

# ***Adelaide Road – Planning for the Future***

## **Adelaide Road Framework**

**A long-term vision for future growth  
and development**

**Adopted November 2008**

**Absolutely**

**POSITIVELY**

**ME HEKE KI PŌNEKE  
WELLINGTON CITY COUNCIL** **Wellington**

# Executive summary

Adelaide Road is an important part of the city. It provides employment and a range of services. It is close to the central city, Wellington Hospital, the Newtown shops, the Basin Reserve and Massey University's Wellington campus.

Wellington City Council has worked with the community, landowners, businesses, developers, residents and others to explore the opportunities for the future growth and development of the northern Adelaide Road area (between John Street intersection and the Basin Reserve). The project has looked at how this area can be developed and enhanced to create a more attractive, people-friendly and prosperous part of the city.

The Adelaide Road Framework outlines a vision for the future growth and development of the Adelaide Road area and identifies things we would like to achieve. It envisages significant urban change over the next 20+ years to create a prosperous and high quality mixed-use area.

The vision provides for significantly more residential development (to accommodate approximately 1550 more people by 2026), supported by good quality public amenities and streetscape, employment opportunities, good public transport, and a transport route that works well for everyone.

The redevelopment of the Adelaide Road area will demonstrate high quality design and innovation. It will be an urban community on the edge of the CBD that has easy access to opportunities for living and working, public transport, and is highly walkable.

The Adelaide Road Framework has been developed following extensive information gathering, research, analysis, and community consultation and planning.

The Adelaide Road Framework is available on the Council's website [www.Wellington.govt.nz](http://www.Wellington.govt.nz)



Adelaide Road looking south (2008)

*"[This] area has long had great potential. It could become a secondary commercial district with cheaper rents, with mixed uses, and high density living. All this right on a public transport corridor, with a (potentially) beautiful avenue at its centre"*

Community feedback 2008

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# Part 1: Setting the scene

## 1.0 Introduction

### 1.1 Wellington is a growing city

Wellington is a dynamic and growing city. Forecasts are that by 2026 there will be around 44,000 more people living in Wellington City than in 2008. With Wellington's population steadily increasing, growth has to happen somewhere. To help ensure Wellington is a compact, sustainable, and liveable city, the City Council is taking an approach that focuses new growth in and around key suburban centres with good infrastructure and public transport.

### 1.2 Directing and managing change in Adelaide Road

Change is already happening in the Adelaide Road area. There is significant, growing interest in the area from developers and investors. A number of new townhouse, apartment and student accommodation developments have already been built or given resource consent. The redevelopment of Wellington Hospital will also have an impact on the future development of the area.

The challenge is how to best plan for, and manage change. The key aim is to improve the area for all people living in, working in and using the area. This will mean protecting the things that people value about the area and ensuring high-quality development leads to a more pedestrian-friendly, accessible and prosperous part of the city.

### 1.3 Developing a vision for the future

Adelaide Road is an important part of the city. It provides employment and a range of services. It is close to the central city, Wellington Hospital, the Newtown shops, the Basin Reserve and Massey University's Wellington campus.

The Adelaide Road project has been investigating opportunities for the future development of the northern end of Adelaide Road (between the Basin Reserve and the John Street/Riddiford Street intersection). The project has looked at how this area can be developed and enhanced to create a more attractive, people-friendly and prosperous part of the city.

This document outlines a long-term vision, key outcomes, and a supporting action plan for the area's long-term development. The ideas and initiatives have been developed as a result of extensive information-gathering, research, analysis, and consultation with the community and key stakeholders.

## 2.0 Project context

### 2.1 Location

The Adelaide Road growth area (the area subject to this framework) covers an area that extends from Rugby Street (on the south side of the Basin Reserve), south to the John Street/Riddiford Street intersection, and is bordered by Wallace Street in the west and the boundary of Government House to the east – see Figure 1. The area is about 2km from the Wellington CBD and lies between Te Aro and Newtown.

In developing the framework, the project consistently looked beyond the study area boundaries to ensure wider land-use and transportation influences were taken into consideration. Influences such as major institutions (eg Wellington Hospital and Massey University), recreational and sporting facilities (including the Basin Reserve) and transport networks (including State Highway 1), are all of critical importance to the future development of the Adelaide Road area.



## 2.2 Strategic context

The Council's Urban Development Strategy, approved as part of the Council's Long-Term Council Community Plan (LTCCP), sets the overall framework for managing growth and change in the city. Its approach is to direct growth to where the benefits are greatest.

The Urban Development Strategy introduces the concept of the growth spine – which encourages growth in housing and employment along a public transport spine between Johnsonville and the airport. More intensive mixed-use development is encouraged in key growth areas (the CBD, Johnsonville, Adelaide Road and Kilbirnie), supported by improved public transport and roading. Improvements to the quality of urban development, as well as better integration with community facilities and services, are also important considerations.

The northern Adelaide Road area is one of the key growth areas identified in the Urban Development Strategy. The Adelaide Road Framework is the second 'centre plan' (following the Johnsonville Town Centre Plan) resulting from the Urban Development Strategy.

The northern Adelaide Road area is well located in terms of being able to support residential and employment growth – it is within walking distance of the CBD, the hospital, and the Newtown shops, has excellent access to public transport, and is located on the key arterial route to the southern suburbs.

Growth considerations for the Adelaide Road area, based on the strategic direction of the Urban Development Strategy, include:

- » accommodating about 1550 more residents (870 dwellings) by 2026
- » recognising the importance of Adelaide Road as an employment area and providing opportunities for a diverse range of business/commercial activities, retail, institutional activities and other services
- » enhancing the effectiveness of Adelaide Road as a major transport connection (including public transport, walking, cycling).

## 2.3 Adelaide Road profile

Some key facts and figures for the Adelaide Road study area:

Some 2145 people live in the Adelaide Road study area (Census 2006). Within the area zoned 'Suburban Centre' in the District Plan, there is a population of about 1000 people.
Relatively few families currently live in the area – 77% of people are termed 'couple without children', compared with 42% for Wellington City in general.
The area is home to a large student population – about 31% of the area's population.
Over half of the population (56%) are aged 20–29 years, compared with 19% for Wellington City.
25% of people have a total household income ranging from \$30,000–\$50,000, compared with 13% for Wellington City.
The area has a diverse ethnic makeup – 64% European, 13% Asian, 9% Maori, 4% Pacific, 10% other.
In terms of land use, about 60% of the area is commercial, 20% residential, and 20% roads and infrastructure.
Adelaide Road and the surrounding area is a significant employment area – about 4000 jobs are based here (this includes the hospital). This represents about 2% of jobs in the region.

## 3.0 Developing the framework

### 3.1 What is the role and scope of the framework?

The Adelaide Road Framework has been developed in consultation with the community, landowners, businesses, Council staff, developers, government agencies, local interest groups and others. It outlines a long-term vision for the future urban development of the northern Adelaide Road area.

The framework is primarily focused on the 'Suburban Centre' zoned area, but the surrounding residential, institutional and educational areas provide important context for the future growth of the area.

The vision and outcomes outlined in the framework are based on the results of the community 'inquiry by design' workshop held in March/April 2008.

The framework is designed to help guide planning and design decisions including:

- » how this area will look in 20 years' time
- » what role this area will play in the context of the wider city
- » what type of development should occur, where it should be located, and what it should look like
- » which areas, features and characteristics need to be protected and/or enhanced
- » what infrastructure improvements and other investments are necessary to support growth.

### 3.2 Why is a framework needed?

While the Adelaide Road area has significant potential for further intensification and redevelopment, previous development in the area has been ad-hoc, resulting in poor urban form and a low level of 'amenity' and sense of place – in other words the area is not very attractive. Without a clear vision for the future of the area, development is unlikely to realise the expectations in the Urban Development Strategy.

An integrated framework, taking into account the link between land use and transport, is an opportunity to better plan for, and manage, growth and change. The Adelaide Road Framework is an opportunity to put in place mechanisms to deal with the complex issues facing the area.

In addition, as Adelaide Road is an important part of the city's transport network, setting a framework for making improvements to the area, particularly the capacity of the transport corridor and the efficiency of public transport, will have significant benefits for the wider city.

### 3.3 How has the framework been developed?

The development of the draft framework has involved three key phases, including:

1. Information-gathering and research (from June 2007)  
Including reviewing existing information, commissioning specific research (eg historic context and heritage; economic and employment profile; traffic and transport data, including walking and cycling), undertaking an urban design analysis of the area.
2. Initial public and stakeholder consultation (Nov-Dec 2007)  
Including a public consultation brochure and meetings held with specific organisations and groups.
3. Intensive public engagement (Feb-May 2008)  
Including a series of stakeholder and community meetings to gain more detailed understanding of key perspectives and issues in preparation for the workshop, and the community 'inquiry by design' workshop held from 31 March to 3 April, which involved a range of Council staff, stakeholders and community representatives.
4. Consultation on draft framework (Sep-Oct 2008)  
This included a public consultation brochure, two public displays at the central and Newtown libraries, and meetings held with specific organisations and groups.

### 3.4 How does the framework fit with other plans, policies and strategies?

The Adelaide Road Framework links to a range of other Council plans, policies and projects, including for example:

- » the rolling review of the District Plan, including the Suburban Centres Review and infill housing review

- » Centres Policy
- » Ngauranga to Wellington Airport Corridor Plan
- » roading and infrastructure upgrades/improvements, including the bus priority project
- » asset management plans (stormwater, wastewater, water supply, transport)
- » open space and recreational strategies, policies and plans
- » community facilities review
- » cycling and walking policies
- » Climate Change Action Plan
- » Parking Policy
- » Public Space Design Policy
- » Development Contributions Policy
- » Long Term Council Community Plan (LTCCP) and Annual Plan process.

### Ngauranga to Wellington Airport Corridor Plan

The Basin Reserve improvements indicated in the Ngauranga to Airport Corridor Plan could have significant benefits for Adelaide Road by improving traffic flows at peak times, providing more room for dedicated public transport, and improving the environment for walking and cycling.

Under the corridor plan, the bus priority and traffic improvements related to the Adelaide Road area (eg at the Basin Reserve) are proposed to take place within the next 10 years. The plan proposes improvements around the Basin to separate east-west traffic from north-south traffic and improvements to public transport. The aim is to improve traffic flow and make the area more accessible for public transport, walking and cycling. Map 1 shows the Adelaide Road growth area within the wider context of the Ngauranga to Airport Corridor Plan and the proposed transport improvements.

