3.0 OUR ACTION PLAN

Our focus areas

This section sets out the Council’s actions for specific components of the city – urban development, transport, infrastructure, and open spaces. The actions are grouped under the following six focus areas:

- transformational growth areas
- liveable and vibrant centres
- real transport choices
- housing supply and choice
- natural environment
- city resilience.

Each focus area outlines a series of opportunities, projects and actions seen as important in shaping the future growth and development of the city with particular emphasis on the next 10 years. These may apply citywide, or may be location specific, depending on the situation.

While some opportunities may relate to only one issue, often they will have multiple benefits. For example, areas such as investment in Victoria Street provide major opportunities for regeneration and residential growth, but are also beneficial in delivering improved public transport, cycling and walking.

A detailed implementation plan for these actions will be developed for consideration as part of our 2015-25 Long-term Plan.

Key actions

The following map describes the key components of the plan’s overall approach. It builds on the concept of the growth spine as the city’s key development, transport and investment corridor. It also underlines the central city’s role as the main economic, social and cultural hub of the region, and emphasises its capacity for further high-density apartment development and commercial growth.

The growth spine is anchored by Johnsonville and Kilbirnie town centres. These are Wellington’s largest centres outside the central city, and have the ability to support more intensive residential and mixed-use development. The city’s other suburban centres provide for a mix of residential, commercial, social and cultural activities, with more intensive types of housing encouraged in suburban locations with good supporting transport and other infrastructure. New greenfield residential growth is provided for in the city’s northern growth areas.
The delivery of the public transport spine and cycle lanes will encourage development in the Adelaide Road area. Berhampore and Island Bay will be looked at as future growth areas.

Johnsonville and its town centre will be a targeted regeneration area with major roading improvements and further medium-density housing.

The Petone to Grenada link road will support residential and employment-related development in the Lincolnshire Farm and Stebbings Valley growth areas.

A number of projects will happen in the central city. The Victoria Street upgrade will be followed by improvements and regeneration in Te Aro. Other precincts will also be targeted for investment, including the Civic Centre, our laneways and Kent and Cambridge terraces. A Port Access Plan will look at improving port access. Transport improvements will include the public transport spine, safe cycle lanes and improvements to the State highway network.

Investments will be made in public transport, cycle facilities and the airport precinct. Support and regeneration of Kilbirnie and Miramar town centres will continue as well as guidance on appropriate development for Shelly Bay and Watts Peninsula.
TRANSFORMATIONAL GROWTH AREAS

This focus area brings together the actions required to deliver quality urban development in locations suitable for growth. In identifying such locations, we take a number of factors into consideration, including:

- key transport infrastructure
- existing amenities and services
- existing community and educational facilities
- existing open space and recreational facilities
- the capacity of the existing utilities
- if change in the area will enhance the mix of home types and business uses available to the community.

Our approach builds on the previously identified growth spine, directing development towards the central city, Adelaide Road, Johnsonville and Kilbirnie. The benefits of the growth spine approach include:

- improving the efficiency of infrastructure by locating more people in areas with existing high capacity
- retaining the character of residential areas that many people enjoy by directing increased density to selected locations
- providing opportunities for people to live closer to where they work, shop and access high-quality transport options
- concentrating investment into a smaller number of centres.

In addition to the growth spine, the plan provides for development in greenfield areas north of the city. It also includes supporting the important economic hubs around the port and the airport.

To transform some of the areas, we will need to work with external partners to co-invest and maximise the benefits to the city. We will also need to coordinate land use, transport improvements and investment in infrastructure to create the right conditions to generate economic and urban growth.
Transformational growth areas

Upper and Lower Stebbings
Lincolnshire Farm
Johnsonville
Port
Victoria, Cuba Street precinct
Te Aro
Adelaide Road
Kilbirnie
Airport

Legend
- Central city growth precincts
- Growth centres
- Economic hubs
- Greenfield growth
- Cycle network
- Bus priority spine
- Bus priority spine suburban extension
- Rail connections
1. Activate the development of identified growth areas

To stimulate growth in the locations we have identified, the Council needs to target action and investment. To encourage development, we need to provide incentives, ensure supporting District Plan provisions, partner with others, and take a more active role in the development market.

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| The Council will **facilitate new development** in identified growth areas. | • **Deliver the Convention Centre** - in partnership with others, to support our economic growth, increase vitality and improve the amenity and connectivity in this part of the central city.  
• **Review our venues** and identify opportunities for new facilities, such as whether a concert venue would benefit the city.  
• Identify opportunities for the **Council Urban Regeneration Unit** to deliver regeneration projects in growth areas.  
• **Work in partnership with external parties** to develop feasible proposals for specific sites that could act as catalysts for further change in growth areas.  
• Assess the provision of **community, recreation and open space facilities** in identified growth areas and address gaps as and when required.  
• **Coordinate with other service providers** (eg Ministry of Education) to ensure additional population is appropriately catered for.  
• **Align investment in infrastructure with growth projections** - we will develop and use modelling tools to understand current Council infrastructure (water, sewerage, drainage) condition and capacity, and future demand. These tools (eg economic yield analysis, infrastructure affordability index, hydraulic models) will help inform our investment and growth decisions.  
• **Coordinate with utilities providers** (eg Wellington Electricity Lines Ltd) to ensure sufficient capacity is provided to support growth.  
• Develop a **strategic land acquisition plan** to facilitate revitalisation priorities and to support the development of the city’s transport network (particularly for public transport and cycling goals) and other facilities required to support population growth. |

**Adopt incentives to stimulate development** – there are locations and types of development that we want to encourage more than others. We need to send the right signals to the development community to give them confidence.

