
ORDINARY MEETING

OF

PŪRORO ĀMUA - PLANNING AND ENVIRONMENT
COMMITTEE

MINUTES

Time: 9:30am
Date: Thursday, 23 September 2021
Venue: Virtual meeting

PRESENT

Mayor Foster (via audiovisual link)
Deputy Mayor Free (via audiovisual link)
Councillor Calvert (via audiovisual link)
Councillor Condie (via audiovisual link)
Councillor Day (via audiovisual link)
Councillor Fitzsimons (via audiovisual link)
Councillor Foon (via audiovisual link)
Liz Kelly (via audiovisual link)
Councillor Matthews (via audiovisual link)
Councillor O'Neill (via audiovisual link)
Councillor Pannett (Chair) (via audiovisual link)
Councillor Paul (Deputy Chair) (via audiovisual link)
Councillor Rush (via audiovisual link)
Councillor Sparrow (via audiovisual link)
Councillor Woolf (via audiovisual link)
Councillor Young (via audiovisual link)

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1. Meeting Conduct

1.1 Karakia

The Chairperson declared the meeting open at 9:33am and invited members to stand and read the following karakia to open the meeting.

**Whakataka te hau ki te uru,
Whakataka te hau ki te tonga.
Kia mākinakina ki uta,
Kia mātaratara ki tai.
E hī ake ana te atākura.
He tio, he huka, he hauhū.
Tihei Mauri Ora!**

Cease oh winds of the west
and of the south
Let the bracing breezes flow,
over the land and the sea.
Let the red-tipped dawn come
with a sharpened edge, a touch of frost,
a promise of a glorious day

1.2 Apologies

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Accept the apologies received from Cr Foon for early departure.

Carried unanimously

1.3 Conflict of Interest Declarations

No conflicts of interest were declared.

1.4 Confirmation of Minutes

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Approves the minutes of the Pūroro Āmua | Planning and Environment Committee Meeting held on 25 August 2021, having been circulated, that they be taken as read and confirmed as an accurate record of that meeting.

Carried unanimously

1.5 Items not on the Agenda

Additional agenda item: Update from Greater Wellington Regional Council

The chairperson gave notice of a minor matter relating to the general business of the Pūroro Āmua | Planning and Environment Committee.

Bus Network

The item will be discussed, but no resolution, decision or recommendation may be made in respect of the item except to refer it to a subsequent meeting for further discussion.

Secretarial note: This item was not discussed due to time constraints.

1.6 Public Participation

1.6.1 Capital and Coast District Health Board

Representing Capital and Coast District Health Board, Jay Hadfield spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation.

1.6.2 Garage Project

Representing Garage Project, Steven Almond spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation.

1.6.3 Springload

Representing Springload, Bron Thomson spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation.

1.6.4 Switched on Bikes

Representing Switched on Bikes, Ryan O'Connell spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation.

1.6.5 Cycle Wellington

Representing Cycle Wellington, Patrick Morgan spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation.

1.6.6 Johnsonville Community Association

Representing the Johnsonville Community Association, Tony Randle spoke to item 2.1 Approval of Draft Bike Network Plan for Consultation and item 2.2 Frank Kitts Park and Fale Malae.

1.6.7 Fale Malae Trust

Representing the Fale Malae Trust, Luamanuvao Dame Winnie Laban spoke to item 2.2 Frank Kitts Park and Fale Malae.

Attachments

- 1 Garage Project
- 2 Johnsonville Community Association
- 3 Fale Malae Trust

4 Michael Gibson

5 Cycle Wellington - <https://www.youtube.com/watch?v=qhj01hbroi>

(Councillor Paul left the meeting at 10:03am and returned to the meeting at 10:11am)

The meeting adjourned at 10:58am and reconvened at 11:15am with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Mayor Foster, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett, Councillor Paul, Councillor Rush, Councillor Sparrow, Councillor Woolf and Councillor Young.

