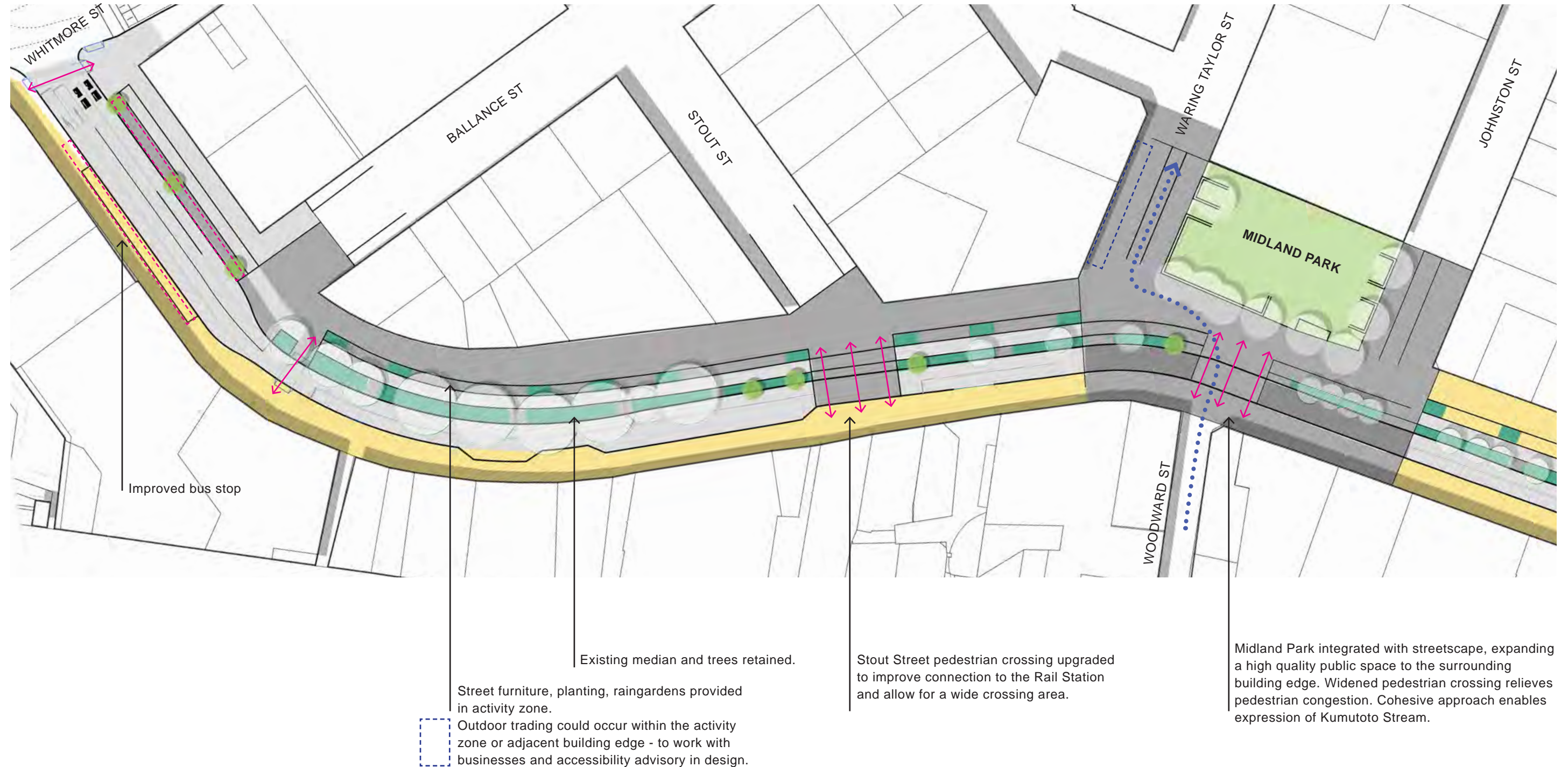
*** ACTIVITY ZONE**
Provides a zone where features such as street furniture, raingardens, lighting, cafe tables can be gathered to provide a clear movement path. Also designed to provide a buffer between people using outdoor dining spaces and bus traffic.