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| • **Review and update the Council’s development contributions requirements** to support the delivery of new development in key locations.  
• **Continue and enhance funding assistance for earthquake-strengthening of buildings** - this includes the existing Built Heritage Incentive Fund and rates remission for qualifying developments. We will also consider increased investment in priority heritage buildings and areas, as well as other measures.  
• **Implement an “open for business” approach** when assessing development proposals (eg user-friendly and efficient processes).  
• **Investigate alternative tools and mechanisms** (eg planning and financial) that could help support implementation of this plan and its priorities. |
An artist’s impression showing improvements on Victoria Street.
### Deliver central city regeneration projects

- **Facilitate development in the Victoria Street/Cuba Street area** – this includes public space and cycling improvements in Victoria Street, improved connections to Cuba Street, coordination with developers to implement new buildings in this precinct and supporting the earthquake strengthening of buildings in the Cuba Street heritage area.
- **Plan for regeneration in Te Aro** – the area located between and including Taranaki Street and Kent and Cambridge terraces is gradually transitioning from its industrial past to a mix of uses including high density apartments, hospitality and services. The construction of Memorial Park and the Arras Tunnel open up opportunities for further change in the area. The presence of many earthquake-prone buildings will also require investment or redevelopment.
- **Kent and Cambridge regeneration** – this will include improving the corridor for all modes of transport and create a desireable location for more intensive development. This work will be aligned with construction/mitigation works at the Basin Reserve and on the public transport spine.
- **Develop a programme to regenerate the Civic Centre** – this will include Mercer Street, Ilott Green and specific development opportunities in relation to the Michael Fowler Centre car park, the James Smith parking building, former GWRC building and other sites that have structural issues.
- **Work with others**, such as utilities providers, and coordinate investment in regeneration areas.

### Deliver the vision for Adelaide Road

- **Deliver the Adelaide Road Framework** – this area supports the Wellington Regional Hospital, is an important retail and commercial centre, and can accommodate more residential development to make Newtown and Mt Cook more vibrant and economically successful. It is also a major transport route and as the southern suburbs grow, we need to provide better facilities for walking, cycling and public transport. We will ensure new development and street improvements are integrated with roading, public transport and cycle route improvements.
- **Align the timing of Council investment in this area** under the Long-term Plan with construction/mitigation works at the Basin Reserve and on the public transport spine.
- **Work with partners to secure the transport corridor** (includes land purchase and corridor designation), and help to facilitate the development of key sites.

### Stimulate development in sub-regional centres

- **Enable regeneration of Johnsonville town centre** – this includes completion of transport and community facility improvements; bus and rail interchange improvements to facilitate mass movement of people; improved cycling infrastructure to support sustainable transport choices; public space development to support intensification; encouraging town centre densification and the mall redevelopment. Work with private partners to determine the development potential of these sites.
- **Enable regeneration of Kilbirnie town centre** – this includes development of public transport facilities/hub; street improvements; development of the community walkway/cycleway and improved cycling infrastructure; and opportunities such as the Bus Barns redevelopment, and a mid-block link from Bay Road to Onepu Road. Work with private partners to determine the development potential of these sites. Council acknowledges the earthquake and climate change hazards in this area and these will be addressed in our future planning and investment in Kilbirnie.
Support the development of greenfield areas in the northern suburbs that have already been identified for growth.

- **Northern Wellington Growth Plan** - support the implementation of the structure plan for Lincolnshire Farm. Work with other infrastructure asset owners such as NZTA and with landowners to integrate the proposed Petone to Grenada link road with the future neighbourhood centre, business area and residential development. Explore opportunities for the area that offer more sustainable housing and job opportunities. The initial study will test the feasibility of attracting green industry to locate in Wellington as part of our long-term, sustainable economic diversification agenda. An outcome from this study might be further work to develop an “eco-town”.

- **Plan for the development of lower and upper Stebbings Valley** - develop a structure plan for inclusion in the District Plan to guide development and infrastructure requirements. The plan will include the location of main road corridors, including a potential road connection to Tawa, main areas of open space, and a connection to the Te Araroa walkway. It will also complete the Outer Green Belt and protect waterways, significant indigenous vegetation and Marshall Ridge.

- **Review design guides and District Plan provisions** as necessary to ensure high-quality development occurs in the greenfield areas.

2. Support the development of the port and the airport as economic hubs

This action area is about recognising the port and airport as critical city infrastructure and supporting their development as key economic hubs for the city.

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<td><strong>Airport precinct</strong></td>
<td>- the combination of predicted ongoing airport growth and the proposed runway extension presents opportunities for business and employment in and around the airport. There is also the opportunity to improve transport connections to and from the airport.</td>
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<td>• <strong>Improve transport connections to the airport</strong> - work with the airport, NZTA, GWRC and other partners to ensure efficient transport connections to the airport. This includes investigation of an extension of the rapid transit network spine to the airport, and improvements for private vehicles, freight, pedestrian and cycle movements.</td>
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<td>• <strong>Plan for future growth</strong> - work with the airport and key partners on measures to improve the city’s international air connections, contribute to the master-planning revision, and identify opportunities for the Council to assist development.</td>
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<tr>
<td><strong>Port precinct</strong></td>
<td>- this large area includes major city infrastructure - the port, the Westpac Stadium and the railway station. The port is expected to continue to grow, which will require upgrades to access and rail/road freight distribution systems.</td>
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<td>• <strong>Contribute to the Port Access Plan</strong> - work with Centreport, Kiwi Rail, NZTA, GWRC and freight operators to improve state highway connections and port access points and facilitate high-quality walking and cycling access from the existing passenger terminal to the Hutt Road/Ferry Terminal/Great Harbour Way.</td>
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<td>• <strong>Develop a Port Precinct Plan</strong> that focusses on improving connections between the precinct and the central city; maintaining the integrity of port functions (eg moving freight, an industrial and freight logistics hub, a gateway for the city and visitors on ferries and cruise liners, and access to the stadium); and resilience.</td>
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<td>• <strong>Understand the movement of urban freight</strong> - work with NZTA and stakeholders to study the value of freight movement through the city and its impact. This will identify the freight levels in the city and how efficiencies could be maximised.</td>
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LIVEABLE AND VIBRANT CENTRES

We want to make sure that we are creating a good platform for communities to develop on, especially in areas where growth is planned. This means ensuring that our centres are attractive, accessible and convenient, leading to more people spending time in them, which in turn makes them more economically and socially successful.