### District Plan 'Suburban Centre' review

The Council's review of the 'Suburban Centre' zone in the District Plan includes the main commercial/business area of Adelaide Road. This zoning currently has a very flexible planning regime that provides for a wide range of activities with few controls over quality. The review is analysing the issues and problems in the areas where the zone is applied. The review will lead to changes to the Suburban Centre provisions as they apply to Adelaide Road, eg changes to height limits in suitable areas, increased design controls for new developments, active edges at ground-floor level (eg entrances and exits to buildings, display windows, architectural features, activities that spill out from buildings such as cafes) and mixed use requirements. The Adelaide Road Framework signals the changes that need to be made in order to help achieve the long-term vision for the area.

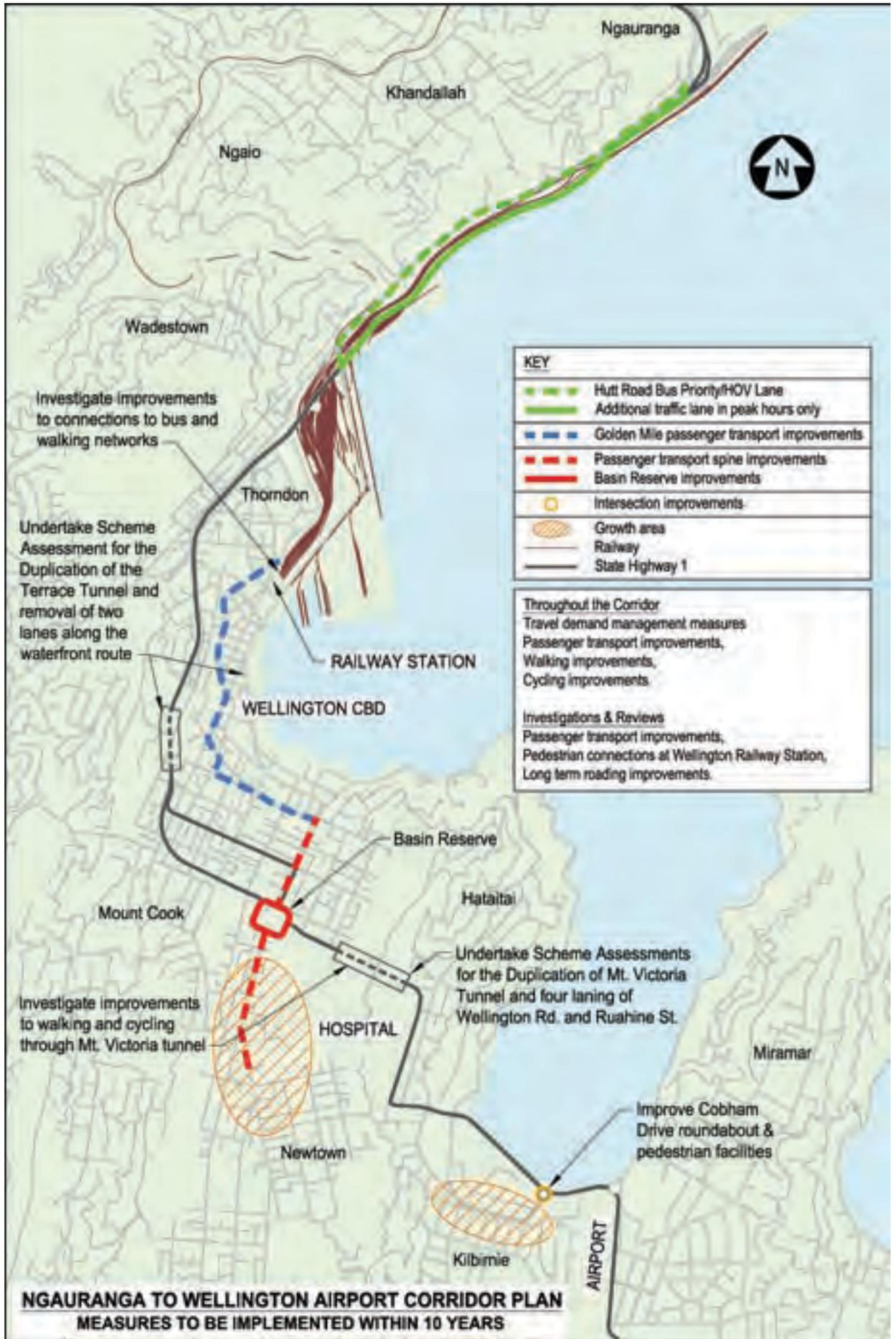
## 4.0 Consultation and engagement

The process of developing the framework has placed a high level of importance on community and stakeholder engagement. A range of methods has been used including feedback surveys, consultation brochures, public and stakeholder group meetings, public displays, and a four-day 'inquiry by design' workshop.

### 4.1 Who has been involved?

A wide range of people have been involved in the development of the framework, including:

- » local community, residents, and users of the area
- » landowners, businesses, industries
- » local residents' associations and community groups
- » architects, urban designers, developers, real estate interests, investors
- » institutions including the hospital and other health organisations, Massey University and other educational organisations, Government House, local schools, early childhood providers, Basin Reserve Trust, Wellington Housing Trust, Housing New Zealand Corporation, Wellington Regional Chamber of Commerce
- » transport agencies and groups including NZ Transport Agency, Greater Wellington Regional Council, Cycle Aware Wellington, Living Streets Aotearoa (Wellington), the Sustainability Trust.



Map 1: Ngauranga to Wellington Airport Corridor – measures to be implemented within 10 years  
 (Source: Ngauranga to Wellington Airport Corridor Plan, adopted October 2008)

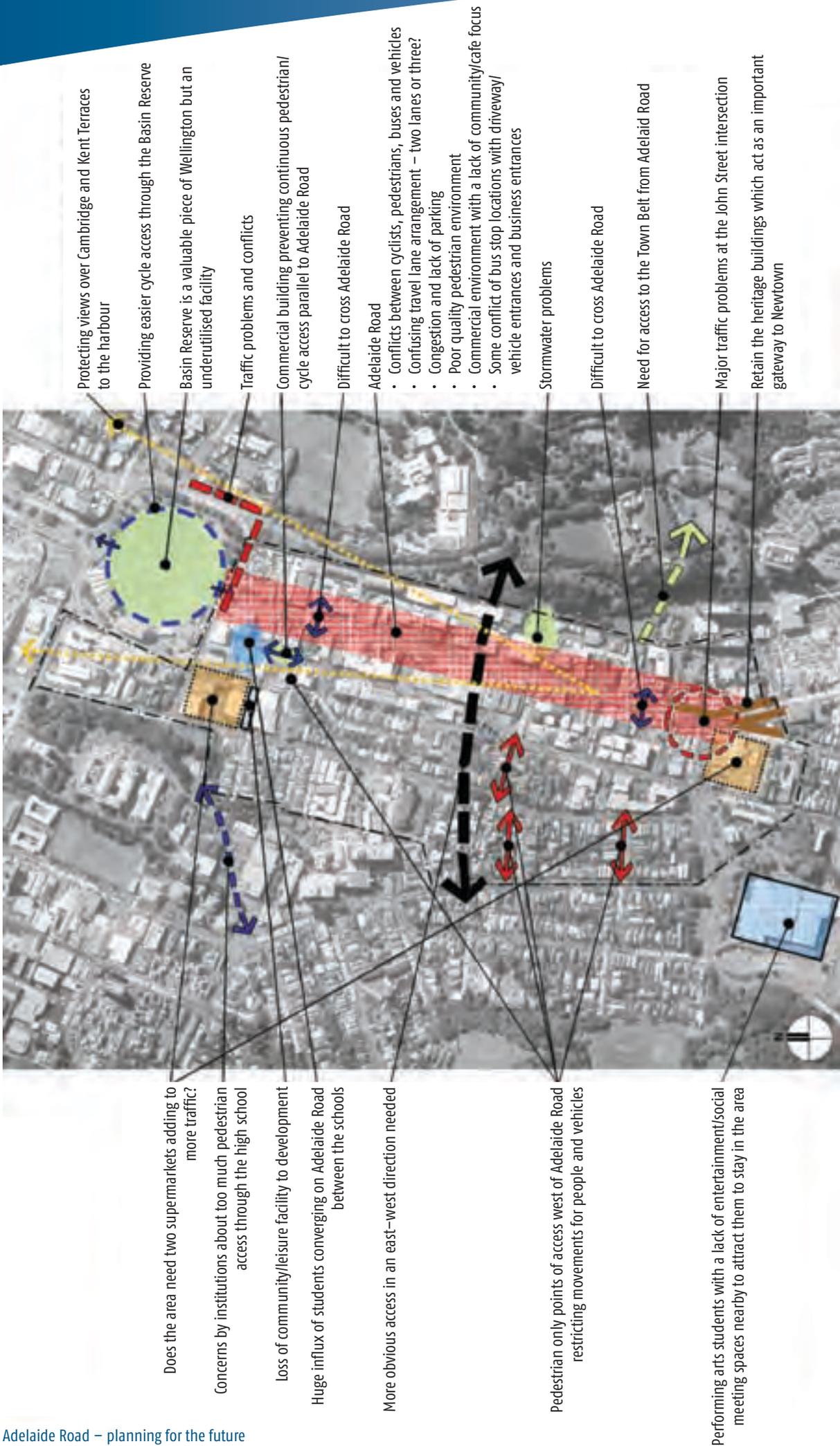


Figure 2 highlights some of the key issues and concerns raised through the consultation process.

#### 4.2 The community workshop

An intensive community 'inquiry by design' workshop was held over four days between 31 March and 3 April 2008. The goal of the workshop was to help develop a viable urban development vision in conjunction with the local community and key stakeholders. It enabled an extensive understanding of the land use and transport complexities facing the Adelaide Road area to be canvassed over a short timeframe. Technical specialists participated to help identify and resolve the competing demands of different interests. Figure 3 demonstrates how the workshop brought together the physical and built characteristics of the area with community interests and urban design principles.

The results of the workshop are reflected in the vision and outcomes that are presented in Part 2 of this document.