Secretarial note: In accordance with standing order 19.1, the chairperson accorded precedence to some items of business and the agenda was considered in the following order:

- Item 2.1 Approval of Draft Bike Network Plan for Consultation
- Item 2.6 Te Ngākau Civic Precinct Framework Hearings
- Item 2.4 Forward Programme
- Item 2.5 Action Tracking
- Item 2.2 Frank Kitts Car Park and Fale Male
- Item 2.3 Te Atakura First to Zero 2021 Update

2. General Business

2.1 Approval of Draft Bike Network Plan for Consultation

Moved Councillor Paul, seconded Councillor Pannett, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree that the content of the draft Bike Network Plan (Attachment 1) be released for consultation.
3. Agree that the Committee Chair and Deputy Chair authorise changes to the draft plan prior to consultation in line with the intent of any decisions the Committee makes today.
4. Note that consultation on the draft plan will be run in conjunction with consultations on the Let's Get Wellington Moving Programme and the draft District Plan starting in late October/early November.
5. Note that concurrently with the final adoption of the Bike Network Plan in early 2022, officers' are recommending that a high-level strategic traffic resolution also be adopted. This is primarily to provide an explicit and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority.
6. Endorse commencing work to install transitional schemes for the routes from the city to Newtown and the city to the Botanic Garden in partnership with Let's Get Wellington Moving.
7. Note that Appendix 2 will be corrected to show the following network classifications:
 - Leonie Gill pathway, Onepu Rd- Cockburn Street, **secondary**
 - Leonie Gill pathway, Tirangi Rd - Onepu Rd, **primary**

Carried

A division was called for, voting on which was as follows:

Clause 2:

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Rush, Councillor Sparrow, Councillor Young

Against:

Councillor Calvert, Councillor Woolf

Majority Vote: 14:2

Carried

All remaining clauses:

For:

Mayor Foster, Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Rush, Councillor Sparrow, Councillor Woolf

Against:

Councillor Young

Majority Vote: 15:1

Carried

The meeting adjourned at 12:41pm and reconvened at 1:04pm with the following members present: Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chairperson), Councillor Paul (Deputy Chairperson), Councillor Rush, Councillor Sparrow, Councillor Woolf and Councillor Young.

(Mayor Foster returned to the meeting at 2:00pm.)

2.6 Te Ngākau Civic Precinct Framework Hearings

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Hear the oral submitters and thank them for speaking to their submissions.

Carried

Secretarial Note: The following speakers spoke to their submissions:

Time	Name	Organisation	Page number
1:00pm	Sally Jane Norman	Te Kōkī - New Zealand School of Music - Te Herenga Waka - Victoria University of Wellington	194
1:10pm	Kair	Living Streets Aotearoa	198
1:20pm	Stephen King	Inner City Wellington	202
1:30pm	Max Olijnyk	Wellington Skateboarding Association	171
1:40pm	Colin Keating		174

Attachments

- 1 Wellington Skateboarding Association
- 2 Inner City Wellington

Meeting duration and adjournment

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Resolve to continue the meeting beyond the six hours limit as per standing order 11.7.
2. Adjourn the meeting from 3:00pm, and to reconvene at 6:30pm on Thursday 23 September 2021 by virtual meeting.

Carried

The meeting adjourned at 2:59pm and reconvened at 6:30pm with the following members present: Councillor Condie, Councillor Day, Councillor Fitzsimons, Mayor Foster, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor Pannett (Chairperson), Councillor Paul (Deputy Chairperson), Councillor Rush, Councillor Sparrow, Councillor Woolf and Councillor Young.

(Councillor Calvert returned to the meeting at 6:32pm.)

(Councillor Foon returned to the meeting at 6:33pm.)

(Councillor O'Neill returned to the meeting at 6:40pm.)

2.4 Forward Programme

Moved Councillor Pannett, seconded Deputy Mayor Free, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

2.5 Action Tracking

Moved Councillor Pannett, seconded Councillor Paul, the following motion

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

Carried

2.2 Frank Kitts Car Park and Fale Malae

Moved Councillor Paul, seconded Councillor Pannett, the following motion

Recommendation/s

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree to the demolition of the carparking building subject to Council agreement on timing of demolition (noting the need to strengthen or demolish by 2034).
3. Subject to landowner and resource consent processes, endorse in principle the Fale Malae Trust proposal to continue investigating Frank Kitts Park as the preferred site for the Fale Malae, being the south west corner of the park where the carpark building is currently located.
4. Direct officers to prepare a development plan and report back to Council by June 30 2022, **recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).**
5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.
6. **Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.**
7. **Note that Council and the Fale Malae trust will continue to work with mana whenua and will provide an update on where the proposal is at now.**
8. **Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.**

Moved Mayor Foster, seconded Councillor Sparrow, the following amendment

Resolved

- 2A. Agree to progress work on the demolition of the carparking building noting that final decision on demolition is subject to Council approval by June 2022 (noting the need to strengthen or demolish by 2034).