Centres such as Johnsonville, Kilbirnie, Newtown, Miramar, Tawa and Karori provide a place for local communities to shop, access services and socialise. We need to ensure the areas already earmarked for medium-density housing and the main streets in and around these centres are attractive and ready to support that growth.

With more people expected to live in the central city, we need to improve the quality of the streets and places where residential growth is going to occur. For example, the city boulevards such as Victoria Street, Taranaki Street and Kent and Cambridge terraces have the capacity to take most of the central city’s growth but require improvement to make them places where people would want to live and work.

Culture in the capital:
Roxy Cinema in Miramar.
1. Deliver improvements in the central city and key centres

We will make improvements in areas planned for growth to ensure their success and their ability to act as a catalyst for other revitalisation opportunities. As well as Council-led improvements, this action area includes taking opportunities to work alongside and/or co-invest with partners to maximise the benefits for the city.

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| Continue to deliver on planned central city improvement programmes - this will support the regeneration areas identified (see Transformational Growth Areas) and reinforce the value of the central city as a place for events, celebrations and recreation, but most of all to live and work. Delivering these improvements will encourage other development and bring private sector investment to the city. | • **Complete the development of the waterfront** - this includes completing the development of North Kumutoto and adjoining open spaces, the completion of Frank Kitts Park and Queens Wharf areas, and continuing to improve pedestrian and cycle connections between the city and the waterfront. We think the waterfront should be a premier recreation area for the city, particularly for children.  
• **Continue the laneways improvement programme** - investment will be targeted at areas where pedestrian potential is the highest and where the lanes provide for small businesses at ground level. Use improvements to central city laneways to encourage private investment.  
• **Parliamentary precinct/North Lambton Quay** - work with partners to enhance the important economic and social role Parliament Buildings and the government sector play in Wellington. Work with central government on its office review programme and identify enhancement opportunities. This will also include facilitating private sector development in the precinct to encourage greater variety in the mix of uses, and improving pedestrian facilities between the precinct and the bus terminus, railway station and the central city. |
| Deliver street improvements to city boulevards - the boulevards each form part of a Transformational Growth Area and are projects that will encourage development. Where possible, these will be delivered through a partnership approach to maximise benefits to regeneration areas. | • **Deliver key inner city boulevards**  
  - Victoria Street  
  - Kent and Cambridge terraces  
  - Adelaide Road  
• **Taranaki Street improvement plans** - to increase the flood resistance and improve the amenity of the area through tree planting. Taranaki Street has more complexities than other streets because a major stormwater upgrade is required. This will influence the staging of the project. |
| Plan for future improvements in the central city | • **Review the implementation of the Central City Framework** - this is the Council’s key document for guiding urban development and public space improvements in the central city area. Work will continue on prioritising and seeking funding for those initiatives not yet implemented.  
• **Te Aro Park** - investigate opportunities to improve Te Aro Park and surroundings.  
• Ensure future improvements give effect to our [Accessibility Action Plan](#). |
Centres for growth

Tawa centre
Parliamentary precinct
Karori centre
Waterfront precinct
City boulevards
Miramar Peninsula Framework

Legend
- Area, centre planning
- City boulevards, waterfront development and Parliamentary precinct
- Cycle network
- Bus priority spine
- Bus priority spine suburban extension
- Rail connections
2. Plan for future investment in suburban centres

Continue a programme of active planning for key suburban centres that identifies catalyst projects, opportunities for mixed-use development and residential intensification, and investment requirements.

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| **Complete town centre action plans** - these will identify priorities and funding required for the next 10 years. | **Update the Centres Policy Implementation Programme** - this document sets out the priorities for centres planning and improvements.  
**Update existing centres implementation plans** - this will involve monitoring the implementation of our existing plans for the central city, Adelaide Road, Johnsonville town centre, Kilbirnie town centre and Newlands centre.  
**Develop new action plans for other centres** - the focus will initially be on Tawa and Karori town centres with other centres to follow, as per the priorities identified in the Centres Policy. Work will include the prioritisation of District Plan changes to provide for key land use changes identified through the action plan process.  
**Investigate options for community hubs** - as our communities grow and change, the type of services and facilities provided must also adapt. Investigate multi-purpose spaces able to be used for a wide range of activities, and to change as the needs of the community do. Community facilities such as community centres, halls, libraries and recreation centres can also be integrated into ground floor retail space. This means the Council does not need to acquire assets to deliver services. It also provides more flexibility as the needs of the community change. |
| **Suburban main streets** - these are the places where local shopping happens and where communities come together. They have high pedestrian use but are also often busy transport corridors. This is about improving the way these main streets function so businesses can get goods in as required, people can get around safely and easily, and they become places where people want to spend more time and money. | **Identify investment priority for main streets** and add to the town centre action plans outlined above. Give clear indication of timeframes for delivery and investment to coordinate with private investment. |
| **Support local business and community-led revitalisation initiatives** - this is about exploring ways for the Council to support locally-led projects that help deliver benefits for local areas. | **Establish Business Improvement Districts** in key centres and business areas.  
**Investigate other mechanisms to enable community-led initiatives** - this will support locally-driven actions aimed at revitalising local centres. |
Transport enables people to get where they need to go - home, work, education, business opportunities, and recreation areas, and to the services they need. Like other well-connected cities, we plan to support our sustainable transport hierarchy by encouraging walking, cycling and public transport over other modes of transport. However, cars will continue to be a necessary option for many people in a balanced transport system. The car can provide flexibility for many journeys but can also be inefficient, requiring parking space and creating congestion, especially at peak times. Our role is to make sure these transport choices are balanced and integrated to support the way we want the city to grow. This includes encouraging developments that will see more people living and working near major public transport routes and centres.