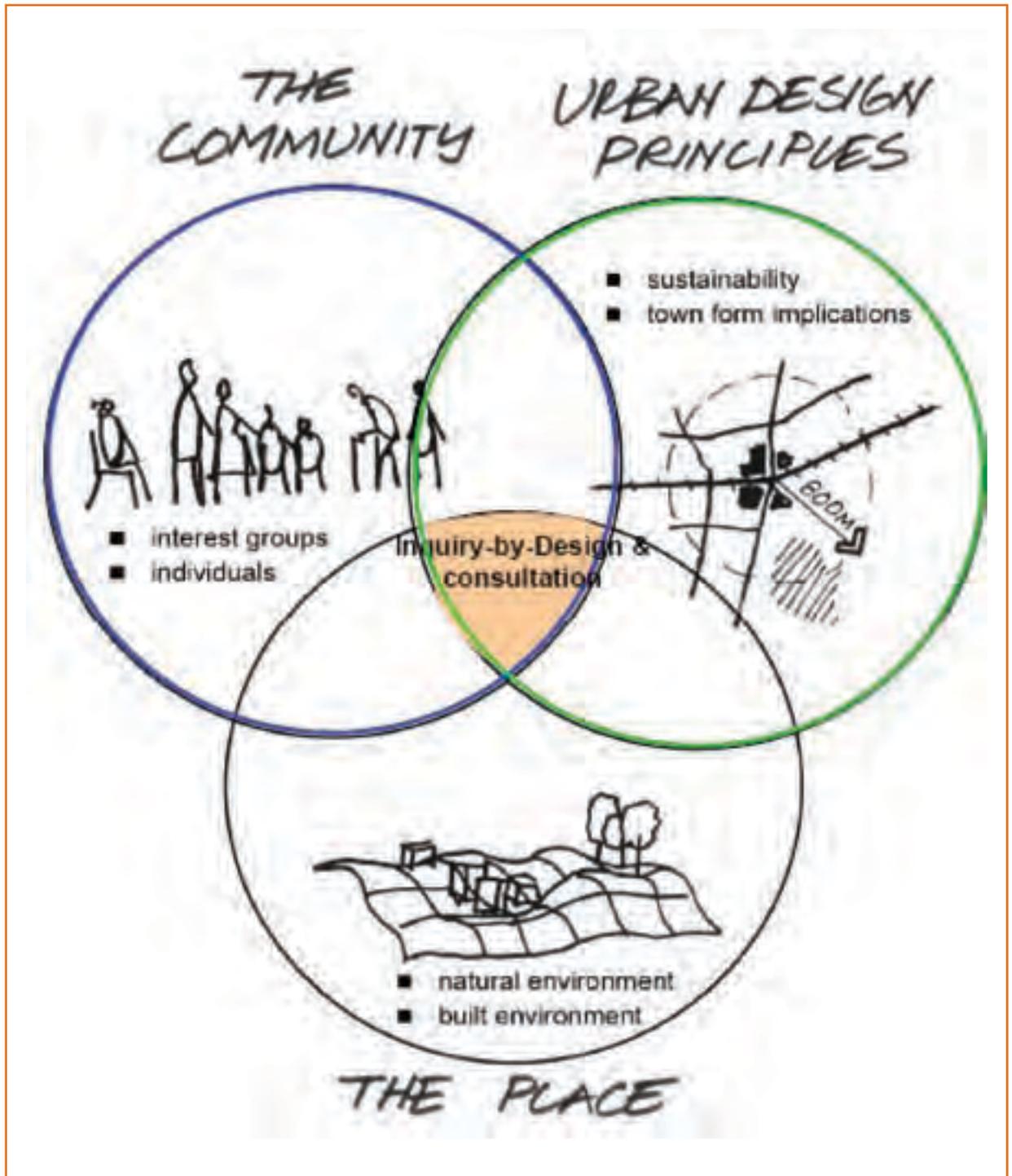


Figure 3: Community 'inquiry by design' workshop – integration and participation.

### 4.3 Feedback received

Figure 2 highlights some of the key issues and concerns raised through the consultation process.

Community feedback revealed strong support for improving the quality of the Adelaide Road area, in particular:

- » improving the Adelaide Road corridor – eg reducing congestion, ensuring a good public transport system, better parking provision, safer for pedestrians and cyclists, street plantings
- » increasing walkability, pedestrian and cycle-friendliness
- » 'greening up' the area, making it more attractive and creating more public places
- » creating more of a mix of shops and businesses
- » creating more of a 'community' feel to the area
- » ensuring new development is of a high quality and supports the aims of the long-term vision
- » minimising the effects of increased residential development on traffic congestion
- » protecting the employment and service role of the area
- » minimising the impact of new development on existing residential areas and valued heritage and character areas/buildings.

These issues have been key considerations in the development of the vision outlined in Part 2.



# Part 2: A vision for the future

## 5.0 A long-term vision for Adelaide Road

This section sets out the long-term vision (looking ahead 20+ years) for the Adelaide Road growth area. The vision is supported by a set of key outcomes (see section 5.2), or goals, to help guide future planning and decision-making in relation to the area.

The vision and outcomes outlined in the following sections are based on the results of the community 'inquiry by design' workshop held in March/April 2008 and the public consultation undertaken on the draft vision in September/October 2008.

A series of actions for achieving the vision and outcomes are outlined in Part 3 of this document.

### 5.1 Vision

The long-term vision for the Adelaide Road growth area is:

***A high quality mixed-use area that is a more vibrant, attractive, better connected, accessible and safer place which meets the needs of all people living in, working in, and using the area.***



Figure 4 shows an artist's impression of how the Adelaide Road area could look in 20 years' time.

*"Adelaide Road area needs to be made more attractive and surely this will benefit the whole community. By enhancing residential and employment opportunities the local community will thrive and there will be the chance to create an even better future for those who live and work there."* Community feedback 2008

### 5.1.2 Development objectives and urban form characteristics

The Adelaide Road growth area will be a community located on the edge of the CBD that demonstrates high quality design and innovation in its redevelopment. It will be an urban community with easy access to opportunities for living and working, providing a mix of housing choices, including good quality affordable accommodation for key workers (eg Wellington Hospital). The redevelopment and revitalisation of Adelaide Road will focus on promoting higher density mixed-use development, particularly along the Adelaide Road corridor itself, that takes advantage of its close proximity to the central city and public transport, yet recognises the identity and unique characteristics of the area.

#### Adelaide Road corridor

The Adelaide Road corridor is a relatively narrow area that fronts Adelaide Road from the John Street intersection to the Basin Reserve. Its proximity to public transport, the CBD, and major employers and businesses, supports an active 'live-work' area, ie a mix of commercial and business uses and residential housing (apartments). Building heights will be higher in this area to achieve this activity mix (up to a maximum of 24m, provided a minimum of two levels of employment activity are provided at lower levels), however, building design will need to be of a high quality. To encourage a more people friendly, attractive and vibrant environment, street frontages at ground level are occupied by 'active' uses (eg commercial, business and retail activities) rather than residential uses. To support the increased employment and residential intensity of this area, improvements to the Adelaide Road corridor, including improving pedestrian safety, street trees, landscaping and public space improvements are proposed. Significant heritage buildings will be retained and enhanced to contribute to the vibrancy and sense of place of this area.

#### Suburban Centre area

The remainder of the Adelaide Road Suburban Centre area will also support a mix of employment and residential uses, however, at a lower intensity than the Adelaide Road corridor area (building heights predominantly in the range of 12m, but up to a maximum of 18m). Public space and streetscape improvements will support an increased number of residents. Building design will be of a high quality. To protect the amenity and character of adjacent residential areas from new neighbouring development, height and setback restrictions will be applied. Pedestrian connections (eg footpaths, walkways and steps) will be enhanced to ensure safety, good linkages and accessibility.

#### Character housing areas

The significant areas of character housing/pre-World War II housing surrounding the Adelaide Road area (eg Myrtle Crescent, Tasman Street, Ranfurly and Tainui terraces) will be recognised and protected to ensure they are not compromised by infill housing or demolition. This area will remain a low-density character housing area. Current District Plan protections like the Mt Cook character area and heritage-listed buildings will continue to apply to these areas.



*Character building on corner of Adelaide Road and Rugby Street (2008)*



*New apartment building on corner of Hanson Street and Drummond Street (2008)*

Adelaide Road upgrade, including streetscape improvements

Possible formalised walkway route through Massey University/Wellington High School land

Key intersections at Drummond Street and Douglas Street become more pedestrian friendly

Drummond Street and the steps up to Tasman Street are upgraded and landscaped

Possible long-term alternative pedestrian/cycle route linking Hanson/King Street to Belfast/Rugby Street and through to the city.

Possible public open space upgrades eg Hospital Road reserve, King/Myrtle Street pocket park

