

Strategy and Policy Committee
6-10-2011 - Tabled Information
Alan Smith - Chair Civic Trust
reference 258/1119(b)

S&P Cttee Thurs 6/10/ 2011 Cttee Room 1 WCC 9.15 am start. Fiona Dunlop 803-8205

Ver #2 5 Oct:

1. The draft before you is about this [NZTA "Public engagement" book]. #15.3 of your officers' report notes they've made available the public feedback about it to inform your Council submission. We're heartened by that because that's what your press statement of July 4th committed to; it's worth noting in the submission itself.
2. One of those 2000+ giving feedback was us. We noted then that the NZTA scheme is billed as "an improvement for a successful capital city" and our stance then and now is made in this light.
3. The scheme is presented as "all-or-nothing, take-it-or-leave-it, no-cost-to-council". Your draft submission prefers option A, what the DomPost editorial of last Saturday called "the cheapest option".
4. We all know the realpolitik – NZTA will just press on regardless of Council's view. Or the scheme might be scrapped in general government cost-cutting, or to switch funds to Christchurch, and blamed on you as an excuse. So Council might just as well take the long-term view and not be framed just by cheapest option factors. So we put it to councillors that:
5. The environmental factors are well covered by your Climate Change documents which this Committee is dealing with later on in this meeting. We take it as read that both are in synch with each other – no silo thinking here?
6. Starting from the airport end: for Ruahine St and Wellington Rd, NZTA says 4-lanes. #8.6 too coy – worth strengthening. Likewise #10.2.2 about the Ped / cycle lane – again too coy. Differentiate the uses. Work on this part is not intended to start until TMG completed say 2021. Officer report #5.12 recommends against seeking to speed this up. By then totally different trends in road use may be apparent, and these eastern works may not need the scale presented here now. So urge tai-ho on any "interim improvements" due to start 2014/5 (see #4 5th para of the officer report) because of the risk of these morphing by scope creep into the up-to-8-lane form – you know, the way these "interim works" tend to do.
7. On Memorial park factors: Mem Pk is considered solely as a highway cost. NZTA tell us they are not permitted to spend on anything which does not have a transport benefit. So Mem Pk is reduced to roadside landscaping. Functions are well described in #4.1. #4.3. is at odds with the cheapest option. Option X deserves at least a mention – you can't just pretend it isn't on the table. Officer report #5.3 last 2 paras – such tunnel options "unaffordable in the context of the current land transport programme". A big plus is the Mem Pk which obviously isn't a transport function but responsibility for it has been passed to the transport

Strategy and Action Committee
P.O. Bell - Tabled Information
Clare Smith - Chair, Civic Trust
Reference: 282/119(a)

282/ Civic Trust 282/119(a) Civic Trust 1 West & 12 Avenue, From Dangle 803-8302

17/08/01

- The draft before you is about the NETA "Public Engagement" (page 21 of your report notes that we made available the public feedback about it to your officers' report notes. We're pleased by that because that's what we were committed to July 4th - committed to it's worth doing in the submission back.
- One of those (2000+) giving feedback was us. We noted that that the NETA scheme is billed as "an improvement for a successful capital city" and our stance then and now is made in this light.
- The scheme is presented as "all-or-nothing, take-it-or-leave-it, no-cost-to-council". Your draft submission states option A, what the Council advised of but they're called "the cheapest option".
- We all know the benefits of NETA will not be great on regional or Council's view. Or the scheme might be accepted in general government cost-cutting or to reduce costs to Council and placed on you as an excuse. So Council might just as well take the long-term view and not be framed by cheap option factors. So we put it to council that:
- The environmental factors are well covered by your Climate Change documents which this Committee is dealing with later on in this meeting. We take it as read that both are in agreement with each other - no other thinking here?
- Letters from the support side for Highway 21 and Wellington Rd NETA says 4-10000 per day - with an estimate. Between 4-10000 about the 2nd/3rd of June - again too low. It doesn't include the rest. Work on this part is not intended to start until 15th November say 2011. Other report 25/12 comments against scheme to avoid this up. It's then totally different scale in each case. We agree, and these scheme works may not need the scale proposed here now. So we talk to you on any "initial investment" but to start 2014/15 say 4-5th part of the other report) because of the risk of these people by scope creep into the up-to-8-lane form - you know, the way these "initial works" tend to do.
- On Highway 21 park tower. Main 21 is considered solely as a highway cost. NETA toll as they are not permitted to spend on anything which does not have a transport benefit. So main 21 is reduced to regular bus-stand. Branches are well described in 28/1/14. It is in accord with the cheapest option. Option X does not have a location - you can't put anything but 1 on the side. Officer report 25/12 says - each street option "not possible in the context of the current budgetary constraints". A big plus is the 28/1/14 which covers (but) a transport function but responsibility for it has been passed to the transport

