

CCAG/Stakeholder and broader Community Engagement (2018-2020)

Key themes coming in 'What we have heard'

THEME	ISSUES	OPPORTUNITIES	Central Themes or Questions for project to address
Movement and Connections			
Parking	<ul style="list-style-type: none"> At times there is a shortage of space in car park buildings (school holidays, Xmas shopping) Difficult access to parking buildings (exacerbates conflict/ congestion on street from circling) Car parking on street is beneficial for access to retail but problematic for creating a pedestrian focused, high amenity space (both in terms of space allocation, transport safety, and creating sense of 'car dominance') Short term parking/ drop off essential for some customers for some trips 	<ul style="list-style-type: none"> More strategic planning and management of available parking based on evidence of parking needs (need for parking strategy) Prioritise on street parking for short-term, pick-up & drop-off Easier car parking building access (better wayfinding, improved entry points, better information on availability) Potential opportunities to add public spaces on surrounding streets Reduction or better management of lease carparking (standard working hours only not 24/7) 	<ul style="list-style-type: none"> How do we get the balance right between: <ol style="list-style-type: none"> (1) ensuring easy access by car to keep retail competitive and successful with (meeting customer expectations/ staying competitive) with (2) maximising space in road corridor to create quality outdoor space within the retail quarter and reducing potential negative consequences of car parking
Public Transport accessibility	<ul style="list-style-type: none"> Buses in George Street are seen to create a negative impact on street amenity (noise, fumes, reduced amenity) and may create conflict with other road users (pedestrians and cyclists) The current bus fleet is too large (requires a large space allocation & are under-utilized at certain times) 	<ul style="list-style-type: none"> Explore retaining limited buses in George Street where these can use newer technology (smaller, quieter) Explore stopping buses in lane so they use less of the road way space Investigate other vehicle solutions where these become feasible (trams, etc) 	<ul style="list-style-type: none"> Is there a way to keep buses in George Street in a way that doesn't compromise too much on other goals?

	<ul style="list-style-type: none"> Public transport technology is outdated The quality of public transport discourages positive attitudes towards PT Bus service being removed from George Street reduces accessibility particularly for people with mobility issues that find walk to Bus Hub too far, it also reduces 'visibility' of George Street and what is on offer to bus users. 	<ul style="list-style-type: none"> Work with inner city employers to improve bus uptake for commuting (travel demand management, reduce need for lease car parks) 	
Traffic Flow and safety	<ul style="list-style-type: none"> Major safety issues at the 5 way intersection Current vehicle speeds conflict with pedestrian movement Need better planning around getting in and out of centre when there are big events 	<ul style="list-style-type: none"> Ensure design makes the road corridor less vehicle dominating and increase 'place' function 	<ul style="list-style-type: none"> Is there a way to address the transport safety issue at the 5-way intersection in a way which maximises other opportunities? How do we shift the balance away from George Street having a dominant movement (car) function but in a way that considers other objectives/opportunities and appropriately balances trade-offs?
Other Accessibility	<ul style="list-style-type: none"> Paving is uneven and the footpaths are not well designed for people in wheelchairs or with other mobility issues (trip hazards) George Street does not meet the needs of people with sensory issues/difficulties Emergency service access 	<ul style="list-style-type: none"> Ensure stakeholders are engaged in evaluating options for roadway/surface treatments to create accessible streets (smooth, non-slippery surfaces and safe for visually impaired a must) Investigate emergency access provisions and integration Investigate ways to integrate/improve other forms of mobility (e.g. cycle & Escooter) 	<ul style="list-style-type: none"> How do we ensure space allocation and design creates safety and accessibility for pedestrians, cyclists, e-scooters, people on mobility devices in a way that minimises conflicts between them?