FOCUS PLANS

LAMBTON QUAY NORTH

Focus plans to show pedestrian crossings and key design interventions



CLAY PAVING	PROPOSED TREE	SIGNALISED CROSSING
MODERNISED PAVING	EXISTING TREE	ZEBRA CROSSING
ASPHALT	OUTDOOR TRADING	BUS CUSTOMER SPACE

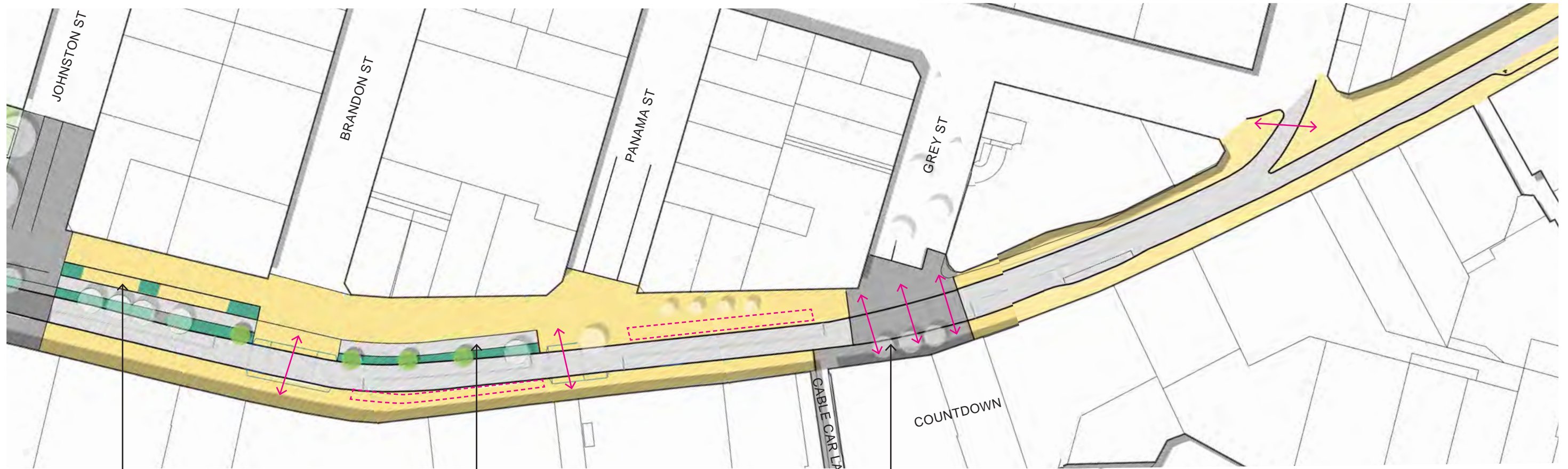
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FOCUS PLANS

LAMBTON QUAY SOUTH

Focus plans to show pedestrian crossings and key design interventions

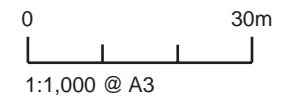


Street furniture and raingardens provided within activity zone.

Bus stops relocated with improved infrastructure. Gaps in tree structure within the existing median are infilled.

Grey St pedestrian crossing upgraded to allow for wide flow of pedestrian movement and improved connection to Cable Car Lane. Existing trees and phone booths will require consideration.

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING
- SIGNALISED CROSSING
- ZEBRA CROSSING
- BUS CUSTOMER SPACE



FOCUS PLANS

WILLIS STREET

Focus plans to show pedestrian crossings and key design interventions

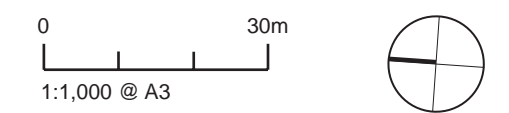


Opportunity to create a level surface to enable free flowing pedestrian crossing and improve accessibility.

Footpath widened to tie in with existing aesthetic and provide dedicated waiting space for public transport customers.