agency! That's worth challenge by WCC. Instead of a memorial worthy of the deep values such a park has to express, we get a park divided by a multi-lane highway. Here's what we said to NZTA: "Both SH 1 and the War Memorial are Crown assets; it is a reasonable citizen expectation that decisions about a matter affecting both would be made in a "joined-up" way, and not as implied here by expecting some transport benefit, whatever benefit cost numbers are used. The War Memorial Park is a policy decision in its own right and one which we believe has wide support. It would also seem to have transport benefits if it were achieved by a tunnel for SH 1. The Civic Trust believes that the decision to transfer responsibility for creating the National War Memorial Park to the state's roading agency is both insulting to the war dead and unrealistic for NZTA to achieve". Now you might say "that's nothing to do with us". Yes it is. You as civic leaders will be standing there on April 25th 2015 and will want to feel proud of what the city's achieved over those 100 years since ANZAC. And Mem Pk is not just a Gallipoli thing. Commemorates the dead of all wars past, present and future. Could be achieved for a small fraction of the cost of all wars since the Carillon was built.

8. On Vivian St factors: #5.6. notes "once the 2nd tunnel is built there will be no future opportunity to increase capacity from Hataitai to City". No comment about the continuation of 50% of the route west of Mt Vic continuing to run along a CBD street laid out in the 1840s (V St). Is this really what WCC wants? Hardly sounds like a real RoNS.
9. On Flyover factors: DomPost Editorial Sat 1/10: "NZTA will also fund the \$11m grandstand." WCC draft supports Option A with "significant mitigation". You should specify Grandstand if that is what you mean. The new road would be a 380m long curved bridge – not just a flyover. An elevated highway really, so mitigation would need to be around 15m higher still to block out the cricket ground. It might be cheapest, but it sounds like ugliest too.
10. This isn't just about transport - it's about what you want the shape of our city to be. So, based on you draft submission, the Scenario in 2040 would be:
 - SH1 via Karo and Vivian with lights etc as now.
 - 380m long bridge of boring design over Kent/Cambridge
 - No Mem Pk beyond roadside landscaping
 - Wide 60 k/h highway through Hataitai reducing Town Belt size. [picture p.14]

Alan Smith

Chairman

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WELLINGTON CIVIC TRUST

*Play a part in our
city's future...*

www.wellingtoncivictrust.org

WHAT THE TRUST STANDS FOR

Since the Wellington Civic Trust's establishment in 1981 our aim has been to help make Wellington the best of all possible places to live and work.

We specifically work to:

- encourage public participation in decisions that affect our city.

- ensure good planning and design to address the challenges of the future
- preserve the best of the old, but encourage new development which will enhance our city.
- protect and enhance the unique character and the many natural features of the city, including the skyline, the town belt and the harbour.
- encourage green space and environmentally conscious development
- develop a pedestrian- and cycle-friendly environment
- safeguard the waterfront as a public amenity
- support transport options that enhance the city and health.

WHAT THE TRUST DOES

The Trust exists to give Wellingtonians the opportunity to have a say in their city's future.

- Every two years the Trust organizes a full-day seminar, inviting members and the public to hear broad-ranging and expert views on issues critical to the city's development. It then provides planners and decision-makers with guidance on what the people of Wellington want.
- The Trust's Biannual Awards recognize outstanding urban projects.
- The Trust looks at proposed developments for the city and where there are concerns it makes submissions to Council.

HOW WE DO IT

Over many years the Trust has earned the respect of the Wellington City Council and government groups. It has the ability to get things done by bringing together those who seek action and those who have the authority to act.

The Wellington Civic Trust is made up of both individual and business members – planners, architects, engineers and citizens. It has achieved much over the years by seeking answers, making submissions and making appeals on decisions.



BECOME A MEMBER

If you are interested in protecting and enhancing the quality of life our city offers we would welcome your membership and support.

- you will receive regular newsletters and seminar invitations
- you will have an effective forum for discussing the city's future and you will have the benefit of the Trust's commitment to listening to the public's concerns and taking action to address these.

Name _____

Address _____

I enclose a cheque for membership of the Wellington Civic Trust:

- Student (\$10) Individual (\$30) Family (\$40)
 School (\$50) Corporate (\$150)

Post to: Wellington Civic Trust, PO Box 10183, Wellington.
For further information, please call 566 3034 or email secretary@wellingtoncivictrust.org



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