

STREETS

- **Make our streets green**
- **Ensure connections are easy to make**
- **Create an eco inner-city**
- **Create inner-city neighbourhoods**

Streets are a critical part of a city's structure. They provide a context for buildings, express the underlying landform, and provide a basis for the local economy – allowing for the movement of people and goods, and providing places where people interact.

Improvements to Wellington's streets will give better access across and within the city' enhance access to open space areas such as the waterfront and the Town Belt, make streets more attractive and pleasant, and add to the central city's character.

Walking is at the start and the end of every journey. It's also the cheapest form of travel, the most environmentally friendly, and the most sociable. Pedestrians give a city its life.

Wellington's streets therefore need to be designed and built to encourage walking. This means that walking routes have to be safe, well-lit, sheltered and attractive. The city has to be easy to navigate on foot. There must be a range of possible walking routes from place to place, with each route punctuated with places to stop such as shops, cafés and open spaces.

While all great cities are walking cities, other modes of transport are also important. The city should be safe to cycle, skate or

move about in a wheelchair. Cycling routes should be clear, and cycle stands easy to find.

Almost half of Wellingtonians use public transport to get to and from work in the central city, and demand is likely to increase in future. The street system should support reliable, efficient public transport. And public transport stops should be comfortable and easy to find.

Vehicles will remain important for transport of people and goods, and the street system must also support safe, efficient vehicle movement. The transport network has a natural rhythm depending on the time of day and week. Some streets are important routes into and across the city and are busiest at peak hours, while others are more important for shoppers and other short-term visitors and remain busy throughout the day or weekends.

The following projects reflect these factors and aim to make greater use of the city's streets – ensuring they provide ease of movement and increasingly become destinations in their own right.