John/Riddiford Street intersection upgrade

Potential supermarket/mixed-use developments

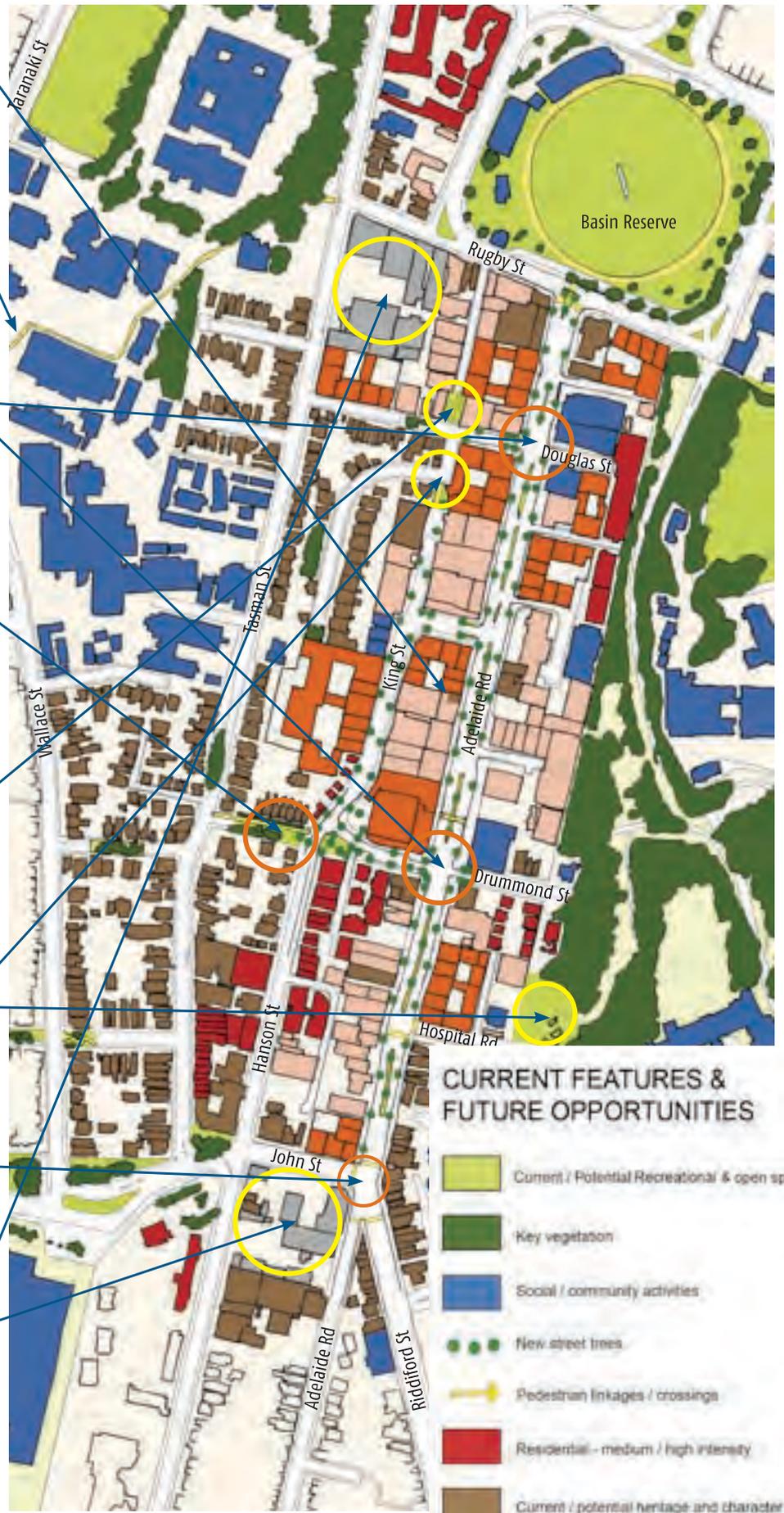


Figure 5 shows the proposed long-term vision for Adelaide Road and its key components.

## 5.2 Theme areas and key outcomes

The framework's vision and supporting contents are based around five integrated 'theme' areas:

- » Open space (green and blue networks)
- » Social and community (places and spaces for people)
- » Movement networks (roads, footpaths/walkways, cycleways, public transport routes)
- » Heritage and character (buildings and areas)
- » Mixes of uses (residential, employment, services, institutions).

For each theme area, key outcomes and concepts are identified. These signal the Council's strategic priorities in terms of the redevelopment of the area and realisation of the vision. The key concepts summarise the relevant implementation actions from the action plan in Part 3 of the framework.

The summary maps in Figure 6 show some of the key concepts and proposals for each theme area that are discussed in more detail in the following sections.

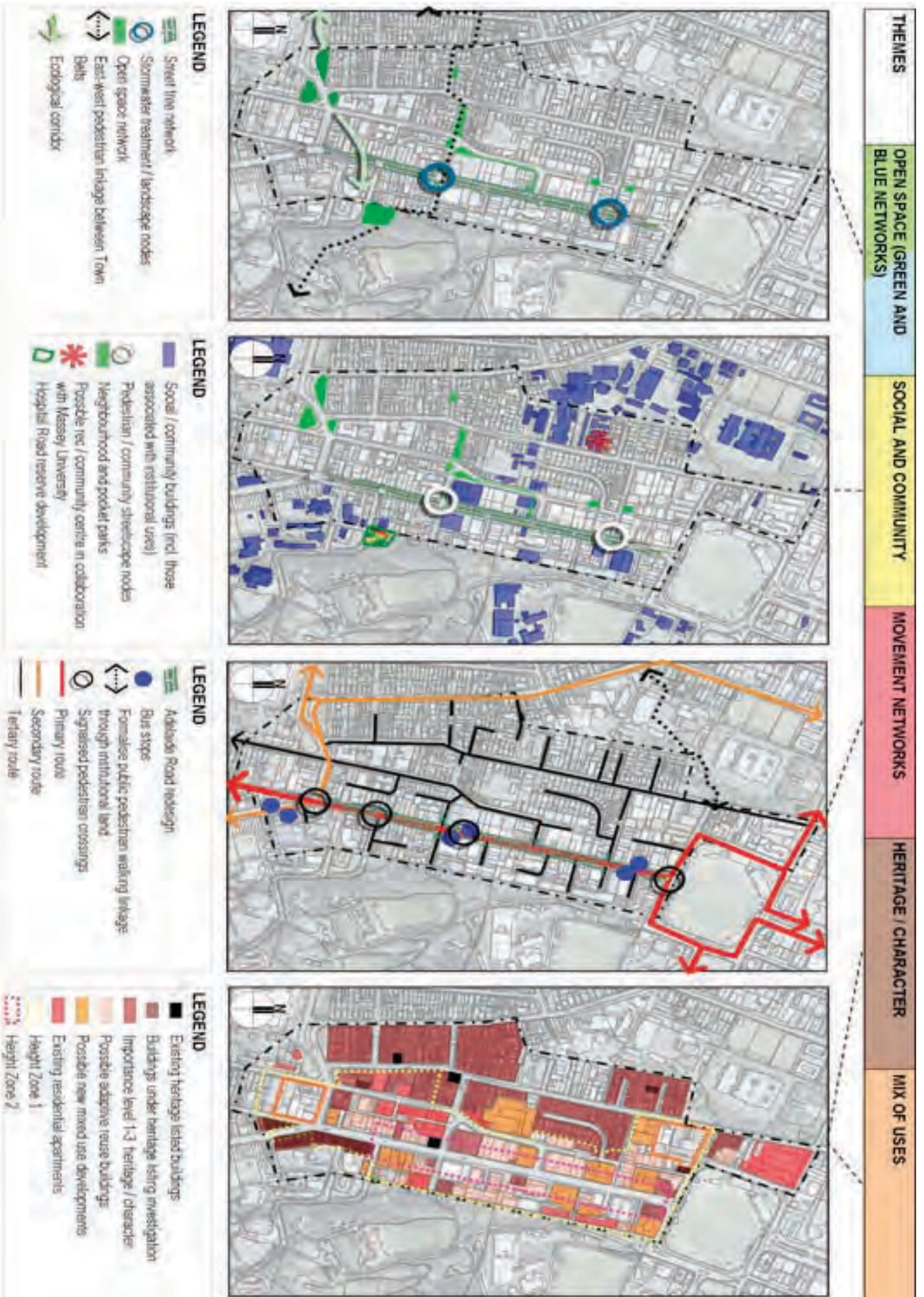


Figure 6: Key draft concepts and proposals for each theme area.

The key outcomes we want to achieve for the Adelaide Road area and the key concepts under each outcome are explained in more detail as follows:

## Open Space Networks (green and blue networks)

### Outcome 1: Providing for greening of the area, quality public spaces, strengthening connections between open spaces, and incorporating appropriate low impact stormwater management solutions into new development/redevelopment.

Adelaide Road is located between two sections of the city's Town Belt, and adjoining the area's northern boundary is the Basin Reserve. There are several large green areas in reasonably close proximity – eg Prince of Wales Park, Macalister Park, Newtown Park and Alexander Park. However, Adelaide Road tends to have poor connection between green spaces and a lack of locally used and accessible open spaces for residents, children and people working in the area. Tied to this is the desire to turn Adelaide Road into a more attractive and pedestrian and cycle-friendly environment. This requires an emphasis on attractive public space, visual quality, connections, and appropriate low impact stormwater management solutions.

#### Key concepts:

- » establishing an attractive and connected public realm to maximise the ability for people to enjoy the Adelaide Road area by:
  - creating a good quality landscaped street network
  - creating pedestrian friendly areas at the Drummond Street and Douglas Street intersections with Adelaide Road (incorporating suitable stormwater management) – see Figures 7, 8
- » creating new opportunities for people to play, socialise and rest in neighbourhood reserves, smaller 'pocket parks' and areas of street-based open space
- » strengthening east-west connections between the surrounding Town Belt areas and existing parks and green spaces in the Adelaide Road area
- » providing a range of good-quality active and passive public spaces for people to use.
- » creating new opportunities for ecological linkages (green areas) between the open space land in John Street and the Hospital Road reserve. The provision of additional green spaces should be considered as part of the future upgrade of the John Street/Riddiford Street intersection and any future supermarket/mixed use development in the John Street/Hanson Street area
- » promoting the use of appropriate low impact stormwater treatment solutions, both in Council infrastructure works and in any new developments/redevelopment, including the development of landscape/stormwater treatment nodes (areas) where appropriate (eg Drummond Street and Douglas Street).

Possible spaces that could be considered as part of a public open-space assessment (see Action A15) include:

- » eastern and southern edges of the Basin Reserve
- » small existing green space areas in residential areas eg between the Howard Street cul-de-sac heads
- » pocket park between King and Myrtle streets
- » Drummond Street steps and surrounding public spaces
- » Hospital Road neighbourhood park (proposed Vietnamese garden)
- » pocket park on Adelaide Road, connecting to the Blood Centre
- » green area fronting the public housing on the corner of John Street/Hutchinson Road/Hanson Street.

#### Relevant actions (see Part 3 – Achieving the vision):

A3, A4, A5, A11, A12, A14, A15, A16, A17, A26, B1, B2, B3, B4, B5, B6



Figure 7 – A possible design for Drummond Street and the steps up to Tasman Street

**Drummond Street upgrade – possible design features:**

- » landscaped pocket park space on the corner of Drummond and King streets
- » clustered parallel parking bays with street trees
- » narrower roadway at Adelaide Road intersection
- » redesigned Drummond Street steps to enable a direct connection to Tasman Street with more rest/amenity areas and lighting.
- » appropriate stormwater treatment measures.



Figure 8 – Drummond Street green network – a possible street tree/green space/footpath layout

## Social and community networks (places and spaces for people)

### Outcome 2: Strengthening the local community.

The Adelaide Road growth area has a diverse demographic and ethnic composition and a growing residential population. The area has a high proportion of student housing, some social housing, a strong Pacific community, and a large daytime-worker and youth population. The community fabric is physically separated by institutional land and further constrained by a lack of accessible connections.

