

# Summary of Part 1

## Movements

### Vehicular traffic

Vehicle traffic flows dominate the streetscape.

Consequences are :

- Major road (Jervois Quay) separates the city from the waterfront
- Low pedestrian priority city wide
- Side streets lack a functional hierarchy
- Few and traffic dominated public spaces, e.g. Railway Station Forecourt

### Pedestrian movement

- Most pedestrian traffic is situated along the Golden Mile
- Low numbers of pedestrian traffic in the evenings
- Missing links along the Golden Mile
- Un-developed pedestrian network
- Lack of clearly signed connections between Lambton Quay and the Terrace
- Frequent footpath interruptions along the Golden Mile
- Un-developed links between the city and the waterfront

### Cycling

- Lack of an inner city cycle network
- No cycle lanes in city streets
- Limited cycle awareness from motorists
- No connections to suburban cycle routes
- No cycle facilities for up-hill transport

## Recreation

- Wellington enjoys a reasonably high number of stationary activities
- Stationary activities are spread all over the central city
- Midland Park is not as extensively used as expected
- The waterfront is the largest and also the most used area for a variety of activities
- There are various problems to be overcome in developing the waterfront including:
  - crossing Jervois Quay
  - pedestrian access and crossings
  - extensive parking along the waterfront
  - lack of access to the water
  - incoherent planning leaves the waterfront in unconnected bits
  - lack of re-design for public use
  - unattractive building facades towards the water
- The provision of benches is very high and they are used
- The number of cafes is high and spread across the inner city
- The evening activities are concentrated in two areas leaving the northern part of the city deserted

## Visual environment

- Attractive ground floor frontages are concentrated along the Golden Mile
- Un-attractive ground floor frontages are concentrated along the Waterfront
- Lambton Quay is in need of a quality upgrade
- Continuous footpaths along Courtenay Place
- Growing number of elements in Cuba Mall
- Grey Street is a model for the re-development of side streets
- Recent upgrade of Manners Mall follows a modern design standard