**80 PERCENT OF
THE CENTRAL
CITY'S OPEN
SPACE IS
MADE UP
OF STREETS**

LEGEND

- East West streets
- North South streets
- Irregular streets
- Lanes

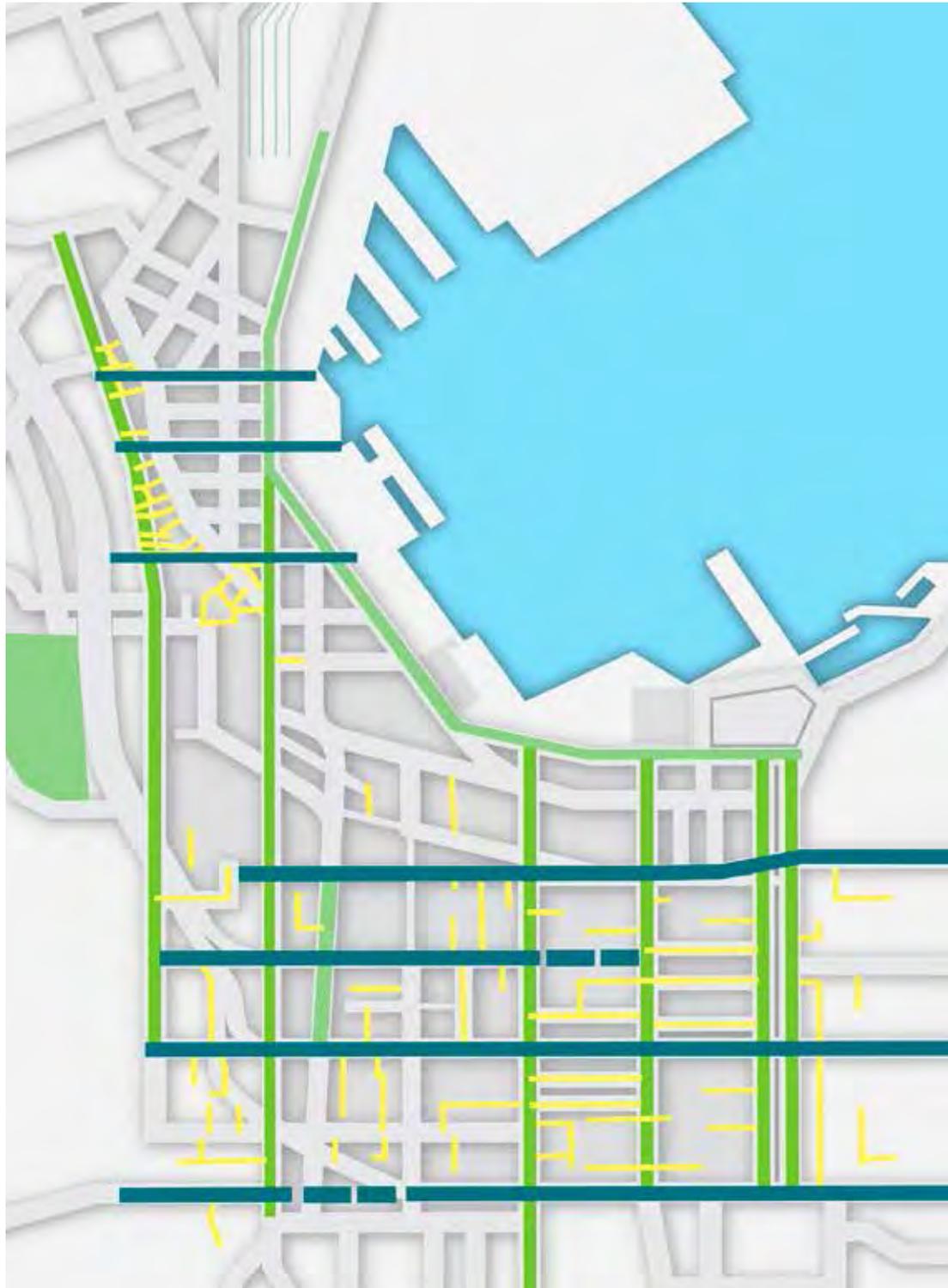


Figure 7.
The overlay
above depicts the
relationship of the
proposed different
streets projects.

NORTH-SOUTH BOULEVARDS

Te Aro's North-South streets include Kent and Cambridge terraces, Tory and Taranaki streets, Cuba Street and Willis Street. They are important both for people and vehicles getting in and out of the city, but they are not performing as well as they could, either as transport corridors or as pedestrian areas, largely because:

- buildings, kerbs and footpaths do not always align, which affects activities at ground level and creates left-over and dead spaces
- street blocks are too big – larger blocks mean fewer route options for pedestrians and so less diversity of shops, cafés and other services
- there are not enough areas of interest to encourage people to stop and spend time
- poor sight lines make it hard for pedestrians, cyclists and drivers to

navigate, and break the connection between the city and the waterfront.

In effect, these streets are merely acting as corridors – rather than as spaces where people will spend time.

Future improvements to these streets will:

- clarify the alignment of buildings, kerbs and footpaths
- clarify the role these streets play in connecting people and vehicles throughout the city and form appropriate streetscape responses
- improve pedestrian spaces
- promote active uses at street level – such as shops, cafés, appropriate residential development and other uses with open doorways and/or dynamic window displays
- provide street trees, where appropriate, transforming them into urban boulevards.

Figure 8.
A vision for the greening of Taranaki Street. The design would include landscaping and footpath redesign while maintaining the flow of transport.





Boulevards design brief

This will define the role of each North-South street and design the future streetscape to ensure increased pedestrian and cyclists' comfort, while accommodating public transport and private vehicles. This will also take into consideration best practice sustainable streetscape design. Each street will have slightly different considerations however. Some common factors include climate (wind and solar), lighting, road dimensions, cycling, public transport considerations, landscaping, street furniture, building controls.

Areas of opportunity

Taranaki Street

Taranaki Street is a major movement spine within the city and it is proposed it will be 'greened'. This street forms part of the processional route through the city from Parliament up to Government House. The design will ensure prioritisation of pedestrian comfort through comprehensive landscaping, paving and lighting upgrades. A review of development controls, canopy provision and encroachments will also be undertaken.