Good-quality public spaces, that reflect the needs of the local community, will assist in improving connections and will help provide for community and social needs. There is also an opportunity to investigate partnership opportunities with other organisations and institutions in the area regarding shared social and community facilities, and to support interactions between residents and institutions/ organisations to achieve more shared use of facilities.

#### Key concepts:

- » improving safety by encouraging Adelaide Road to develop as a vibrant 'go-to' destination, with a mix of uses and 'active edges' at ground-floor level (eg entrances and exits to buildings, display windows, architectural features, shelter from inclement weather, activities that spill out from buildings such as cafes), and incorporating CPTED (Crime Protection Through Environmental Design) solutions, and Health Impact Assessments (HIA) where appropriate into redevelopment of the area
- » creating a network of local micro-scale public spaces where people can meet and interact eg Drummond Street upgrade
- » promoting existing community facilities and ensuring accessibility for everyone
- » considering the community and social needs of the growing Adelaide Road/Mt Cook area and aligning with the Council's work programme, including the Community Facilities Review
- » actively investigating partnership opportunities for the provision of shared social/community facilities with other organisations, institutions and agencies, eg Massey University, Housing NZ, Basin Reserve Trust, local schools
- » supporting interaction between residents and key institutions/organisations to achieve more shared use of facilities
- » investigating opportunities for installing public/community art as part of the redesign of Adelaide Road.

#### Relevant actions (see Part 3 – Achieving the Vision):

A3, A4, A5, A11, A12, A14, A15, A17, A18, A19, A20, A21, A25, A26, B1, B2, B3, B4, B5

## Movement networks (roads, footpaths/walkways, cycleways, public transport routes)

### Outcome 3: Improving the Adelaide Road transport corridor for multiple forms of transport.

Adelaide Road is an important arterial transport route connecting the central and northern areas of the city to the southern and eastern suburbs. As such, the area is heavily dominated by cars and other through-traffic. There are significant 'pinch' points at the Basin Reserve and John Street/Riddiford Street intersection that suffer from high levels of congestion at peak times, hindering movement within and through the area. Ensuring good accessibility for traffic (including emergency vehicles) to the hospital is another important transport issue for Adelaide Road.

The Ngauranga to Airport Corridor Plan proposes improvements to the road around the Basin Reserve to improve traffic flow and better provide for public transport, walking and cycling. The vision for the Adelaide Road corridor has been designed to integrate with the improvements signalled in the corridor plan.

Although the Adelaide Road area has the highest public transport patronage in the city and large numbers of people walk or cycle through the area, it is a poor environment from a safety and 'amenity' perspective due to congestion, traffic access management, intersection control and vehicle speeds. In terms of pedestrian cross-connections, existing steps and walkways linking Adelaide Road to higher areas (eg Tasman Street) are well used but have safety, way-finding and access problems.

The proposals for Adelaide Road have been designed with detailed consideration given to the high numbers of vehicles using Adelaide Road and its role as one of the city's most important arterial routes. The proposals do not change the role of Adelaide Road as a key arterial route, but they do aim to improve Adelaide Road for all transport modes and increase safety.

**Key concepts:**

- » enhancing the capacity of Adelaide Road and the passenger transport function of the corridor by widening and reconfiguring the roadway and key intersections, including John Street, to provide for improved traffic flow, public transport, pedestrian and cycle movement (see Figures 9,10,11,12)
- » providing solutions at key intersections through revised traffic configurations (to improve road capacity) and signal controls at key crossings for pedestrians (eg John Street – see Figure 12; Rugby Street/Basin Reserve)
- » making pedestrian journeys more pleasant, interesting, safe and direct by making pedestrian routes clearer and safer, providing pedestrian crossing points at strategic locations along Adelaide Road, providing regular visible micro-open spaces at key places along movement routes eg Drummond Street, Douglas Street, and improving way-finding signage
- » increasing cycle safety by minimising conflicts between different modes of transport including vehicles, passenger transport and pedestrians
- » enhancing passenger transport, reviewing bus stop locations along Adelaide Road, and ensuring new road configurations/designs provide flexibility in order to cater for future public transport initiatives
- » formalising a pedestrian route through institutional land (eg from Wallace/Taranaki Street to Tasman Street through Massey University/Wellington High School)
- » encouraging the development and adoption of travel management plans, car-share schemes, and other travel demand management initiatives, particularly by large employers/businesses and new residential housing developments
- » considering the possible long-term development of an alternative pedestrian/cycle route linking Hanson/King Street through to Belfast/Rugby Street and the city
- » undertaking a parking study for Adelaide Road to help plan for and provide a targeted management strategy for residential, shopper, visitor and employee parking; encouraging on-street parking (during the day) to be targeted for short-stay to support employment/business uses, and other parking to be integrated into the overall design of new developments (eg to the back of buildings or as a level within buildings).

**Relevant actions (see Part 3 – Achieving the vision):**

A1, A3, A4, A6, A7, A8, A9, A10, A11, A12, A13, A14, A17, A21, A26

B1, B2, B3, B4, B5, B6, B7, B8, B9



*Adelaide Road intersection with Rugby Street (2008)*



*Example of current pedestrian access from Drummond Street to Tasman Street*



Figure 9 – Adelaide Road corridor – shorter-term vision

**Adelaide Road corridor – possible design features:**

- » road widened to help provide additional capacity and to better meet the needs of multiple users
- » planted median island to improve the look and feel of the area and to make it safer for people to cross away from signalised crossings
- » pedestrian crossing opportunities are provided via signals at key intersections eg Rugby Street, adjacent to the Blind Institute, Hospital Road and the John Street/ Riddiford Street intersection
- » one lane for general traffic and one wider lane for shared bus and cycle use is provided in each direction
- » permanent on-street parking is provided along with street trees at regular intervals
- » 'active edges' at ground-floor level created along Adelaide Road; vehicle access encouraged from side streets and to the rear of buildings (rather than building frontages); curb cuts to the footpath along Adelaide Road minimised
- » permitted height limits for buildings along the central Adelaide Road corridor increased from 12m to 18m (see Figures 14(a) and (b)).

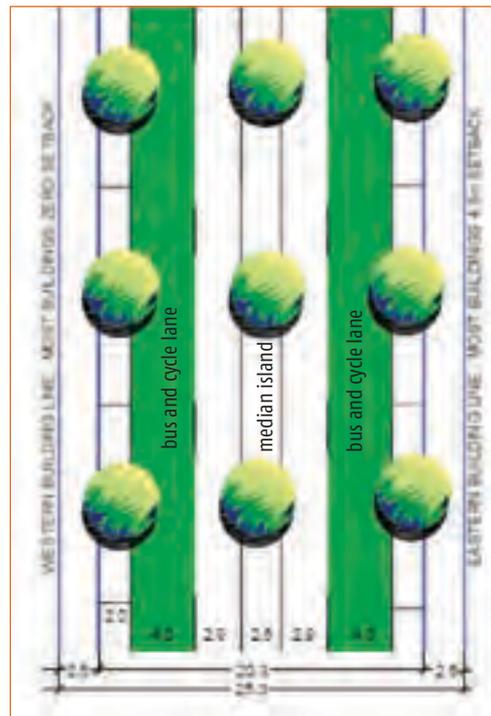


Figure 10 – Possible reconfiguration of Adelaide Road

*"We strongly support the upgrade of the Adelaide Road corridor being Priority 1 ... improvements to this movement network are critical in achieving the vision for Adelaide Road and other key Council plans and strategies."* Community feedback 2008



Figure 11 – Adelaide Road corridor – possible longer-term vision

**Adelaide Road corridor – design features for a possible longer-term vision (Figure 11):**

- » dedicated bus lanes (one lane each direction) in the centre of the road – long-term this could be possibly replaced with a higher quality bus service or light rail if appropriate in the future
- » dedicated cycle lane between on-street parking and general vehicle travel lane
- » demarcated bus stops and pedestrian crossing points to ensure the safety of public transport users.



**John Street intersection – possible design features (Figure 12):**

- » retain character buildings in their current position
- » road widening on western side of Adelaide Road to provide more space
- » removal of existing traffic island on Adelaide Road and provision of new right-hand-turn lane on Adelaide Road into John Street to reduce congestion and improve capacity.

Figure 12 – Possible John Street/Riddiford Street intersection layout

## Heritage and character networks (buildings and areas)

**Outcome 4: Further recognising, and providing appropriate protection for valued heritage and character areas and buildings.**

The Adelaide Road area has recognised heritage and character in residential, commercial and other buildings and areas, eg the Mt Cook character housing area and several listed heritage buildings. These make an important contribution to the identity of the Adelaide Road/Mt Cook area and to its sense of place.

The Adelaide Road area also has close links to several important and distinctive landmarks with significant historic value including the Basin Reserve, the National War Memorial and Carillon, and Government House and its grounds. The framework seeks to protect and enhance the special character these heritage assets provide to the Adelaide Road area and the wider city.

In addition to contributing to an area's sense of place, look and feel, and people's aesthetic appreciation of an area, heritage and character buildings are attractive settings for business activities to establish. Providing development opportunities that support the adaptive reuse of character buildings will help to retain the look and feel of the area while at the same time allowing for the transition to high value-adding employment uses.

**Key concepts:**

- » undertaking detailed investigation and prioritisation of heritage and character buildings and areas in the Adelaide Road area (see Figure 13)
- » maintaining and enhancing the protection of important heritage and character areas and buildings through the District Plan to ensure the integrity of the area's heritage is not compromised by infill housing or demolition
- » investigate measures (eg view protection shafts) to ensure appropriate protection of views to and from Government House and its grounds and views to/from the War Memorial and Carillon.

