

FEEDBACK FROM CENTRAL CITY ADVISORY GROUP SURVEY

Dunedin Retail Precinct (George Street Upgrade Project)

Kobus Mentz briefed the Central City Advisory Group on his interim findings on 8 October 2020. After the meeting attendees were invited to respond to a questionnaire. Responses were received from 17 members of the CCAG.

The questionnaire asked members:

- What they agreed with or disagreed with in terms of the peer review and any aspects missing.
- To rank from not important, somewhat important to very important - the level of importance they placed on some of the design criteria highlighted in Kobus Mentz's interim findings as needing more attention in determining an appropriate design option and the design criteria that were more variable across the different design options (e.g. where the design options differed more significantly in how well they achieved those criteria).
- To rank four options for a George Street concept design from most to least preferred.

Design criteria

When the original business case was undertaken, the following assessment criteria were used.

- Road user safety (Death and Serious Injury incidents reduced to 0)
- Improved Sense of Place and quality of experience on George Street
- Cycling / Micro-mobility
- Wider network impacts
- Ease of servicing and direct property access
- Legibility .

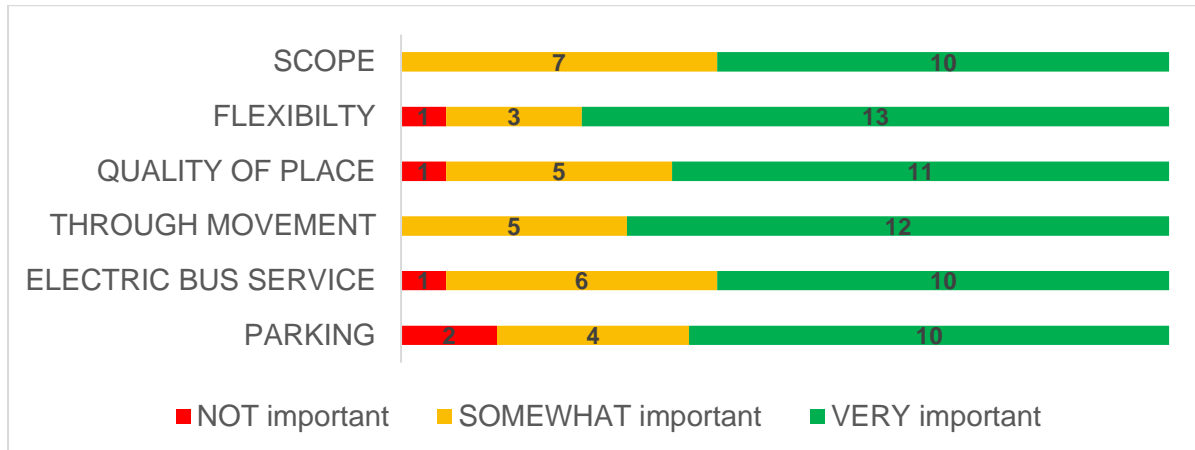
The review process identified that some important criteria were omitted from this original work. Work was undertaken with the CCAG to ensure appropriate criteria and establish preferences.

The Advisory Group were asked to identify what matters most to them from a list of possible criteria and graded the criteria in the following order:

1. Flexibility - having a flexible design that can change in the future to vary the movement and/or place functions on George Street.
2. Through movement - having vehicle access through George Street for increased safety at night, more exposure to shops and some short-term parks.
3. Quality of place - Having space for placemaking (amenity features, such as planting and seating on George Street)
4. Scope - extending the street upgrade to the Octagon, having the option to run a small electric bus service along George Street, and having short stay on-street car parking on or near George Street (all rated equally).

5. Electric bus service - Having the option to run a small electric bus along George Street
6. Parking - Having short stay on-street car parking on or near George Street.