Willis Street

This specific design will consider Willis Street from Karo Drive right through to Customhouse Quay. This is important as it provides a spine through from the south of the city to the Westpac Stadium. As the nature of the street changes over its length this will most likely be reflected in the design (ie the 'Golden Mile' section will be paved differently). However, this design will comprehensively review alignments at street and upper levels, shading of the street from adjacent buildings, views, comprehensive street landscaping, paving and lighting.

Kent and Cambridge terraces

These streets have an important role to play in relation to the Basin Reserve and the waterfront. The intention is to combine a number of the median islands into a linear park. Alternative concepts will also be explored, such as placing the park at the eastern side of the road providing a clear edge to the central city. Key sites for development will also be identified.

Tory Street

Tory Street is an important street for views. Because the elevated south end is visible along the street, it also helps people to understand the topography of Te Aro. Uneven building alignments and encroachments make Tory Street feel 'messy'. These will be reviewed, along with comprehensive street landscaping, finishes, furniture and lighting.

Cuba Street

This specific design will aim to protect the character of Cuba Street. It will include a review of heritage controls and built-form controls (ie controls of building size and shape), landscape, open space network, and the potential for development of an outdoor performance space. It will also enhance character through lighting, planting, paving and street furniture. The incorporation of an enlarged Te Aro Park, and the addition of key lanes and links, will also be considered.

Potential actions

- Set design principles.
- Specify furniture, paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for catalyst projects: Taranaki Street and Willis Street.
- Design concepts for longer-term projects.
- Complete upgrade of Taranaki Street and Willis Street Golden Mile section (within established budget).
- Sustain partnerships with property owners to achieve desired built-form results.
- Study and prepare recommendations for built-form controls for inclusion in the District Plan.
- Establish costs and funding for longer-term projects.

EAST-WEST CONNECTORS

The central city is framed by the harbour and Town Belt. These provide a stunning backdrop as well as recreational spaces. Despite their close proximity, they can be difficult to access.

The city's East-West streets can enhance the connections between the city and the Town Belt, waterfront, and university campuses.

The longer East-West streets in Te Aro provide cross-valley links. Their large blocks provide visual connections across the city but could function better with clearer pedestrian connections into the Town Belt and up to

Victoria University's Kelburn campus. These pedestrian connections, in turn, have the potential to increase the amount of pedestrian activity into and within Te Aro.

This could be achieved through the introduction of street trees and shared spaces, which would enhance urban ecology and soften the cityscape, making it more comfortable for pedestrians.

Improving the intersections and uses of the shorter streets in the Lambton Quarter could provide more direct connections from the city to the waterfront.

Figure 11. Cross-valley connections will make the Town Belt more accessible from the city. Connecting existing city streets with the pathways within the Town Belt and ensuring entry points are easy to get to.



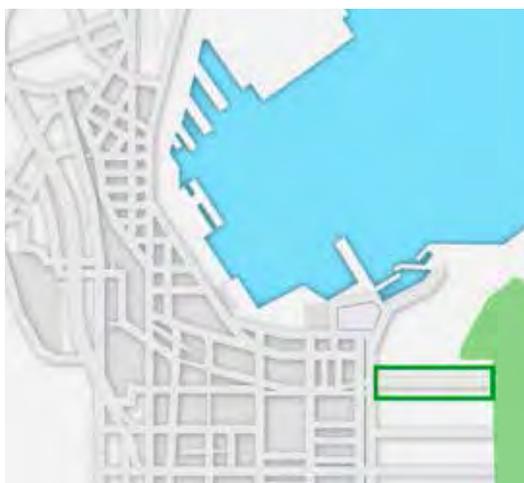


Figure 9.
Location of
Majoribanks Street.

Figure 10.
Existing
Majoribanks Street.