Cycling has become increasingly attractive as a recreational and commuting activity in Wellington. By encouraging cycling we will increase the carrying capacity of our roads while improving our health and environment. Safety, however, is a significant barrier to many more people cycling. To further increase this mode of transport, we need to provide a safe cycle network both on and off road that will encourage people of all ages - including students, workers and retirees - to cycle. Wellington is also a highly walkable city. Improving pedestrian safety and experience will encourage more people to walk and keep our city centre, suburban centres, and our streets vibrant, safe and attractive.

Continuing to invest in and improve our public transport system will make Wellington easier to get around, an even better place to live and reduce our car dependency. Regional plans include more efficient and comfortable bus and train services. In conjunction with this, we will work with GWRC and NZTA to deliver enhanced public transport services through the city. This includes bus priority measures in the short-term and consideration of a bus rapid transit network in the longer term.

Delivery and efficient distribution of goods is essential to the functioning of the city. The port of Wellington, CentrePort, plays a central role in facilitating trade throughout the lower North Island and between the North and South islands. Wellington Airport also plays an important role for high-value, low-weight freight.
Key transport improvements

Transmission Gully

Petone to Grenada link road

Karori cycleway and bus improvements

Bus priority spine

Tunnel to tunnel improvements

Airport to Mount Victoria Tunnel improvements

Miramar and Wellington Airport bus improvements

Island Bay cycleway and bus improvements

Great Harbour Way

Legend

- Cycle network
- Bus priority spine
- Bus priority spine suburban extension
- Rail connections
- Roads of National Significance
- Other major roading

*All other roads shown are major connectors*
1. Improve pedestrian accessibility and safety

Walking has major economic, environmental, health and wellbeing benefits. Statistics clearly show more Wellingtonians choose to walk than anywhere else in New Zealand. This is the result of a compact city and good walking opportunities. Walking is the primary mode of transport for short trips up to 1 kilometre, and also the way people start and finish trips made by other modes. Walking is important for the economy as it is the primary mode for shoppers, tourists and visitors to the city. It’s important to support walking by making our streets safer and more accessible.

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| Accessibility improvement plan - building on the Jan Gehl report, Central City Framework and other documents, this plan will identify areas that are not pedestrian friendly and a programme of work to improve them. | • Develop the plan - this will include work to identify the improvements that will have the greatest benefits for pedestrians, such as improving key routes people use to access public transport.  
• Develop the work programme - this will prioritise improvements and align the plan with the Council’s maintenance and renewals programme. It will focus on locations such as transport hubs, schools and the central city, and include work to reduce pedestrian wait times at traffic signals and the provision of shelter. |
| Road Safety Policy - a policy that sets the direction for road safety to make the city safer for all modes and reduce the number and severity of accidents involving pedestrians and vehicles. | • Develop the policy - this will include a pedestrian safety and network legibility review that will look at a range of factors including one-way streets, differential vehicle flows and speeds. It will also analyse best-practice examples including shared spaces, speed reductions and street layouts.  
• Develop the work programme - identify key changes that should be made, secure funding for key projects, and align others with the Council’s maintenance and renewals budgets. |
| Walking Policy - continue to implement the Council’s Walking Policy and ensure it has a funded implementation programme. | • Monitor and review - report on progress made to date implementing this policy. Review and update the implementation programme to ensure ongoing investment in improvements that will make the city even more pedestrian friendly. |
| Track network - continue to implement Our Capital Spaces and its priorities related to accessible walking and cycling tracks. | • Complete the track network - with a priority on connecting communities and open spaces, and providing short walking loops and transport connections.  
• Walking through open spaces - identify opportunities for active transport through the open space network and support these routes.
Walkable Wellington: Wellington is a pedestrian friendly city.
Cycling is on the rise in Wellington:
Investments are being made to increase cyclist numbers and their safety.
2. Make Wellington a better city for cycling

Cycling is a low-cost, low-carbon, healthy and sustainable mode of transport. It is the most efficient form of human-powered transport and allows excellent access during congested periods. It is ideal for short to medium-distance trips, and is an effective alternative to driving, bus or train. With the relatively short distances between the city centre and suburbs, there is good potential to achieve a step change in the number of journeys by bicycle and enhance our transport network.

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<td><strong>Increase uptake of cycling</strong> - despite significant growth in cycling in recent years, there are some barriers, such as safety and topography, that currently limit the number of people cycling. We need to continue improving key cycling routes around the city, and supporting a range of initiatives that make cycling safer.</td>
<td>• <strong>Deliver a safe and connected cycling network</strong> - provide the best possible standard of cycling service we can, given local conditions, consistent with the Cycling Framework. The most important issue is separation from faster moving vehicles. This will include providing cycle routes to connect key destinations including the central city. Part of these routes may involve off-road cycling through open spaces. We will also work to make it easier for people to use bikes in conjunction with public transport by providing connections to suburban bus and train stations and increasing the amount of secure bicycle parking in these locations. Where facilities are shared by pedestrians and cyclists, we will aim to provide a safe alternative route for faster cyclists.</td>
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<td>• <strong>Priority improvements</strong> - the Cycle Network Plan will identify priority routes for improvements. We will coordinate cycling improvements with bus priority plans and town centre plans.</td>
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<td>• <strong>Provide cycle parking</strong> - in the central city and suburban centres at key locations, including reallocating car parking spaces where necessary (every car park can accommodate six or more cycle parks).</td>
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<td>• <strong>Provide safer speed environments in key areas</strong> - where separated cycle facilities are not possible, reduced speeds will be considered to improve cycling safety.</td>
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<tr>
<td>• <strong>Provide cycle training</strong> - for new and less confident cyclists and support bicycles in schools and safe routes to schools.</td>
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<tr>
<td>• <strong>Review the 2008 Cycling Policy</strong> - keep to document up to date, as may be needed.</td>
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| Increase mountain biking and recreational cycling opportunities | Mountain biking - develop Wellington into one of New Zealand’s premier mountain bike destinations by working with biking groups to extend the network. |
| | • **Deliver the Great Harbour Way** - work with NZTA, GWRC, Hutt City Council and other stakeholders to deliver the Great Harbour Way. |
| | • **Integrate cycling into the Miramar Peninsula** - work with the community and interest groups to identify additional routes through the peninsula and improve the coastal recreational route. |
| | • **Improve safety on other recreational routes** - including routes through Makara and Ohariu Valley. |
### 3. Encourage more public transport use