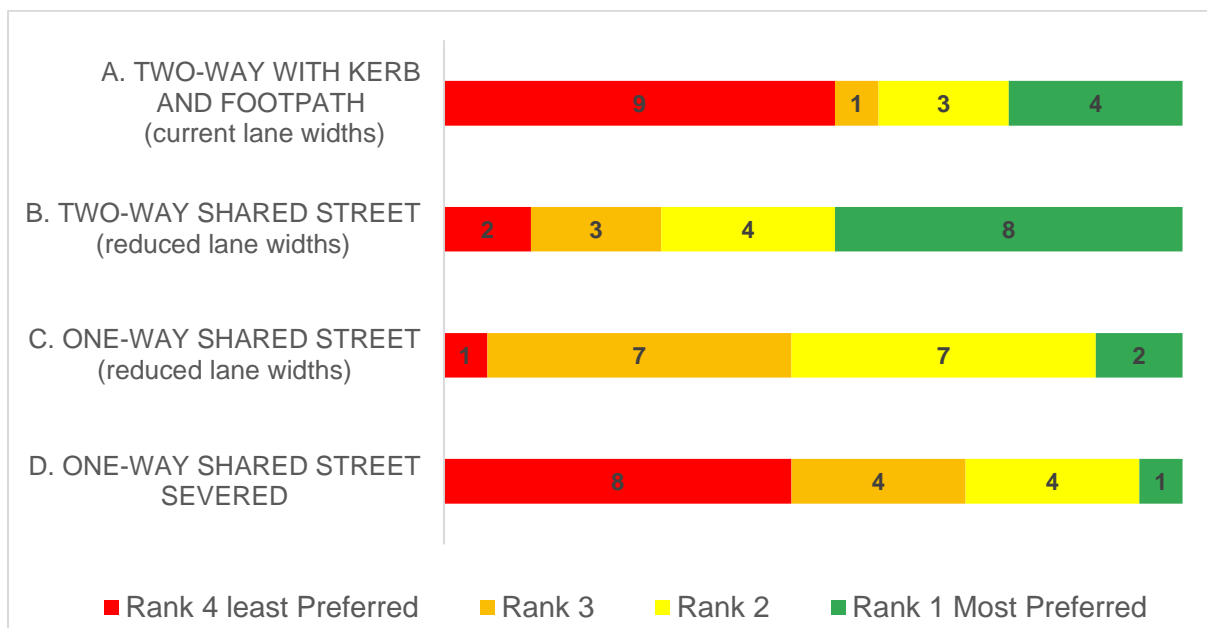
Design Criteria results:



Preferred concept option

The Advisory Group were also asked for their preferences for various design options for George Street. The feedback was as follows;

The results on the preferred concept option are shown in the graph below (a couple of respondents did not rank 1-4 but gave, for example, two at rank '2':



47% preferred **two-way shared street** (reduced lane widths)

- Medium-high place-making and amenity
- Car movement both ways
- Electric bus is possible

23% preferred **two way with kerb and footpath** (current lane widths)

- Footpath upgraded –kerb remains
- Car movement prioritised
- Electric bus is possible

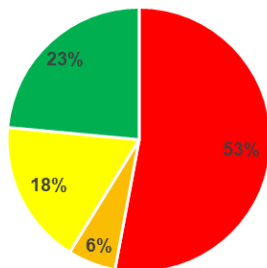
12% preferred **one-way shared street** (reduced lane widths)

- High place-making and amenity
- Car movement one way
- Electric bus is unlikely

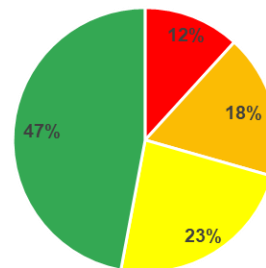
6% preferred **one way shared street (severed)**

- High place-making and amenity
- Cars unable to move through the full length of George St
- Electric bus is unlikely

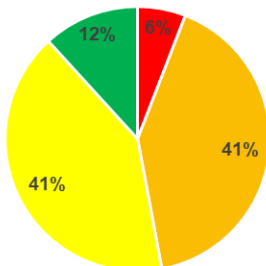
A. TWO-WAY WITH KERB AND FOOTPATH
(current lane widths)



B. TWO-WAY SHARED STREET
(reduced lane widths)



C. ONE-WAY SHARED STREET
(reduced lane widths)



D. ONE-WAY SHARED STREET
SEVERED

