

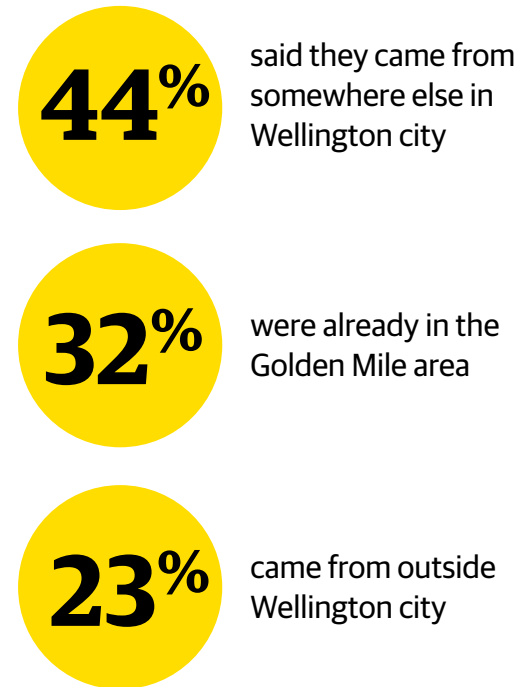
Traffic impact summary

The Golden Mile plays a vital role in connecting Wellington, with thousands of people walking, busing and driving through the area every day. Revitalising the area will enable better urban development and reduce the need for private vehicles, giving more transport options to more people.

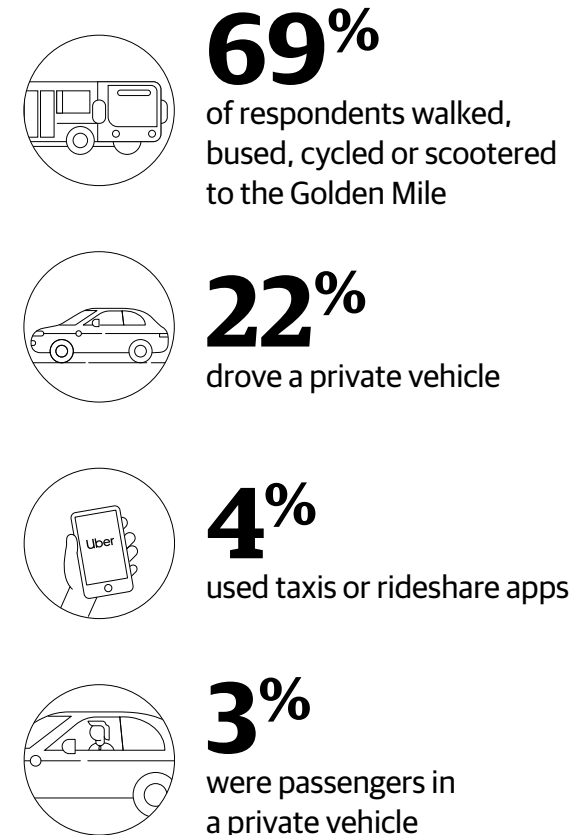
However, we know that changing the way people use the roads in this area will create some short-term adjustments and delays, so this summary provides an overview of research commissioned into the long-term effects, benefits and risks of how traffic will move through the Golden Mile.

Getting to the Golden Mile

When surveying people who travelled to the Golden Mile:



The same survey found that:



Changing behaviour

The revitalised Golden Mile will enable more purposeful use of Wellington's central city streets. For example, Courtenay Place is a hub for entertainment and connection so it will prioritise pedestrians, while private vehicles will use nearby Wakefield Street, designed as a key traffic artery.

These changes will impact people's route choices, transport preferences and parking use. There will be an adjustment period which might cause some confusion and delays in the short-term. However, as construction takes place on Courtenay Place over the next few years, Wellington City Council will support residents and commuters with these adjustments through things like campaigns and real-time travel information.

Expecting congestion

During peak times, Wakefield Street will become busier due to private vehicles not using Courtenay Place during the daytime. We may also see a slight increase in cars using Ghuznee Street for this same reason.

We also anticipate some queueing on Majoribanks Street during peak times. We'll mitigate this by increasing road capacity with two long lanes on the approach to Kent Terrace and changing how we use the clearway in this area.

Parking

Case studies of cities such as Toronto, where central areas were redesigned for dedicated cycle and bus lanes, showed that retailers sometimes overestimate the value of private car transport on revenue generation.

This finding is supported by Wellington's shopper demographics as well as surveys of Golden Mile shoppers which showed that:

3.5%

of respondents used on-street parking within the Golden Mile

12.8%

used off-street parking

79.1%

did not use car parking

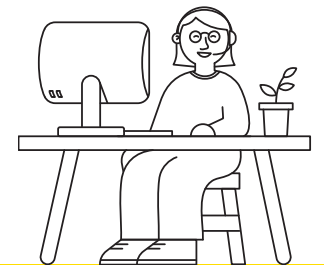
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Ernst & Young (2020) research has also shown that people who used on-street parking on the Golden Mile on average spent just over an hour less in the Golden Mile than those who walked, bused or cycled to the area.

Permits

The new layout of Courtenay Place will prioritise pedestrians and buses during the day. This means that between the hours of 7am to 7pm, private vehicles will require a permit to access Courtenay Place. This will reduce road congestion while still allowing critical business activities such as deliveries. Anyone will be able to apply to Wellington City Council for one permit for their vehicle, or a company could apply for a group-wide permit. Mobility permit holders will automatically be authorised.

From 7pm to 7am, private vehicles will be able to access Courtenay Place.



Sources and further reading

If you're interested in the full research reports, you can find them on the project history of the Golden Mile section of our [website](#).