The public transport network includes rail, buses, trolley buses, taxis and ferries, mostly operated by regional and national government. Wellington City Council, as the manager of land use and the street network, has a key role in integrating public transport with residential and commercial activities, and ensuring the routes people use to get to and from public transport are attractive. Public transport is a considerably more efficient mode for moving people than the private car. It has a much smaller environmental cost, reduces congestion by lowering the number of cars on the road and minimises the need to provide car parking.

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<td><strong>Bus priority</strong> - Wellington already has a number of bus lanes and other bus priority measures in place that are working well, but we will need more. Such measures future-proof bus movements from the effects of growing traffic congestion.</td>
<td>• <strong>Deliver bus priority measures</strong> - continue delivering measures, such as bus lanes and bus priority at traffic signals giving buses right of way, along key routes and in conjunction with cycling improvements and regeneration projects.</td>
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<td><strong>Bus Rapid Transit (BRT)</strong> - BRT will be the next step from better Bus Priority. BRT will provide a high-quality public transport spine through central Wellington along a dedicated corridor and using improved vehicles and interchanges.</td>
<td>• <strong>Facilitate the delivery of the BRT spine</strong> - work in partnership with GWRC and NZTA to implement the BRT network. The spine will run along the “Golden Mile”, Kent and Cambridge Terraces, then around the Basin Reserve, along Adelaide Road to Wellington Hospital. Another branch will run through the future duplicated Mount Victoria Tunnel, along Ruahine Street and Wellington Road to Kelburn town centre. An extension of the spine to the airport will be future proofed. Improvements along the routes to Island Bay, Johnsonville, Seatoun and Karori will also be identified.</td>
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<td><strong>Advocate for improved comfort, reliability and affordability of public transport services</strong> - while the City Council provides the road network on which buses operate, the train and bus services are managed by the Regional Council (GWRC) who sets the fares and timetables.</td>
<td>• <strong>Work with GWRC to improve the quality of the public transport experience</strong> - this will include working together to help deliver the new route network set out in the Regional Passenger Transport Plan and looking at installing more bus shelters and other amenities to improve passenger comfort.</td>
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<td><strong>Taxis and alternatives</strong> - it is not possible to provide parking spaces for all taxis so our focus has long been to provide sufficient adequately located taxi ranks in high-demand areas. We will monitor the emergence of new delivery mechanism.</td>
<td>• <strong>Advocate to improve the overall energy efficiency of the bus network</strong> - in particular, increase the use of low-carbon and clean-source energy. Investigate the development potential of the bus terminus - in conjunction with GWRC, consider whether the arrangement of the city’s main bus terminus area and railway station could be improved. Improve pedestrian connections from the station and bus terminus into the central city.</td>
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<td><strong>Ferries</strong></td>
<td>• <strong>Consider more efficient access to inter-island ferries</strong>, including walking and cycling, as part of the port access plan. See Transformational Growth Areas.</td>
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People movers: Public transport is key to the successful growth of Wellington.
4. Improve the road network

Our sustainable transport hierarchy recognises in priority order: pedestrians, cyclists, public transport, moving freight and private vehicles. It is imperative that cars and freight vehicles are accommodated on our road network, but are managed in a way that allows the city to continue to grow as a liveable and vibrant place.

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<td>State highway network</td>
<td>- Help implement state highway improvements as part of the Roads of National Significance (RoNS) programme. This NZTA-led programme is focussed on moving people and freight safely and efficiently and include the Ngauranga to Aotea Quay traffic management improvements, Terrace Tunnel duplication, Tunnel to Tunnel improvements, and airport to Mount Victoria Tunnel improvements (this includes the Mount Victoria Tunnel duplication). We will work in partnership with NZTA to leverage maximum benefits for the city from the RoNS projects. This includes integrating the Adelaide Road, the Kent and Cambridge terraces enhancements and Bus Rapid Transit with NZTA’s Basin Reserve project.</td>
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<td>- Work with NZTA to implement the Petone to Grenada road link. This proposed road link would improve connections in the region and access to our Northern Growth Area. We will look to maximise the benefits and minimise any adverse environmental and community impacts of this project.</td>
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<td>- Support NZTA in delivering the Transmission Gully motorway. This road will improve access to and from the north into the city and improve the resilience of the transport network. The Council will continue working with NZTA to minimise any adverse impact from the construction and operation of this project.</td>
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<tr>
<td>Improve the local road network</td>
<td>- Capacity improvements. Improve the capacity of the road network in Johnsonville town centre, Adelaide Road and the complex intersections of Webb Street/Willis Street and Aro Street/Willis Street.</td>
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<td>- New roads. Extend the local road network to serve greenfield growth areas north of the city.</td>
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<td>- Port and ferry access. Improve access to the port and Interislander ferry terminal from the city.</td>
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<tr>
<td>Review road space allocation</td>
<td>- Network operating framework. Develop priorities and principles to be applied when allocating road space across the network. This will vary for different streets depending on their function and the surrounding uses. The provision of bus lanes, cycle lanes, bus stops, loading zones, disabled parking, cycle parking and car parking also need to inform road space allocation.</td>
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<td>- Review the road hierarchy map. To reflect mode share and road space allocation priorities.</td>
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<td>Make streets easier to navigate</td>
<td>- Research network legibility.</td>
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<td>- Review the one-way system. The one-way system aims to improve the capacity of the network for vehicles. However, there are effects on other road users that need to be reviewed.</td>
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<tr>
<td>Car share scheme(s)</td>
<td>- Facilitate the provision of a car share scheme(s). Many residents, particularly in the central city, do not own a car. A car sharing scheme would reduce the need for high cost car ownership and parking.</td>
</tr>
<tr>
<td>Best-practice transport modelling</td>
<td>- Work with NZTA, industry leaders and other agencies to gather real-time transport information to inform our transport and urban growth decisions.</td>
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5. Manage parking more efficiently