**Relevant actions (see Part 3 – Achieving the vision):**

A11, A12, A22, A23, A24

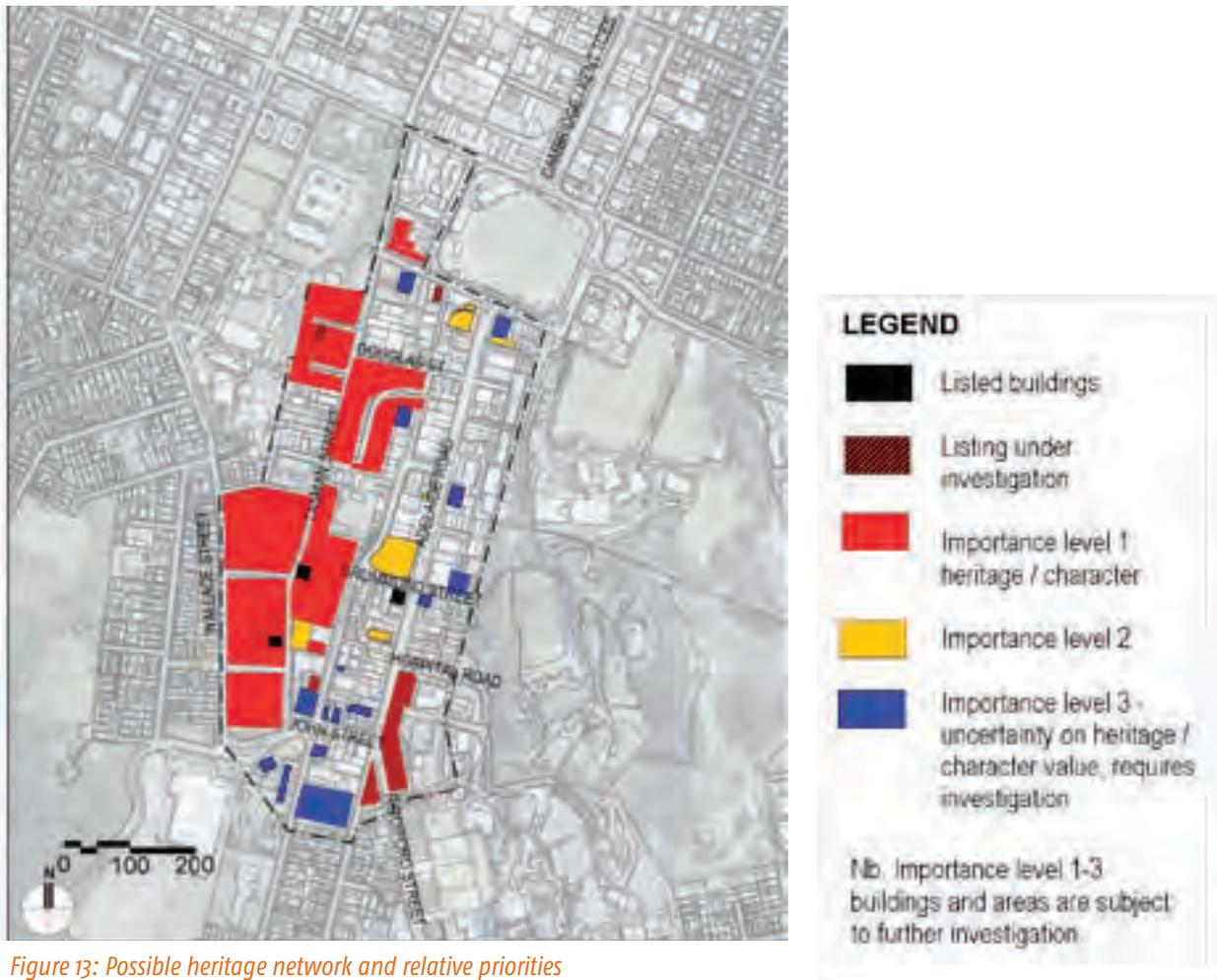


Figure 13: Possible heritage network and relative priorities

*“Adelaide Road is historically an important part of the city. It is a key feature of the original roading network based on the Wellington Town Plan of 1840.”* Community feedback 2008

## Mix of uses (residential, employment, services, institutions)

### Outcome 5: Recognising and protecting employment opportunities while enabling a transition to suitable 'new economy' activities.

Adelaide Road is one of the most mixed-use areas in the city. Because of its proximity to the CBD, the hospital, and good public transport, it is also an area of changing land uses and activities, is subject to increasing land values, and is of growing interest from developers and investors.

Adelaide Road exhibits the classic characteristics of a traditional city 'fringe area' adjoining the CBD with a mix of manufacturing, wholesaling, business and vehicle-related activities and services. While many of these activities fulfil an important economic role and should be supported in their continued operation, the area also runs the risk of declining unless the area stimulates 'new economy' local business and employment (eg businesses based on new information and communication technologies) in conjunction with residential intensification. The area also has a large proportion of institutional jobs associated with the hospital and tertiary education providers. There is an opportunity to build on the type of employment associated with these sectors.

The quality of previous development in the commercial area of Adelaide Road has been quite varied, primarily as a result of the area's permissive 'Suburban Centre' zoning. This has resulted in relatively poor-quality urban development. The framework seeks to improve the quality of new development in the area, ensure a mix of different uses and activities, and encourage a range of new employment opportunities and activities.

#### Key concepts:

- » attracting workers from businesses and institutions into the area by developing good-quality streetscape and public spaces, a quality public transport system and good parking
- » actively working with landowners and developers to redevelop under-utilised sites
- » encouraging new development that is of a high quality and includes a mix of employment and residential activities (eg apartments above ground-floor employment uses – see Figure 14(a))
- » investigating the development of mixed-use/higher density housing guidelines under the District Plan to provide increased urban design guidance for new developments
- » protecting existing employment activities and encouraging new employment activity by providing additional employment space through greater building-height allowances along Adelaide Road – see Figures 14(a) and (b)
- » encouraging the growth of commercial activity supporting the hospital and university
- » ensuring the development of 'active edges' at ground-floor level, particularly along Adelaide Road and John Street/Riddiford Street
- » ensuring any larger-format retail developments (eg supermarkets) are of an appropriate scale, incorporate a mix of uses and activities into their design, integrate with the local community, address traffic concerns and help achieve the objectives of the vision
- » encouraging comprehensive redevelopment of key sites and the amalgamation of smaller sites to ensure more efficient use of land and minimum impact on adjoining/adjacent areas (especially housing).

#### Relevant actions (see Part 3 – Achieving the vision):

A1, A2, A3, A4, A5, A11, A12, A13, A14, A15, A16, A22, A23, A25

B1, B2, B3, B4, B5

## Outcome 6: Providing for more intensive high-quality residential growth along the northern part of Adelaide Road.

The Adelaide Road area has an expanding residential component which includes student accommodation but also includes examples of new 'higher-end' apartment developments (eg the apartments on the corner of Hanson/Drummond streets).

The existing population of the project study area is about 2140 people; within the area zoned 'Suburban Centre' the population is about 1000. The Urban Development Strategy anticipates accommodating an additional 1550 residents (approximately 870 dwellings) by 2026 in the Adelaide Road growth area. This is a significant amount of additional residential development. The framework therefore seeks to provide for more intensive, higher-density residential development within the suburban centre area.

However, meeting the Urban Development Strategy's housing growth objectives for Adelaide Road should not be at the expense of employment, character and heritage, other areas sensitive to change, and community values. The framework seeks to ensure the development of high-quality housing by increasing District Plan requirements for new development. New rules will help ensure for example adequate sunlight access, natural ventilation, noise insulation, privacy and will help decrease the worst effects of wind.

New, intensive, high-quality housing growth will be primarily focused within the main Adelaide Road corridor area, eg in apartments above ground-floor employment uses. Where new development is located adjacent to or adjoins lower density residential areas, height and setback restrictions will help protect amenity and character values.

### Key concepts:

- » developing good-quality streetscape and public spaces, a quality public transport system, and good parking to support intensive residential development
- » providing for residential growth without undermining the employment role of the area by encouraging new development that includes a mix of employment and residential activities eg apartments above ground floor employment uses (see Figure 14(a))
- » focusing new higher-density living in apartments along the Adelaide Road corridor area
- » encouraging high-quality intensive housing developments that demonstrate attention to design, quality materials, integration with local surroundings and provide internal parking
- » providing new rules and requirements in the District Plan to ensure high quality residential developments meet the needs of inhabitants (eg adequate sunlight access, natural ventilation, noise insulation and privacy) and are sensitive to existing residential areas
- » investigating the development of mixed-use/higher density housing guidelines under the District Plan to provide increased urban design guidance for new developments
- » encouraging comprehensive redevelopment of key sites and the amalgamation of smaller sites to ensure more efficient use of land and minimum impact on adjoining/neighbouring areas (especially housing)
- » encouraging the development of a variety of housing choices, including affordable and accessible housing for lower-income, student and ageing population groups
- » actively investigating the opportunities for increasing good quality affordable and social housing provision in the Adelaide Road area and working with key stakeholders such as Housing NZ to achieve this.

### Relevant actions (see Part 3 – Achieving the vision):

A1, A2, A3, A4, A5, A11, A12, A13, A14, A15, A16, A17, A20, A21, A22, A23, A24, A25

B1, B2, B3, B4, B5

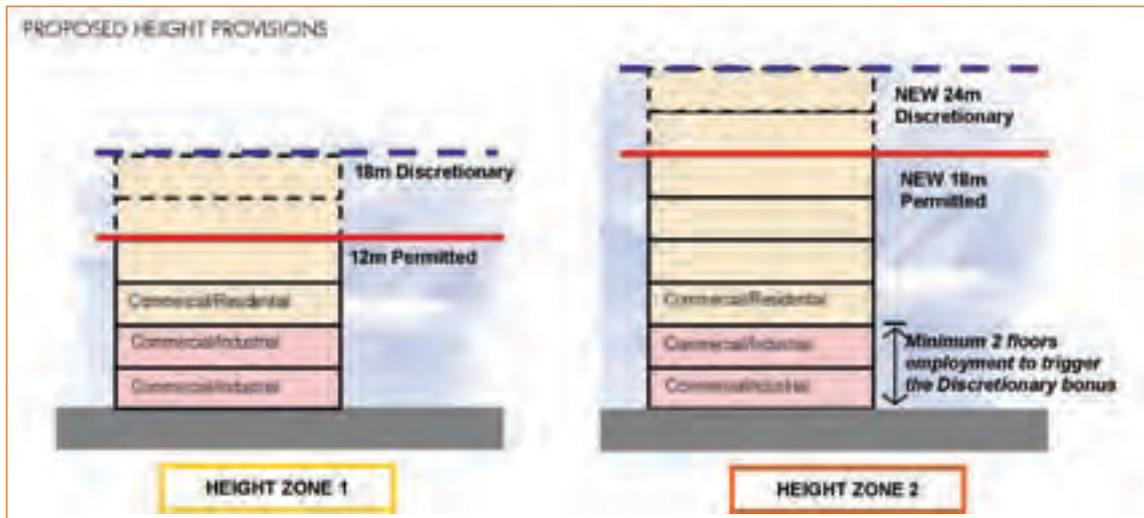


Figure 14(a) – Possible Adelaide Road height zones and mix of uses

*“We want Council to ensure that new developments really reflect the framework and achieve the overall outcome; that designs fit with the overall framework and the surrounding context ...”*

Community feedback 2008



Figure 14(b) – Height zone 1 and 2 areas – possible boundaries

# Part 3: Achieving the vision

## 6.0 Implementation actions

This section of the framework outlines the action plan for achieving the vision for the Adelaide Road growth area.