East-West connectors design brief

This project involves making the open spaces on the central city's edge more desirable and easy to get to. It also involves making the most of the city's streets as open spaces, and making them 'greener' and more attractive. Specific streetscape design will be undertaken to protect character of streets through heritage review, corridor studies and revised built-form controls, clarifying each street's role in Te Aro, and setting a palette for lighting, planting, paving and urban design fittings.

Areas of opportunity

Buckle Street

Buckle Street frames the southern end of the CBD. It is a core element of the (capital city) processional route, being the address for the memorial park and the Carillion. Massey University also fronts the street. These will need to be critical considerations in the detailed design of the Ngauranga to Airport roading upgrade.

Vivian Street

Vivian Street (adjoined by Pirie and Buller streets) provides a direct line of sight and is the only continuous road across the valley. Design intentions include:

- enhanced pedestrian connections at the edges to the Town Belt and Victoria University
- ensuring that entry points relate to commuting routes
- improvements to pedestrian comfort.

Dixon Street/Courtenay Place/Majoribanks Street

These are already well integrated streets within the city. This project requires minor works (including signage, lighting, and well designed access points).

Willeston Street

The street is an axis with notable heritage sites (Stewart Dawsons corner and the Old Bank Arcade) and one of the highest pedestrian spots in the city. Its potential as a visible and short connection to the waterfront is not realised. This can be achieved through:

- an improved ground level crossing point to Frank Kitts Park
- work with property owners to encourage new ground level activity along the street and at the corner of Jervois Quay.

Waring Taylor Street

While there is limited activity on this street, it offers a clear visual connection to the waterfront. Its potential as a primary pedestrian access route is likely to increase with developments in the Kumutoto area of the waterfront. The physical quality of the street (ie lighting and paving) should be improved as part of its next scheduled upgrade.

Potential actions

- Set design principles.
- Specify furniture, the paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for each identified street.
- Engage with artists on specific streets to produce conceptual ideas.
- Work with NZTA on Buckle Street design.
- Investigate options for pedestrian routes from Buller Street to the university.
- Investigate Town Belt track links for commuting.
- Facilitate ground floor activity on building developments on Willeston Street.
- Consider heritage as a key priority in design and planning.

LANEWAYS

Laneways are small streets that link larger street blocks, offering pedestrians, vehicles and cyclists shorter routes through the city. They also bring light into potentially dark areas, offer views of nearby landscapes, and provide sheltered routes in bad weather.

By making movements easier and quicker, they encourage people to get out and about. This increases opportunities for people to interact with each other, makes street life more vibrant and safe, and allows retail and other activity to thrive.

Wellington already has a network of small streets but there is scope to improve these

to create a network of highly distinctive, attractive, pedestrian-friendly, safe and viable laneways.

This will require both public and private commitment, as many laneways are in private ownership. The aim is to prioritise laneways that are most important to the overall pedestrian network, work with property owners and developers to encourage better design and land use, and embed a regulatory environment that supports this.

Figure 14. Making lanes safe, vibrant, and pleasant environments to be in will provide a secondary, more sheltered network for people to move through the city in.



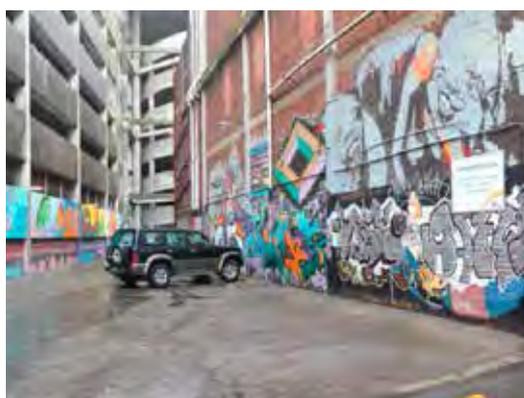


Figure 12.
Location of Opera
House Lane.

Figure 13.
Existing Opera
House Lane.