The effective movement of people and freight is critical to economic development in Wellington. People use their vehicles in the city for different purposes and we need to cater for these different needs in the most effective way possible. One means of addressing the efficiency of the existing network is through the use of “travel demand management” measures. Travel demand is influenced by the provision of car parking and we will be reviewing the supply and demand for parking as part of comprehensive approach to travel demand management.

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| **Review and update the Council’s parking policy** - streets are a significant city asset. We need to be smarter about how we provide parking so people can access the services they need, and so we can also efficiently re-allocate some of the space for other modes. | • **Review and update the Council’s on-street parking strategy** - this will include assessing the impact of parking time limits and locations.  
• **Make parking information accessible** - publishing parking data including occupancy rates, prices and availability so people can find parks more quickly and efficiently.  
• **Feed into a review of road space allocation** - the provision of on-street car parking needs to be balanced against other needs, eg cycle lanes and bus priority lanes, where the road corridor is constrained.  
• **Parking enforcement servicing and pricing** - to encourage safe parking and efficient rotation of spaces to support retail and business activity. We will explore new technologies to improve customer experience and efficiency. |
| **Examine levers for private parking** | • **Discourage the provision of commuter parking particularly in the central city** - short-stay parking has greater economic benefit than long-stay as it supports retail and business activity. We will encourage the conversion of long-term parking into affordable short-stay parking or other uses.  
• **Undertake further parking studies** - in collaboration with GWRC, investigate commuter/long stay parking as a demand management measure, taking into consideration both the city and the region’s modal share.  
• **Support “park and ride”** - work with GWRC to provide solutions for locations where people are parking to support their use of public transport (park and ride). This is particularly important in suburban locations where the distance between people’s homes and public transport are greater. Locations such as Johnsonville train station are important “park and ride” provisions.  
• **Parking pricing options** - periodically review pricing options to manage demand.  
• **Review District Plan provisions** - regarding the supply of parking in residential areas. |
High density: Apartments are an increasingly popular housing choice.
Good quality, affordable housing is essential for the wellbeing of our families, communities and a successful city. The challenge for Wellington as a city is one of choice – continuing to offer a variety of housing options, suitable for residents and families of all types, ages and means, within the bounds of our compact city.

Wellington offers a number of housing types, including cottages and townhouses in the inner suburbs and apartments in the central area. Our suburban housing stock is, however, dominated by a single type: the detached family house. As our population ages and smaller households become more prevalent, we need to facilitate the development of a wider range of housing options to respond to different household needs. Medium-density housing presents an opportunity for providing some of the additional homes we need.

We also need to ensure there is enough housing supply for the growth we expect (approximately 21,400 additional dwellings by 2043), that it is of good quality, affordable, and within easy access to public transport and services. This plan directs most of the residential growth over the next 30 years towards the growth spine, the central city and around key suburban centres, with greenfield areas north of the city also contributing to the supply. The Wellington Housing Accord provides an opportunity to accelerate housing development in suitable areas.

To meet the housing needs of all our residents, we will continue improving our social housing stock and working with Housing New Zealand on enhancing their housing provision. We will also support actions to improve the building performance of existing homes.
**Defined growth areas**

**Greenfield growth areas**
Main areas: Lower Stebbings, Lincolnshire Farm
Estimated dwelling potential: 2300+

**Johnsonville growth areas:**
Estimated dwelling potential: 1000+

**Central city growth areas**
Main areas: Thorndon, Central Wellington, Te Aro
Estimated dwelling potential: 7300+

**Southern growth corridor**
Main areas: Adelaide Road, Newtown,
Estimated dwelling potential: 2500+

**Kilbirnie growth area:**
Estimated dwelling potential: 800+

Investigation areas for growth
Main areas: Berhampore, Crofton Downs, Island Bay, Karori, Khandallah, Miramar, Newlands, Tawa
1. Facilitate medium-density housing

Medium-density housing ranges from stand-alone dwellings that are built on smaller lots through to terraced housing and apartments that are usually three storeys or less. It is a way of increasing density but still providing many of the elements that people like about housing in suburban areas.

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<tr>
<td>Increase medium-density housing development – encourage high-quality,</td>
<td>• <strong>Take an active development role</strong> – partner with external parties to deliver medium-density housing development in existing growth areas to assist or act as a catalyst.</td>
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<td>residential intensification in suitable locations and particularly in</td>
<td>• <strong>Remove barriers</strong> – assist external partners to deliver housing that aligns with our vision. Facilitating amalgamation of lots and the like to remove barriers for good quality development.</td>
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<td>our existing Medium-Density Residential Areas (Johnsonville and</td>
<td>• <strong>Demonstration project</strong> – explore partnerships with housing providers and others to build housing demonstration projects on strategic sites.</td>
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<td>Kilbirnie).</td>
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<td>Plan for future medium-density areas around key centres in locations</td>
<td>• <strong>Undertake investigations for suitable areas</strong> including Berhampore, Crofton Downs, Island Bay, Karori, Khandallah, Miramar, Newlands and Tawa. This work will include consultation with the local communities. Work has already begun for Karori and Tawa with an early phase of consultation completed.</td>
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<td>that are well-served by public transport, infrastructure, community/recreation facilities and open spaces. The identification</td>
<td>• <strong>Investigate future opportunities</strong> including public transport corridors, such as future bus rapid transit corridor extension, and other suburban centres.</td>
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<td>of potential medium-density areas will also consider heritage values</td>
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<td>and existing neighbourhood character.</td>
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<td>Improve the quality of medium-density housing – increase the quality</td>
<td>• <strong>Review multi-unit design guide</strong> – work with architects, developers and other development professionals to improve best-practice apartment and multi-unit development.</td>
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<td>of new buildings, private and public amenities, and encourage more</td>
<td>• <strong>District Plan provisions</strong> – devise planning controls and assessment criteria for new medium-density residential areas that promote good quality developments.</td>
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<td>efficient use of land.</td>
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2. Encourage a mix of housing types and more affordable options

This action area recognises that the city's housing goals will not be achieved through the delivery of medium-density housing alone. The Council needs to continue to provide for a range of quality and affordable housing choices to meet the needs of the city's residents.