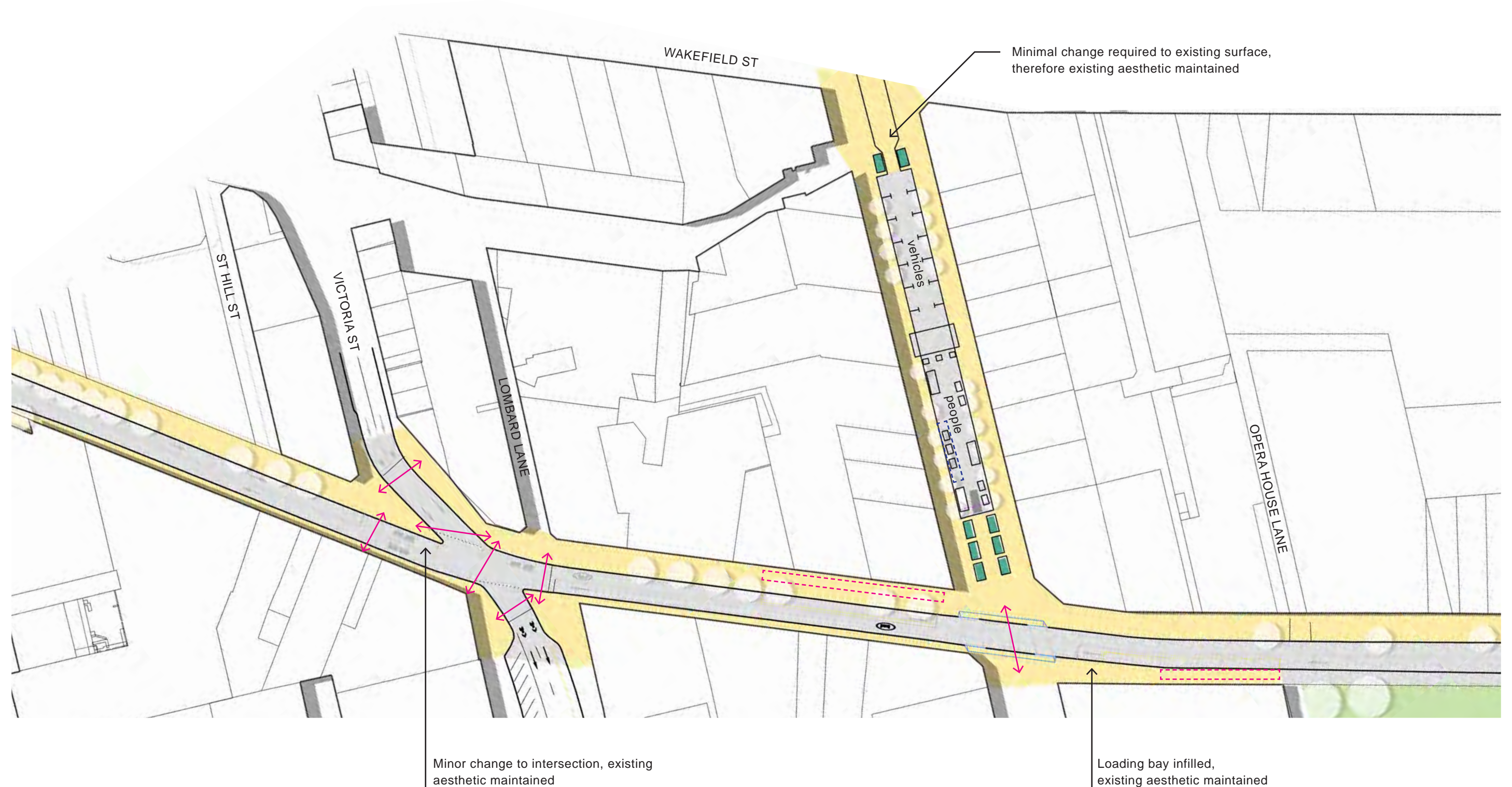
Mercer St crossing upgraded to allow for wide flow of pedestrian movement and connect to Press Hall. Seating and planting provided to offer respite for pedestrians and public transport customers. Potential for coffee cart or similar.

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING
- SIGNALISED CROSSING
- ZEBRA CROSSING
- BUS CUSTOMER SPACE

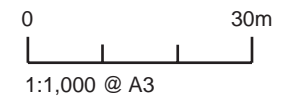


FOCUS PLANS

MANNERS STREET



- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING
- SIGNALISED CROSSING
- ZEBRA CROSSING
- BUS CUSTOMER SPACE












FOCUS PLANS

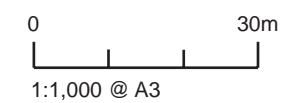
COURTENAY PLACE NORTH



Existing area is asphalt, pavement extension to tie in with this materiality.