	<ul style="list-style-type: none"> Conflicts between cyclists, Escooters (and similar) & pedestrians 	<p>parks/routes with Ped routes) and infrastructure required</p> <ul style="list-style-type: none"> Cater for taxis 	
Place qualities			
Public use of Space	<ul style="list-style-type: none"> The current road layout is focussed almost exclusively on movement (walking, driving etc) and provides very little space for outdoor seating/ recreation Little night-time activity Need places for people with poor mobility to sit and rest 	<ul style="list-style-type: none"> Ensure stakeholders are engaged in exploring options for creating more public space in the road corridor (e.g. seating, child-friendly spots, dog bowls etc) 	<ul style="list-style-type: none"> Finding opportunities for greater allocation of road corridor to create vibrant public spaces in a way that maximises other opportunities/outcomes
Safety/ Perception of safety	<ul style="list-style-type: none"> Lighting along George Street late a night does not create a feeling of safety George Street can feel unsafe late at night 	<ul style="list-style-type: none"> Ensure Street design incorporates best practice CPTED design Improved 'public' lighting Keeping 'eyes on the street' especially at night 	<ul style="list-style-type: none">
Place Character/Amenity/ Built and Cultural heritage	<ul style="list-style-type: none"> George Street and surrounding streets are looking tired, grubby and unattractive Not enough greenery Lack of public toilets or access to public toilets Needs better maintenance, less litter & pollution/ smoking Visual clutter from signs and other things Lack of place identity & highlighting of heritage character or Manawhenua culture 	<ul style="list-style-type: none"> Options to build in place identity/branding (see also below) Options for quality street treatments & amenities that integrate with their cultural/heritage environment Provide good range of amenities (e.g. public toilets, bins, seats, no-smoking zones, green spots) by identifying suitable places for different needs/activities Provide more greening across the Retail Quarter Explore opportunities for creating and sharing publicly engaging, artistic, cultural and/or interactive installations/place markers 	<ul style="list-style-type: none"> Create a much more attractive street environment that is more focused on people and stopping and enjoying Explore opportunities for branding/ marketing Design should celebrate and respect built heritage and Manawhenua culture How do we maximise available space for above while balancing other objectives/needs?

		<p>to capture/express George Street's different cultural narratives</p> <ul style="list-style-type: none"> • DCC support and encouragement of built heritage regeneration/restoration • Review the maintenance regime along George Street 	
Land uses/ retail/hospitality vibrancy/activities in buildings			
Retail and hospitality competitiveness and success	<ul style="list-style-type: none"> • Retail and hospitality sectors are tough • Competition from Internet and Big Box sectors • Need to respond to customer expectations/ attract people • Accessibility is critical to attract customers • Outdoor seating DCC rental costs too high • Events can have negative effects on some retail activities • Competition for car parking between workers, customers and inner city residents (how to fairly allocated to keep all sectors successful) 	<ul style="list-style-type: none"> • Providing flexibility in road functioning critical – need good car accessibility over some hours but late nights and in key periods allocating more space for outdoor dining/events will attract people • Need to make it easy for people to get there • Better visibility and promotion of what's available and happening in George Street • Explore reducing costs of commercial use of footpaths • Better Retail Precinct branding and marketing • Explore option of place manager • Encourage events that bring in customers • Locating and managing events to maximise opportunities but minimise negative effects on retailers and hospitality sector 	<ul style="list-style-type: none"> • How do we balance ensuring adequate space allocation to meet customer needs and expectations for accessibility while also maximising opportunities for creating great public spaces which attract people?
Inner City Living	<ul style="list-style-type: none"> • Not many people living in CBD/ lack of people at night/ safety/ surveillance • Challenges with converting buildings to have residential (cost of compliance/ EQ strengthening requirements) 	<ul style="list-style-type: none"> • Encouraging more people to live in the CBD will improve night time economy/ vibrancy • Opportunity to attract wider range of inner-city tenants than students (high end 'lock and leave' market) 	<ul style="list-style-type: none"> •

	<ul style="list-style-type: none"> Increased inner city living can put further pressure on parking supply (increase demand for leased car parking) 		
Other		<ul style="list-style-type: none"> Integrate with Octagon (think about two together now) 	Overarching theme – future proofing