A division was called for, voting on which was as follows:

For:

Mayor Foster, Deputy Mayor Free, Liz Kelly, Councillor Rush, Councillor Sparrow

Against:

Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Woolf, Councillor Young

Majority Vote: 5:11

Lost

Moved Councillor Paul, seconded Councillor Pannett, the following substantive motion:

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree to the demolition of the carparking building subject to Council agreement on timing of demolition (noting the need to strengthen or demolish by 2034).
3. Subject to landowner and resource consent processes, endorse in principle the Fale Malae Trust proposal to continue investigating Frank Kitts Park as the preferred site for the Fale Malae, being the south west corner of the park where the carpark building is currently located.
4. Direct officers to prepare a development plan and report back to Council by June 30 2022, **recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).**
5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.
6. **Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.**
7. **Note that Council and the Fale Malae trust will continue to work with mana whenua and will provide an update on where the proposal is at now.**
8. **Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.**

Carried

A division was called for, voting on which was as follows:

Clauses 2 and 5:

For:

Councillor Calvert, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Woolf, Councillor Young

Against:

Mayor Foster, Liz Kelly, Councillor Rush, Councillor Sparrow

Majority Vote: 12:4

Carried

Clause 3:

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannet (Chair), Councillor Paul (Deputy Chair), Councillor Woolf

Against:

Councillor Calvert, Councillor Rush, Councillor Sparrow, Councillor Young

Majority Vote: 12:4

Carried

All remaining clauses:

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Councillor Foon, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Sparrow, Councillor Woolf

Against:

Councillor Calvert, Councillor Rush, Councillor Young

Majority Vote: 13:3

Carried

(Councillor Calvert left the meeting at 8:10pm.)

(Councillor Foon left the meeting at 8:21pm.)

2.3 Te Atakura First to Zero 2021 Update

Moved Councillor Pannett, seconded Councillor Paul

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.
2. Agree that officers publish the Te Atakura First to Zero 2021 Update on the Council website.
3. Note that the City target for 2030 has been updated to a 57% reduction compared to 2020.
4. Note that Council will sign up to the Race to Zero pledge via the CDP website, and will participate in events and publicity of Race to Zero in the lead up to COP26.

Carried

A division was called for, voting on which was as follows:

Clauses 1-3:

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Rush, Councillor Sparrow, Councillor Woolf, Councillor Young

Absent:

Councillor Calvert, Councillor Foon

Majority Vote: 14:0

Carried

Clause 4:

For:

Mayor Foster, Councillor Condie, Councillor Day, Councillor Fitzsimons, Deputy Mayor Free, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Pannett (Chair), Councillor Paul (Deputy Chair), Councillor Sparrow, Councillor Woolf

Against:

Councillor Rush, Councillor Young

Absent:

Councillor Calvert, Councillor Foon

Majority Vote: 14:0

Carried

Closure motion

Moved Councillor O'Neill, seconded Councillor Day

Resolved

That the Pūroro Āmua | Planning and Environment Committee:

1. Agree that, in accordance with standing order 25.2(c), the motion under debate now be put.

Carried

The meeting concluded at 8:30pm with the reading of the following karakia:

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

Authenticated: _____
Chair

ORDINARY MEETING

OF

PŪRORO ĀMUA - PLANNING AND ENVIRONMENT
COMMITTEE

MINUTE ITEM ATTACHMENTS

Time:
Date: Thursday, 23 September 2021
Venue: Ngake (16.09)
Level 16, Tahiwī
113 The Terrace
Wellington

Business

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1.6 Public Participation

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| 3. Fale Malae Trust | 64 |
| 4. Michael Gibson | 68 |

2.6 Te Ngākau Civic Precinct Framework Hearings

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| 1. Wellington Skateboarding Association | 76 |
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supporting cycling