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| **Increase housing supply through the Wellington Housing Accord** - work with central government on the implementation of a housing accord that assists delivery of housing across a range of locations identified as Special Housing Areas. This includes provision for a mix of housing types:  
  - low-density (stand-alone)  
  - medium-density (townhouses and terraces)  
  - high-density (apartments). |  
  - **Align Special Housing Areas with growth areas** identified for residential development and intensification:  
    - Central city  
    - Adelaide Road  
    - Johnsonville Medium-Density Residential Area  
    - Kilbirnie Medium-Density Residential Area  
    - Lincolnhire Farm residential area  
    - Lower Stebbings Valley.  
  - **Investigate the potential for other Special Housing Areas.** |
| **Increase housing choice through our planning framework** - including opportunities for infill and intensification. |  
  - **Consider changes to the District Plan** - this includes reviewing provisions that control infill housing and residential intensification to increase the opportunities for quality compact housing forms in existing suburban areas and areas adjacent to the central city.  
  - **Promote more efficient land use in greenfield areas** - this includes exploring opportunities for denser development and subdivision in parts of identified greenfield areas (eg around local centres and public transport stops), and completing a stocktake of other greenfield expansion opportunities.  
  - **Support tertiary education institutions** - in their provision of student accommodation, especially in the central areas or in close proximity to universities. |
| **Social housing** - continue providing an adequate supply of social housing that is well configured and aligned with this Growth Plan. |  
  - **Complete the Housing Upgrade project** - a joint 20-year project with the Crown to upgrade the social housing units owned by the Council. The project's goal is to provide better housing through better insulation, double glazing, ventilation and heating. The project also includes major landscaping improvements to the grounds and better recreation facilities, where tenants can socialise or work on projects.  
  - **Work with Housing New Zealand** - as a major landowner and social housing provider to help it achieve its asset management plans within Wellington and to ensure that these align with our Growth Plan. |
| **Improve housing quality** - we want existing and new houses to be warm and dry, energy and water efficient, resilient to earthquakes and, where possible, to use renewable energy. |  
  - **Building performance** - support actions that improve basic housing quality standards such as insulation.  
  - **Warrant of Fitness for rentals** - develop a voluntary rental housing Warrant of Fitness (WOF) programme.  
  - **Universal design** - encourage designers to consider accessibility and safety in new and retrofitted housing. |
Affordable housing: Award-winning Council housing in Newtown.
NATURAL ENVIRONMENT

Our natural assets – including our green belts, reserves, streams and coastline – define the layout of the city, and good access to them is one of the things people love about Wellington. They are also home to the species and ecosystems that support us – our natural capital. These in turn provide ecosystem services, such as water management, carbon sequestration and storage, moderation of extreme weather events, prevention of erosion, as well as other services such as tourism, recreation, health and wellbeing.

We need to recognise the ecological, recreational and other benefits of our natural assets and align our investment accordingly.

New subdivisions, buildings and transport can have a significant impact on the natural environment. As we grow, we need to minimise such impact through encouraging the uptake of green-rated buildings, water-sensitive urban design, low-carbon transport solutions, and integrated water catchment plans.
1. Enhance our natural assets

We need to ensure the natural environment is woven through the fabric of the city and that people continue to have good access to nature. We also need to support the development of sufficient open spaces, track connections and recreational facilities in locations identified for growth.

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| **Implement Our Natural Capital** - Wellington's Biodiversity Strategy and Action Plan. | • **Protect** - priority sites and species are protected and the impact of urban growth and human activity is managed.  
• **Restore** - ecological networks are developed across the city to support movement of key indigenous species and ecosystem function is restored.  
• **Connect** - all Wellingtonians encounter nature on a daily basis in the city.  
• **Research** - we have a better understanding of how indigenous species interact with the urban environment in Wellington. |
| **Implement Our Capital Spaces** - the open space and recreation framework for Wellington. | • **Provide recreation and sports facilities** - to meet the needs of communities.  
• **Review the provision of open spaces** - in existing suburban areas to accommodate population growth.  
• **Open space network in greenfield subdivisions** - design the network to ensure new residents have good access to neighbourhood parks and other outdoor recreation opportunities.  
• **Central city and waterfront** - deliver new and improved parks in the inner city to support new residents, including an extension of the waterfront promenade to Shed 21 and the train station. |
| **Align investment in the natural environment with the plans for growth** - ensure Council investment in open spaces supports planned population growth. | • **Greening Central Wellington** - continue implementing the “Greening Central Wellington” vision.  
• **Tracks** - complete the Skyline and Harbour Escarpment tracks and links to adjacent suburban communities.  
• **Explore policy and planning amendments** - review the District Plan provisions to protect and enhance the city’s natural environment (including natural landscapes and open spaces, indigenous biodiversity and ecological areas).  
• **Watts Peninsula Reserve** - develop the northern part of Miramar Peninsula into a heritage reserve in partnership with the Crown and Port Nicholson Block Settlement Trust. |
2. Reduce the environmental impacts of urban development and transport

This action area is about supporting projects to reduce the negative impacts of the city’s growth on the environment, including greenhouse gas emissions.