Micromobility zone could be asphalt separated by a buffer zone of paving and rain gardens. Existing aesthetic maintained

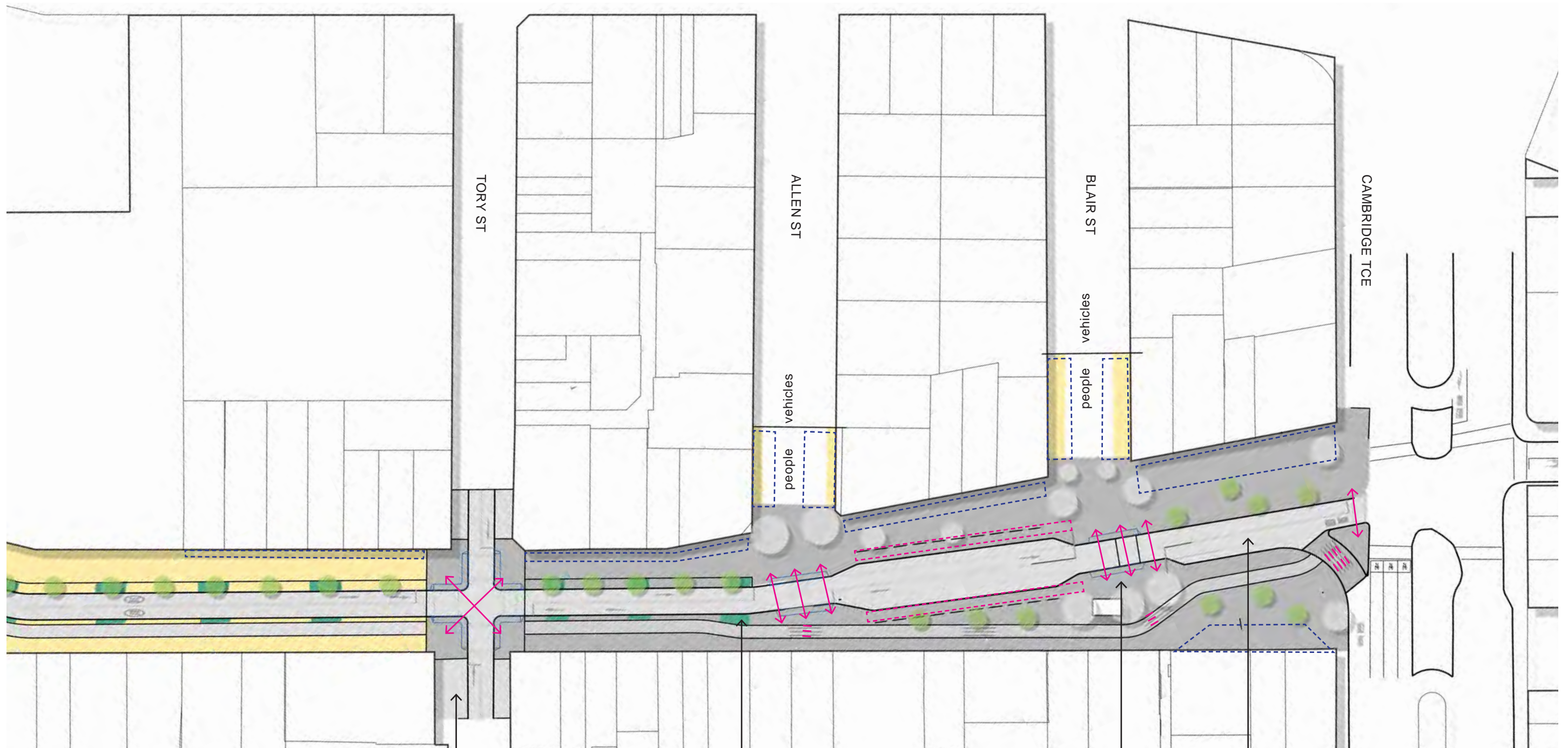
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|---|-------------------|---|-----------------|---|---------------------|
|  | CLAY PAVING |  | PROPOSED TREE |  | SIGNALISED CROSSING |
|  | MODERNISED PAVING |  | EXISTING TREE |  | ZEBRA CROSSING |
|  | ASPHALT |  | OUTDOOR TRADING |  | BUS CUSTOMER SPACE |



FOCUS PLANS

COURTENAY PLACE SOUTH

add note re what the plans communicate -
 Plans show both new and existing paving to communicate
 the overall strategy for distribution of materials.
 Design to be developed through subsequent stages.



Tory St intersection is narrowed, with pedestrian crossing distance shortened and paving upgraded due to extent of works.

Micromobility zone could be asphalt and separated from buses by a buffer zone of paving and raingardens.

Crossings from Allen and Blair are widened to allow for people to follow natural desirelines.

Space to feel cohesive from built edge to built edge with a modernised aesthetic, to read as a unified, people-focused street environment which buses pass through. Opportunity to support day and night economy, inner city residents, events and public transport customers.

- CLAY PAVING
- MODERNISED PAVING
- ASPHALT
- PROPOSED TREE
- EXISTING TREE
- OUTDOOR TRADING
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