Our 'three pillars' of sustainability

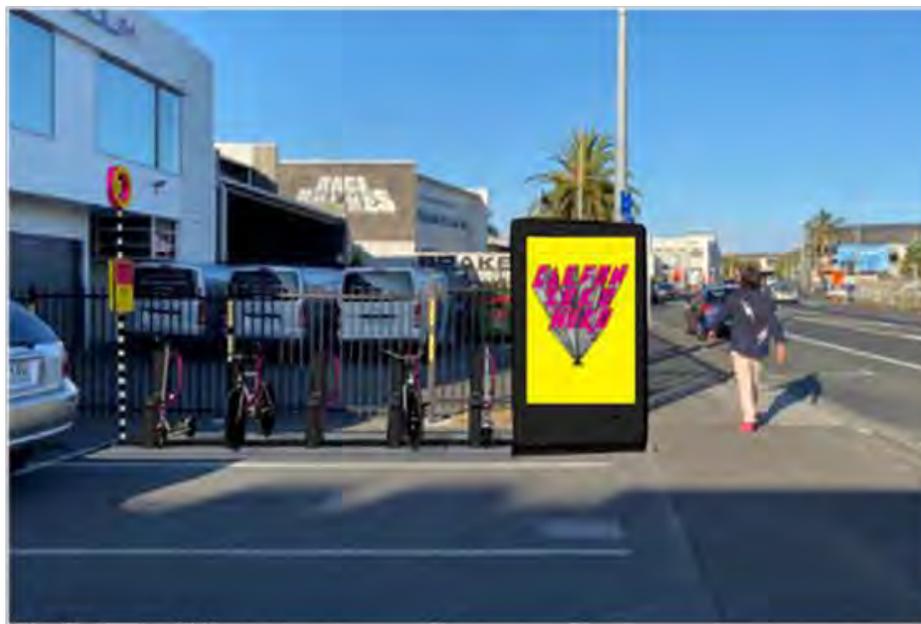
- 1. Community**
- 2. People**
- 3. Environment**

Wider support for cycling



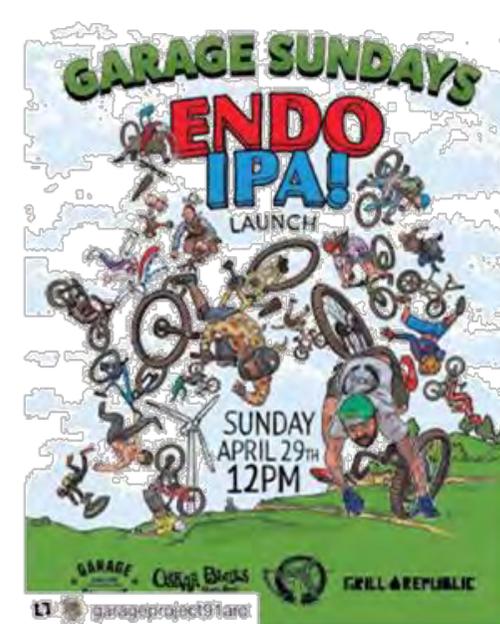
Nocar Cargo

**Webstore
delivery**



Lockydocks

**Public e-bike / e-scooter charging +
bike storage (Kingsland, Auckland)**



ENDO IPA

**Supporting
Brooklyn Trail
Builders**

Why we support cycling

Good for staff:

- 1. Staff wellbeing**
- 2. Low carbon**
- 3. Low ongoing cost**
- 4. Accessible transport option**

Good for GP:

- 1. Healthy and happy staff**
- 2. Part of our culture**

Staff support for cycling:

- **\$300 towards a bike or e-scooter**
- **\$50 voucher raffle for active commuters throughout summer**
- **Installed bike storage**

Around 20% of our team regularly commute by bike or e-scooter - not that high!

Barriers

- 1. Convenience of cycling vs driving**
- 2. E-bike affordability**
- 3. Safety!**

To increase uptake, the cycling network needs to be more efficient, easier to use, and much safer.



Bus Priority Action Plan

December 2019

DRAFT


greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke



Bus Priority Action Plan

The Bus Priority Action Plan is a collaborative investigation by Wellington City Council and Greater Wellington Regional Council working with Waka Kotahi NZ Transport Agency. It identifies the key routes, issues and opportunities to improve the reliability of buses on Wellington's busiest routes. Engagement on the action plan and delivery will occur as part of Let's Get Wellington Moving.

How did we select the corridors?

We prioritised corridors by considering those that have:

- high daily passenger volumes
- slow bus travel speeds
- highly variable bus travel times.



What does bus priority look like?