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| Plan for water catchments as we grow - we need to consider the impact our city’s growth may have on water systems. This includes the harbour and coast, the streams that run under the city, and waterways that run through our gullies. These systems should be a celebrated part of both the natural and urban environments. | • **Integrated catchment management plan** - maximise our natural water assets by implementing the integrated catchment management plan for the city; work with developers and other partners to protect, enhance and improve access to the city’s natural “blue” environment; and take opportunities to increase the city’s green infrastructure.  
• **Minimise the harm of development on our water systems** - work with partners to continue reducing sediment and sewage contaminants in the city’s water systems.  
• **Support water-sensitive design** - make water-sensitive design common practice for all public works, where appropriate. This will include major roading, drainage, streetscape, park and reserves projects, with initial projects proposed for key central city streets. Support the use of green walls and roofs. Add a water-sensitive urban design chapter to the Council’s Code of Practice for Land Development and incorporate principles into the Regional Standard for Water Services. Provide education and awareness opportunities throughout the city, especially to private developers. |
| Support greenhouse gas reductions - most of Wellington’s greenhouse gas emissions come from energy to power homes, commercial buildings and transport. We need to encourage the development of more energy efficient, low-carbon buildings, public transport and private vehicles. | • **Support electric vehicles** - support and plan for the increasing uptake of electric vehicles by residents and businesses by working with government, industry partners and businesses.  
• **Support smart technologies** - facilitate the development of a smart grid system.  
• **Adopt business management practices** (eg internal operations, service provision, asset and property maintenance) that ensure the Council becomes a leader in clean business. |
| Encourage sustainable buildings - sustainable buildings can help reduce energy bills for occupants, lower maintenance costs for owners, and reduce the city’s greenhouse gas emissions. | • **Encourage green standards for new builds** - investigate mechanisms for achieving higher levels of sustainability for new residential and commercial buildings, including incentives and regulation.  
• **Encourage green standards and adaptive reuse of existing buildings** - to meet the changing needs of tenants and users, existing buildings should gradually be brought up to current building standards and include sustainable features. We will investigate mechanisms to facilitate this.  
• **Low-impact design** - encourage low-impact design in new subdivisions, new buildings and retrofits. |
| Support small-scale renewable energy generation - such as solar systems and small-scale wind turbines. | • **Remove regulatory barriers** - provide an encouraging planning environment for renewable energy generation. |
CITY RESILIENCE

This action area is about ensuring the city is resilient and able to positively respond and adapt to the risks posed by natural hazards, such as earthquakes, and the effects of climate change, such as rising sea-level and more extreme weather events.

We lead the country in terms of resilience management through identifying earthquake-prone buildings and planning for emergencies. We are committed to maintaining this leadership role and want to support the continued improvement of the city's buildings stock and infrastructure to make them more resilient.

1. Continue to provide leadership in resilience

We need to continue the earthquake strengthening of key public buildings and infrastructure; explore other mechanisms and incentives for the strengthening of private buildings (especially heritage buildings); and support further planning, adaptation and mitigation to respond to the threats from climate change.

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<tr>
<td><strong>Implement our Climate Change Action Plan</strong></td>
<td>• <strong>Coastal resilience</strong> - continue planning around the risk of more severe storms and sea-level rise. Implement the NZ Coastal Policy Statement through the District Plan.</td>
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<td>• <strong>Explore policy changes</strong> - take into consideration the risk of sea-level rise, severe storms and natural hazards when considering land use intensification such as new Special Housing Areas and Medium-Density Residential Areas. Direct major growth to areas where the risks from natural hazards and climate change can be avoided or mitigated.</td>
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<td></td>
<td>• <strong>Analysis of the potential impacts</strong> of storm surges, floods, landslides, slope failure, liquefaction, ground shaking and fault lines on the city's buildings and structures will continue as the background for our investment decisions as well as the Regional Hazards Management Strategy.</td>
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**Resilience strategy**

• **Develop a comprehensive resilience strategy** - to inform the Council’s policy, regulatory and investment decisions to make Wellington a more resilient city.
Encourage the earthquake
strengthening of buildings by
working with partners, developing
a range of incentives, and by the
Council leading by example with its public building upgrades.

- Help preserve Wellington’s heritage buildings - support the earthquake strengthening of key heritage buildings.
- Help preserve Wellington’s heritage areas - by continuing to work with building owners and other key stakeholders in Cuba Street, Courtenay Place and the Newtown heritage areas, considering financial incentives, and providing information and design guidance.
- Complete the upgrade of Council-owned public buildings that will be critical facilities in the event of an earthquake.
- Work with partners (including central government, private sector and the banking and insurance sectors) to develop stronger incentives for owners upgrading earthquake-prone buildings (e.g., add to the Council’s Built Heritage Incentive Fund and earthquake-strengthening incentives package).

Increase the resilience of the city’s buildings, structures and infrastructure through research, planning and investment.

- Undertake the assessment of post-1976 buildings for earthquake risk.
- Work with central government to develop new legislation for building strengthening.
- Prioritise vulnerable essential infrastructure for upgrade - complete a study of the capacity, age and state of existing infrastructure and use this to inform the Council’s infrastructure upgrade priorities and investment programme.
- Continue work on It’s Our Fault - seismic risk assessment and mitigation, with GNS Science.
- Work with partners and the community to roll out best-practice responses - such as our Quake Check for existing houses and infrastructure, and for new buildings in hazard areas.

Secure and protect key resilience infrastructure

- Secure access routes - address hazards along key access routes: earthquake-prone retaining walls, building facades and verandahs.
- Secure critical public infrastructure and emergency lifelines - continue to make critical public infrastructure more resilient. Develop a strategy for ensuring access and protection of buildings and essential services.
- Help secure other networks and facilities - work with NZTA, Wellington Electricity Lines Ltd, Wellington Water and others to increase the resilience of state highway; power, water and telecommunication networks; and port, airport, education, health and other key facilities.