### 6.1 Role of the Council

The City Council will play an important role in realising the future vision for Adelaide Road. This role may take many forms from supporting and promoting positive change to direct investment in public works.

The Council's key roles:

- » **Leader** – developing strategy and policy, making decisions, leading by example, and working with the community
- » **Advocate** – encouraging and facilitating action by others towards joint goals
- » **Provider** – constructing and running essential infrastructure and community services
- » **Regulator** – managing development through resource consent processes
- » **Partner** – working with other organisations on joint projects and goals
- » **Informer** – providing information and undertaking research and education
- » **Coordinator** – ensuring integrated management of places through coordinated action by a range of public and private sector organisations.

### 6.2 Role of others

Many of the initiatives proposed in this framework will however only be successfully achieved with buy-in and investment from a range of private and public sector organisations. Other key stakeholders and potential partners include:

Key stakeholders and potential partners	Relevant issues/roles
Greater Wellington Regional Council	Public transport strategy Bus/public transport procurement Travel planning Regional planning
NZ Transport Agency	State highway planning and management and transport funding
NZ Bus	Bus services
Capacity – Wellington Water Management	Manages the Council's water and drainage network
Grow Wellington	Regional economic development
Housing New Zealand Corporation	Social and affordable housing provider
Government House	Landowner (Government House and grounds)
Wellington Hospital	Landowner
Capital and Coast District Health Board	Regional health services provider

<b>Other health organisations eg 24-hour medical centre, Blood Bank, Cancer Society etc</b>	Health services
<b>Ministry of Education</b>	Schools; landowner
<b>Massey University and other education institutes, eg NZ Schools of Dance and Drama, NZ Film School</b>	Tertiary education providers; landowners
<b>Local churches</b>	Landowners; community support/service/facility providers; youth groups
<b>Local schools</b>	Primary and secondary education providers; landowners Wellington High School – also an adult education provider
<b>Creches, kindergartens</b>	Early-childhood education
<b>Wellington Tenth Trust</b>	Kaitiakitanga
<b>Other landowners, business owners and developers</b>	Landowners, business owners; development of land and businesses
<b>Community groups and residents' associations</b>	Community-led initiatives; community networks
<b>Business groups</b>	Business-led initiatives; business networks

### 6.3 Action Plan

The Action Plan gives an overall picture of the Council's intentions in terms of the Adelaide Road area and allows for coordination and partnership with other organisations.

Actions have been split into potential capital works and other operational actions. Both tables show the indicative timing for the actions, as well as their relative priority and resourcing implications. Flexibility has been built into the timing and phasing of the potential actions identified. This is to help ensure the vision is affordable, and to recognise the linkages of many key actions with other related projects and work programmes and their timeframes, eg the Basin Reserve improvements under the Nguaranga to Airport Corridor Plan.

Some of the actions identified are already budgeted for in the LTCCP (Long Term Council Community Plan) which looks at the Council's activities and spending 10 years ahead. Other activities and initiatives will require new funding (as indicated).

#### Funding implications

It is important to note that the availability of funding from the Council for projects proposed in the framework is not guaranteed. The prioritisation and funding of proposals will be determined as part of the LTCCP and Annual Plan processes, when the Council considers new initiatives and weighs up the priority to be given to individual projects across the city.

Many of the actions proposed in the framework can be achieved through existing Council work programmes and budgets. Some initial funding for streetscape works has been set aside in the LTCCP for the 2008/09 and 2009/10 financial years.

Other actions may be part-funded through other means such as development contributions or a targeted rate. Significant roading works (eg upgrading the Adelaide Road corridor and public transport improvements) may be eligible for a subsidy from the NZ Transport Agency (formerly Transit NZ and Land Transport NZ) because they provide wider benefits to the city's transport system.

Whilst the framework's actions are focused on the role of the Council in facilitating the vision, it is clear that the vision cannot be successfully achieved by the Council alone – it also depends on interest and investment by the private sector. The Council will therefore work in partnership with private landowners and developers to realise the vision.

## Priority and timing of actions

In terms of the relative importance of actions to achieving this framework's long-term vision, several different levels of priority have been assigned to actions as follows:

- » **Priority 1** = Essential (ie considered essential to achieving the vision outlined in the framework) – these are split into “must do's” and other actions that are still essential to the vision but can follow at a later date in line with funding and resources
- » **Priority 2** = Recommended (ie important to achieving the vision but not absolutely essential)
- » **Priority 3** = Desirable (ie of lesser importance/priority, but nice to do if possible and if funding available)
- » **Priority 4** = Low (ie lowest importance/priority; not essential to the vision outcomes).

Actions have also been assigned an indicative timeframe for implementation, including suggestions for the potential timing of different phases of action components eg investigation, planning, detailed design, and construction. The purpose of the indicative timeframes is to assist work programme planning and funding applications.

- » **1-3 years** = short-term
- » **3-5 years** = short to medium-term
- » **5-10 years** = medium-term
- » **10+ years** = long-term.

## 6.4 Potential operational actions

Potential actions	Council role	Indicative timing	Priority and resources	Potential partners
<b>Facilitating development</b>				
A1. Communicate the future vision for Adelaide Road to the community, other public-sector organisations and the private sector.	Leader	1–5 years	<b>Priority 1 – Essential – achievable within existing funding streams</b>	Grow Wellington; business groups; other agencies; developers
A2. Investigate and recommend options for the Council to take a more active role in facilitating redevelopment in Adelaide Road, eg through purchasing land and facilitating development to realise the vision, establishment of a land development agency, private/public partnerships, demonstration projects, business improvement districts.	Leader	1–3 years	<b>Priority 1 – Essential – part existing funding, part new funding</b>	Other agencies; developers
A3. Actively work with landowners, developers and investors to ensure new development/redevelopment contributes towards the achievement of the framework’s vision, including: <ul style="list-style-type: none"> <li>» encouraging landowners and investors to redevelop under-utilised sites and relocate car parking away from street frontages on Adelaide Road</li> <li>» encouraging development that includes a mix of employment and residential activities (including affordable housing where appropriate)</li> <li>» encouraging comprehensive redevelopment of sites</li> <li>» encouraging developers of new buildings (and alterations/refits of existing buildings) to incorporate environmentally sustainable design</li> <li>» encouraging the adoption of travel demand management measures by large employers, businesses, institutions, housing developments.</li> </ul>	Advocate/Coordinator	Ongoing	<b>Priority 1 – Essential – but linked to market and investment interest; achievable within existing funding streams</b>	Landowners, business owners and investors; business groups; institutions

A4. Ensure any Council infrastructure works or community facilities contribute towards the achievement of the framework's vision and outcomes.	Leader	Ongoing	Priority 2 – Recommended – linked to Council infrastructure upgrades or works; achieve within existing funding streams	Capacity
A5. Complete a development opportunities study to investigate potential strategic property development opportunities in the Adelaide Road area.	Leader	1–3 years	Priority 2 – Recommended – flexible in terms of timing, but useful to do early in framework implementation; achievable within existing funding streams	
<b>Adelaide Road corridor upgrade (linked to potential capital works actions)</b>				
A6. Complete a detailed land acquisition study to confirm any affected buildings/lots under the future Adelaide Road widening and streetscape works and estimate initial costs.	Leader	1–3 years	<b>Priority 1 – Essential (do now) – linked to action B1 (cost part of A7 estimate)</b>	
A7. Amend the District Plan to include a designation for the future widened Adelaide Road corridor.	Leader	1–3 years	<b>Priority 1 – Essential (do now) – requires immediate start to ensure designation is established; new funding required; integral to Adelaide Road corridor upgrade (action B1); initial estimated cost; \$100,000</b>	
A8. Roll out Notices of Requirement for any building-line adjustments for road widening purposes on Adelaide Road.	Leader/Regulator	1–5 years	<b>Priority 1 – Essential but happens once designation in District Plan; linked to action B1</b>	Greater Wellington, NZTA
A9. Prepare a bus stop location plan for Adelaide Road including design and location of new proposed bus stops and revisions to existing stops (links to action B8).	Leader/Provider	3–5 years	Priority 2 – Recommended – flexibility in terms of timing; new funding but linked to Adelaide Road corridor design and part of costs of actions B1/B8	Greater Wellington, NZ Bus
A10. Investigate detailed design for colonnading the Old Bank Building on Adelaide Road.	Leader/Provider	5–10+ years	Priority 4 – Low priority – linked to John Street upgrade and Adelaide Road upgrade; new funding required	Building owner

<b>Policy review and amendment</b>				
<p>A11. Review and amend District Plan objectives, policies and rules in relation to:</p> <ul style="list-style-type: none"> <li>» Adelaide Road corridor designation</li> <li>» building heights, setbacks, densities</li> <li>» quality urban design</li> <li>» mix of uses</li> <li>» parking requirements</li> <li>» interface with street, public spaces, existing residential areas</li> <li>» heritage and character protection</li> <li>» the quality and location of residential infill development</li> </ul>	Leader/Regulator	1-3 years	Priority 1 – Essential (do now) – achievable within existing funding streams – linked to suburban centres and infill housing reviews	
<p>A12. Review and amend District Plan design criteria and guidelines to achieve:</p> <ul style="list-style-type: none"> <li>» well designed buildings and spaces</li> <li>» active street frontages</li> <li>» improved public safety</li> <li>» improved pedestrian accessibility and connectivity</li> <li>» reduced visual impact of car parking</li> <li>» safer public spaces</li> </ul>	Leader/Regulator	1-3 years	Priority 1 – Essential (do now) – achievable within existing funding streams – linked to suburban centres and infill housing reviews	