Depending on the issues, there are a range of options to give buses more priority.



What's the timing?

- Engagement on City Streets – early 2020
- Confirm programme – mid-2020
- Early works delivery – from early 2020
- 7–10 years to deliver

What are the costs and benefits?



Costs would have a range of \$24–290 million depending on the scale of interventions



More bus priority means more reliable and quicker bus trips

The Bus Priority Action Plan is a collaborative investigation by Wellington City Council and Greater Wellington Regional Council working with Waka Kotahi NZ Transport Agency. It identifies the key routes, issues and opportunities to improve the reliability of buses on Wellington's busiest corridors. Engagement on the action plan and delivery will occur as part of Let's Get Wellington Moving's City Streets programme.

Wellington is growing. In the next 30 years, 50,000 to 80,000 more people will call the city their home. To maintain an attractive, accessible and sustainable harbour city we need a reliable public transport system that moves more people with fewer vehicles. To help achieve that, we need to make it more attractive to travel by bus than by car.

Improved bus priority on the key routes to and through the city has been identified by several business cases and as a key part of Let's Get Wellington Moving (LGWM). This is because Wellington's buses are – and will continue to be – a vital part of the public transport system. Bus passenger numbers are increasing, and people want to trust that their buses will get them to their destination on time, consistently.

More reliable bus journeys will contribute to reducing emissions and encouraging people to use public transport as well as walking and cycling. The reliability of our buses depends on a range of factors, including suitable timetabling, having enough buses and drivers, and giving buses priority on the roads so they can travel without delays. The councils are working together to tackle all of these aspects. This includes a review of the bus network (bus routes and timetables) following city-wide community engagement in mid-2019.

This action plan outlines what we can do to give buses more priority on key routes into and through the city that carry the most passengers and are the slowest and least reliable – especially at peak travel times. We have looked at the issues on our roads that are contributing to bus delays, and the opportunities to make buses more reliable by improving our roads – for example, by introducing more bus lanes and letting buses go first at traffic lights – and by improving bus stops. In undertaking this investigation, we have also identified key issues on these routes for other modes of transport, including cycling and walking.

The analysis in this action plan will support engagement with the community as part of the LGWM City Streets programme to seek feedback on:

- the priority network for buses and for cycling
- the key issues and opportunities on each corridor
- the wider opportunities for cycling, walking, safety and making more attractive places in central Wellington.

Subject to feedback received, more detailed investigation and public consultation will follow when detailed designs and costs are developed. This will build on the analysis that has informed the development of this action plan.

While this planning work continues, we are already making changes so buses can travel more smoothly. These include improving the layout of bus stops and trimming trees, so buses can pull in and out more easily and it's safer for passengers to get on and off. This action plan also identifies other early improvements that can be made.