Laneways design brief

The design brief will determine which laneways have the most potential for development and set out how they can develop in ways, that increase pedestrian use of the laneways and surrounding areas, thereby making ground floor uses such as shops, cafés, exhibition spaces and so on more viable. The brief will encourage development opportunities by demonstrating the potential for laneways to become more heavily used. Specific design of the different type of lanes throughout the city will also be included. The design will consider comprehensive landscaping, finishes, adjacent uses and lighting. The lanes identified below are recommended as catalyst projects.

Areas of opportunity

Opera House Lane, Eva Street, Leeds Street

These lanes, plus the extension of a link across the Michael Fowler car park, will provide significant improvements in connectivity between Te Aro and the waterfront.

Plimmer Steps, Cable Car Lane, Farmers Lane, Masons Lane

These links, stairs and lanes bridge the vertical gap between The Terrace and Lambton Quay. These will become critical as more buses are using The Terrace and people are looking for better ways to connect to the Lambton Quay level.

Ebor Street, Holland Street West, Alpha Street

These small streets could be extended through to the other side of the blocks they inhabit. Such an extension could provide opportunity for residential development and potentially greater public open space.

Potential actions

- Set design principles.
- Specify furniture, the paving and vegetation standards for streets to relate to Public Space Design Manual.
- Complete detailed streetscape design for each identified street.
- Engage with artists to produce art strategy for lanes.
- Develop recommendations for built-form controls to amend the current District Plan.
- Sustain partnerships with property owners to achieve desired built-form results.
- Consider property acquisitions as an option to ensure delivery of lanes.
- Fund minor street improvements.

IRREGULAR STREETS

Lambton Quay and Courtenay Place follow the form of the original Wellington shoreline, while Jervois Quay follows the current form. These streets vary in width, and are often curved. This adds a distinctive aspect to the city's character, and also creates a number of open spaces (many of which are triangular – see section 4.3 *Open spaces*) where these streets intersect with those on the North-South or East-West grid.

Victoria Street is the result of a number of streets being combined to form one street. It, too, is irregular in shape with a distinctive kink as it intersects with Manners and Dixon streets. For future improvements to Victoria Street, see section 4.4 *Precincts*.

Figure 17. Buildings are used to define the edge of the street and parks. Where irregular streets meet the city grid triangle spaces are formed, these could be used for green spaces that provide relief from the buildings.



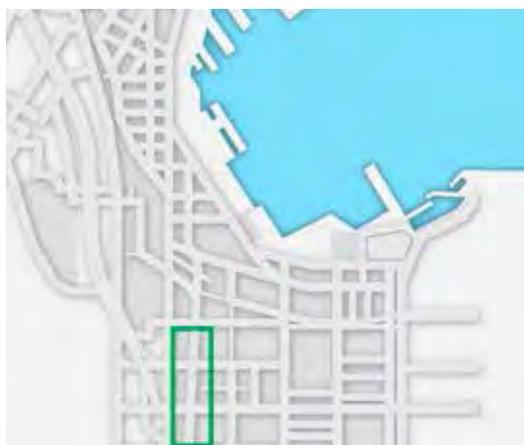


Figure 15.
Location of
Victoria Street.

Figure 16.
Existing Victoria
Street.

Irregular streets design brief

Specific street design projects for each of the irregular streets are required, as they all have very different constraints and opportunities. In general, these specific design projects should identify the role of each street and how that can complement the other streets within the city centre.

Areas of opportunity

Jervois Quay

This design will consider the future of the quay in light of the Ngauranga to Airport Corridor Plan. It should see traffic on the quays reduced once the State Highway works are complete.

Lambton Quay study

This will consider built-form alignments at street and podium level, access to sunlight, views, key links between The Terrace and the waterfront and sites for urban renewal.

Victoria Street

This project will be specifically related to the Victoria Street Precinct Plan. The street design component will review the alignment of buildings and kerbs, landscaping, finishes, lighting, and street furniture to prioritise pedestrian comfort. Alongside this, both the precinct plan and the new residential design guide will provide built-form guidelines. Key sites for public and private catalyst projects will also be identified.

Potential actions

- Set design principles and approaches to these streets.
- Complete concept streetscape design for each identified street to feed into precinct studies.