A13. Review and amend the Council's Development Contributions Policy as it relates to new development in the Adelaide Road growth area to help fund the area's development eg roading and streetscape improvements, public space improvements.	Leader/Regulator	1-3 years	<b>Priority 1 – Essential (do now) – achievable within existing funding streams; link into 08/09 LTCCP review</b>	
<b>Parking</b>				
A14. Complete a parking study for Adelaide Road to help plan for and provide a targeted management strategy for residential, shopper, visitor and employee parking.	Leader	1-3 years	Priority 2 – Recommended; achieve within existing funding streams. Linked to Council's Parking Policy, Activities 1, 2, 7, 9.	Landowners and business owners, residents
<b>Urban open space upgrade</b>				
A15. Commission an open space assessment of Council-owned public areas in the Adelaide Road area (refer Outcome 1) to determine relative upgrade priorities and potential costs.	Leader/Provider	3-5 years	Priority 2 – Recommended; some flexibility in terms of timing; link into other similar assessments being undertaken for growth areas.	Community groups and residents associations
A16. Investigate the possible future expansion of the Hospital Road reserve (in conjunction with the proposed Vietnamese Garden) as well as the demand for a playground.	Leader/ Partner/ Coordinator	3-5 years	Priority 2 – Recommended – existing funding	Community groups, residents associations, early childhood providers in area
A17. Consider the possible long-term development of an alternative pedestrian/cycle route linking Hanson/ King Street through to Belfast/Rugby Street and the city.	Leader/Partner	5-10+ years	Priority 3 Desirable – significant flexibility in terms of timing; new funding required.	Landowners, community groups, residents associations
<b>Community network</b>				
A18. Consider the community and social needs of the growing Adelaide Road/Mt Cook area and align with the Council's work programmes including the Community Facilities Review.	Provider/Partner	1-5 years	Priority 2 – Recommended; some flexibility in terms of timing as linked to the Council's review of community facilities; achieve within existing funding streams	Community groups and residents associations

A19. Promote and ensure accessibility of existing community facilities located in close proximity to the Adelaide Road area	Informer/Coordinator/ Partner	1–10 years	Priority 2 – Recommended – achievable within existing funding	Community groups and residents associations
A20. Support interactions between residents and major institutions/ organisations to achieve more shared use of facilities.	Coordinator/Advocate	1–10 years	Priority 2 – Recommended but dependant on opportunities; achievable within existing funding	Community groups and residents associations
A21. Investigate the use of safety (eg CPTED) and health (HIA) assessment tools as ways of improving safety and health benefits of new development/ redevelopment in Adelaide Road, and encourage the use of these tools by developers of significant new developments in the area as part of their assessment of effects.	Coordinator/ Advocate	3–5 years	Priority 3 – Desirable – flexibility in terms of timing as linked to opportunities arising; possible partnering with the community to undertake assessments	Community groups, residents associations
<b>Character and heritage</b>				
A22. Undertake a detailed character and heritage study of all identified heritage and character areas and properties to determine which should be subject to more stringent regulatory requirements and which should be allowed to change and transition over time.	Leader/Regulator	1–3 years	Priority 2 – Recommended – links into Suburban Centre and residential District Plan changes that are under way; achievable under existing funding streams	
A23. Prepare a heritage/character design guideline to give advice on appropriate responses to heritage buildings or character areas in redevelopment schemes.	Leader/Informer/ Regulator	3–10 years	Priority 2 – Recommended; flexibility in terms of timing – could be possible to achieve within existing funding streams; could be linked to District Plan review	
A24. Investigate measures (eg view protection shafts/corridors) to ensure appropriate protection of views to and from Government House and its grounds and views to the War Memorial and Carillon.	Regulator/ Partner	1–3 years	Priority 2 – Recommended – links into Suburban Centre District Plan change that are under way; achievable under existing funding streams	NZ Historic Places Trust, Government House, Massey University, Department of Culture and Heritage

<b>Affordable housing</b>					
A25. Work with Housing New Zealand Corporation, other organisations and developers to investigate the opportunities for providing good quality affordable and social housing in the Adelaide Road area.	Advocate/Partner	Ongoing	Priority 3 – Desirable – could do investigation within existing funding streams	HNZC, developers, housing organisations	
<b>Way-finding improvements</b>					
A26. Produce a walking map showing the connections between Adelaide Road and the surrounding suburbs, hospital, Massey University, and decide where the map is to be distributed and displayed.	Informer/Leader/Coordinator	1–5 years	Priority 2 – Recommended; flexibility in terms of timing – likely to require new funding; estimated cost \$5000	Community groups; Greater Wellington	
<b>Evaluation and review</b>					
A27. Review and evaluate the implementation of the framework, and the achievement of key outcomes, at regular intervals, eg every five years.	Coordinator	3–5 years and 10+ years	Priority 3 – Desirable; achieve within existing funding streams	Community and stakeholders	

## 6.5 Potential capital works

Potential capital works		Indicative timing	Priority and resources
<b>Road corridor and streetscape upgrades</b>			
<p>B1. Designing, reconfiguring, widening and upgrading Adelaide Road corridor. Includes:</p> <ul style="list-style-type: none"> <li>» necessary land acquisition</li> <li>» detailed design of road corridor layout</li> <li>» widening road corridor to 25.5m</li> <li>» reconfiguration of corridor (two preferred options – permanent edge or centre public transport provision)</li> <li>» mid-block pedestrian crossings in key strategic points</li> <li>» streetscape and footpath upgrade, including suitable stormwater management solutions</li> <li>» public transport and cycle improvements.</li> </ul>	<p>Step 1 : Detailed design of corridor 3–5 years</p> <p>Step 2: Property purchase 3–10 years</p> <p>Step 3: Construction 5–10+ years</p>	<p><b>Priority 1 – Essential, but some flexibility in terms of timing; linked to timing of Basin Reserve improvements under Ngauranga to Airport Corridor Plan</b></p> <p>Some existing funding set aside; additional new funding required.</p> <p>Initial estimated cost: \$4.8m (\$6.8m with central median trees); excludes any land acquisition costs.</p> <p>Existing funding; streetscaping approx. \$1.1m (08/09 and 09/10 financial years); bus priority measures approx \$85,000.</p> <p>Additional potential funding sources:</p> <ul style="list-style-type: none"> <li>» NZTA subsidy (53%)</li> <li>» development contributions</li> <li>» Council capex funding</li> </ul>	
<p>B2. John Street/Riddiford Street intersection upgrade. Includes:</p> <ul style="list-style-type: none"> <li>» dedicated right-hand turn and median removal</li> <li>» signalised pedestrian crossing</li> <li>» streetscape / footpath upgrade.</li> </ul> <p><i>Additional investigation into possible colonnading of Old Bank Building (only if parking in front of building is required) – low priority</i></p>	<p>Step 1: Detailed design 1–5 years</p> <p>Step 2: Construction 3–10 years</p>	<p><b>Priority 1 – Essential, but some flexibility in terms of timing; linked to Adelaide Road corridor upgrade</b></p> <p>New funding required for construction but initial design work could be achieved using the existing funding in LTCCP for Adelaide Road improvements.</p> <p>Initial estimated cost: \$650,000.</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> <li>» NZTA subsidy (53%)</li> <li>» development contributions</li> <li>» Council contribution</li> </ul> <p><i>Initial estimated cost for colonnading of Old Bank building: \$750,000</i></p>	

<p>B3. Drummond Street streetscape and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>» streetscape and footpath upgrade, including stormwater management</li> <li>» upgrade of walkway and steps up to Tasman Street</li> <li>» narrowing of Drummond Street intersection with Adelaide Road</li> </ul>	<p>Step 1: Detailed design 1–3 years</p> <p>Step 2: Construction 3–5 years</p>	<p>Priority 2 – Recommended – could be achieved using the existing funding in LTCCP for Adelaide Road improvements.</p> <p>Initial estimated cost: \$750,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> <li>» development contributions</li> <li>» Council contribution</li> </ul>
<p>B4. Douglas Street streetscape upgrade and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>» streetscape and footpath upgrade, including stormwater management</li> <li>» upgrade of walkway and steps up to Tasman Street</li> <li>» narrowing of Douglas Street intersection with Adelaide Road</li> </ul>	<p>Step 1: Detailed design 3–5 years</p> <p>Step 2: Construction 5–10 years</p>	<p>Priority 3 – Desirable; significant flexibility in terms of timing.</p> <p>New funding required.</p> <p>Initial estimated cost: \$375,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> <li>» development contributions</li> <li>» Council contribution</li> </ul>
<p>B5. King Street streetscape and intersection upgrade.</p> <p>Includes:</p> <ul style="list-style-type: none"> <li>» streetscape and footpath upgrade, including stormwater management</li> <li>» narrowing of King Street intersection with Adelaide Road</li> </ul>	<p>Step 1: Detailed design 5–10 years</p> <p>Step 2: Construction 5–10 years</p>	<p>Priority 3 – Desirable; significant flexibility in terms of timing.</p> <p>New funding required – linked to Adelaide Road corridor upgrade</p> <p>Initial estimated cost: \$400,000</p> <p>Potential funding sources:</p> <ul style="list-style-type: none"> <li>» development contributions</li> <li>» Council contribution</li> </ul>

<p>B6. Hospital Road intersection upgrade and signalised pedestrian crossing.</p>	<p>5-10 years</p>	<p>Priority 3 – Desirable; significant flexibility in terms of timing New funding required (could be linked to Adelaide Road corridor upgrade) Initial estimated cost: \$300,000 Potential funding sources: » development contributions » Council contribution</p>
<p>B8. Rugby Street/Adelaide Road intersection and pedestrian crossing upgrade.</p>	<p>5-10 years</p>	<p>Priority 3 – Desirable; flexibility in terms of timing but link in with Basin Reserve improvements under Ngauranga to Airport Corridor Plan. Initial estimated cost: \$300,000 New funding required; Linked to Basin Reserve improvements Potential funding sources: » NZTA (53%) » development contributions » Council contribution</p>
<p><b>Bus stops</b></p>		
<p>B9. Adelaide Road bus stop consolidation, revised locations and upgrades (links to action A8 – bus stop plan).</p>	<p>Step 1: Planning 1-3 years Step 2: Construction 3-5 years</p>	<p>Priority 2 – Essential but flexibility in terms of timing; could be started now or could be linked to Adelaide Road corridor and streetscape upgrades in 7-10 years time Initial estimated cost: \$200,000</p>
<p><b>Way-finding improvements</b></p>		
<p>B10. Install way finding and directional signage for pedestrian cross routes.</p>	<p>3-5 years – short to medium term</p>	<p>Priority 2 – Recommended – flexibility in terms of timing; can be linked to Adelaide Road streetscape improvements/upgrades in the area but could also happen separately Initial estimated cost: \$3000</p>