Let's Get Wellington Moving

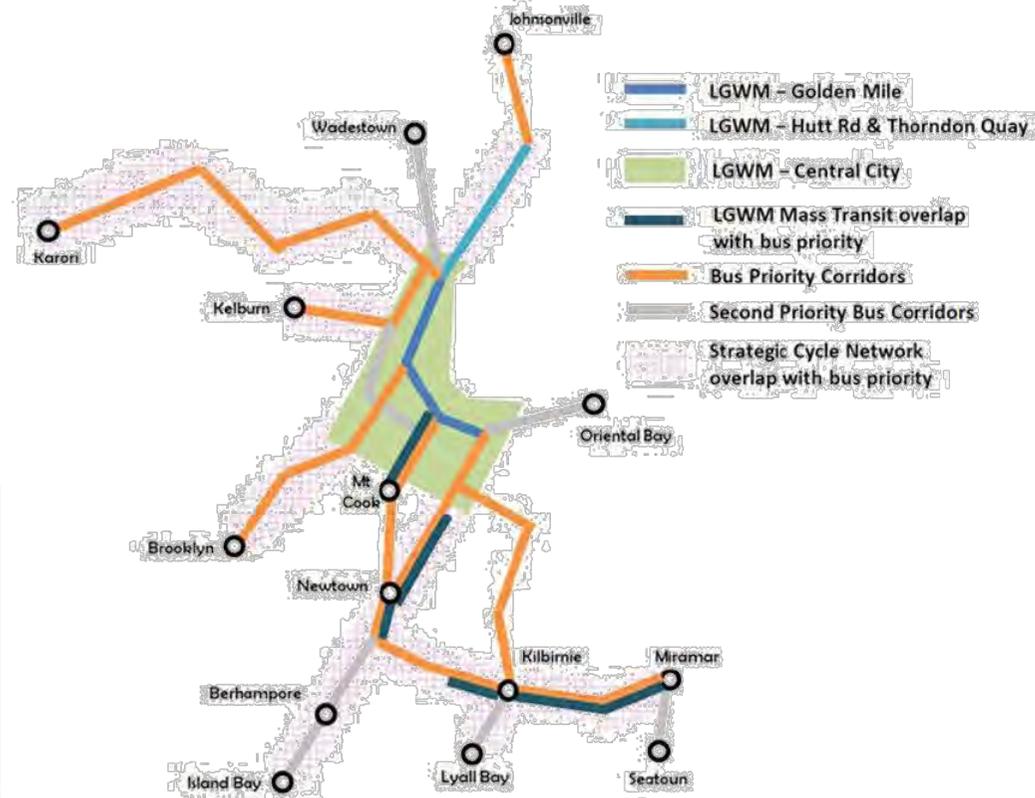
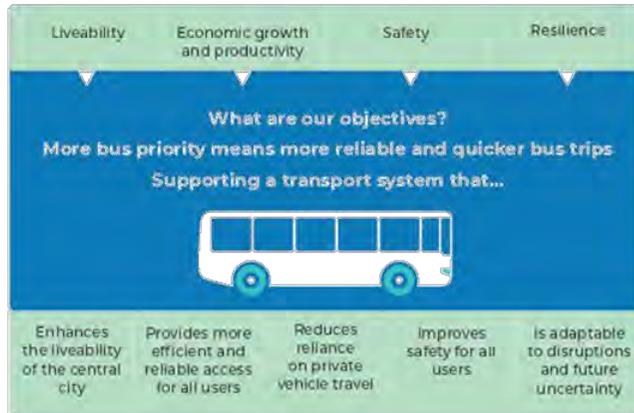
The Bus Priority Action Plan will be delivered as part of LGWM. This shared programme will create a safer, more people-focused central city, a mass rapid transit route from the central city to the southern and eastern suburbs, and improvements to the state highway corridor.

The action plan focuses mainly on bus priority because of the need to support improvements to the bus system. As the map shows, there is a significant overlap between the bus priority corridors, the strategic cycling network and the mass rapid transit route. More work is needed to integrate cycling, walking, safety and attractive shared streets into these corridors where possible.

Where bus priority corridors overlap with LGWM's longer-term planning, bus priority improvements will either be integrated into those plans or delivered as shorter-term improvements in the meantime.



Objectives and outcomes





LGWM early delivery: Golden Mile, Thorndon Quay and Hutt Road projects

Two of the LGWM early delivery projects will complement the Bus Priority Action Plan - the Golden Mile and the Thorndon Quay and Hutt Road corridor.

The Golden Mile – which includes Lambton Quay, part of Willis Street, Manners Street and Courtenay Place – has the highest concentration of jobs in the country, is the busiest part of the bus network and has the highest pedestrian volumes in the city. It is also our prime shopping and entertainment destination.

Under LGWM, the Golden Mile is planned to become part of a dual public transport spine – the other route running along the waterfront and accommodating mass rapid transit.

Given the complexity of the Golden Mile, the multiple modes of movement involved, its commercially sensitive environment and the desire to take up place-making opportunities, a separate project from the action plan is needed. Over 37,000 people travel by bus along the busiest sections of the Golden Mile on a typical weekday. All of the eight bus priority corridors in the action plan feed into this central bus spine.

The Golden Mile project starts with a business case. This will set out a long-term vision for the corridor and outline a staged investment strategy. It will also identify quick wins and trials to enable testing of proposed changes and feedback from stakeholders and the community. Initial engagement with the community on the Golden Mile started in November.

The Thorndon Quay and Hutt Road corridor is another complex corridor for which a business case is being prepared. Thorndon Quay and Hutt Road form one of the city's primary multi-modal transport corridors with key public transport links to Wellington's northern suburbs, Porirua and the Hutt Valley. In addition to providing access to the central city, businesses and CentrePort, it also has the potential to cater for future economic development and urban growth. Te Ara Tupua, the future Ngauranga to Petone walkway and cycleway and the largest single walking and cycling project in the region, will increase demand for cycling along the corridor.

The project aims to transform the Thorndon Quay and Hutt Road corridor so it is:

- ready to provide for enhanced public transport and cycling connectivity fit for a 2036 future
- adaptable to future land use change, development, other programmes such as the multi user ferry terminal, and caters for adequate transport provision and choices.

Stakeholders and community engagement on options for Thorndon Quay and Hutt Road will take place by mid-2020.

Both projects will be closely coordinated with planning and delivery of the wider bus priority network.

How the action plan links to other projects

This action plan also fits with a range of other work to plan for future population and land use growth, improving our transport system, creating attractive shared streets and making it easier and safer for people to get around the city.

Bus network review

Bus priority is a vital element of any well designed and successful network, and existing bus corridors will remain pivotal to the success of Wellington's bus network now and in the future.

The Wellington City phase of the bus network review of the July 2018 changes is drawing to a close. A package of network change recommendations with an accompanying action plan, is being completed. A package of network change recommendations with an accompanying action plan is being completed. The action plan has been developed with a number of dependencies and constraints. Some of the recommended improvements will be delivered as resourcing allows, and the remaining recommendations will require further investigation.

Feedback and findings from the bus network review clearly identify bus reliability, 'bus bunching' and travel time as having a significant impact on bus passenger journeys. These will not be resolved by network changes alone, which focus on routes and timetabling.

The changes we can make through the Bus Priority Action Plan will help to restore trust in bus transport reliability, particularly amongst bus commuters. The action plan will also inform the bus network changes, including improvements to bus reliability and travel times.

All elements of the LGWM City Streets programme – bus priority, walking, cycling and road safety – will be integrated with bus and network changes in the short term, and as Wellington future-proofs public transport for ongoing growth.

Planning for growth

Planning for Growth is a project about the people of Wellington and bringing the things we love and value about our city into the conversation about how we plan for the city's future growth. Planning for Growth builds on the goals from Our City Tomorrow and includes a review of the Wellington Urban Growth Plan as well as the District Plan, both of which impact and shape Wellington's urban environment.

Between 8 April and 17 May 2019 we asked people to have their say on the pros and cons of four scenarios. People have given a clear indication that they think intensification of the city centre and suburban centres offers the best balance overall. The feedback we received will help us create a 'spatial plan' which shows the future shape of our city, that will then feed into the District Plan Review.

A spatial plan is essentially a 'blueprint' for our city that sets out a plan of action for where and how we should grow and develop. A spatial plan includes maps and supporting text to show the strategy for the city's growth, providing a level of certainty to the community about future change. The spatial plan will enable an integrated approach to the way we plan and shape our city by considering a range of topics relating to the city's growth including land use, transport, three waters infrastructure, natural hazards, heritage, and natural environment values. The spatial plan will ultimately provide the direction we need for the District Plan Review and will help the City Council prioritise investment for things like transport, new community facilities and infrastructure upgrades.

Parking policy

To pave the way for our future transport system, we need to start creating space along some key transport corridors and review how we allocate road space for parking to support this change. In light of this, Wellington City Council is reviewing its parking policy and will consult the public on its proposals in the early part of 2020.

Cycling programme

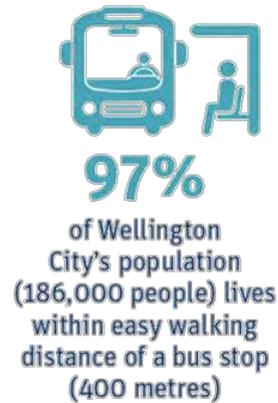
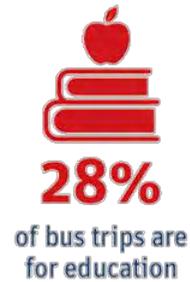
Work is also underway to develop a city-wide cycle network. This work will be integrated with the outcomes of the action plan to make sure there are good outcomes for people who use public transport, walk, or cycle.





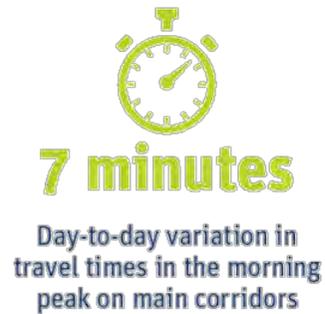
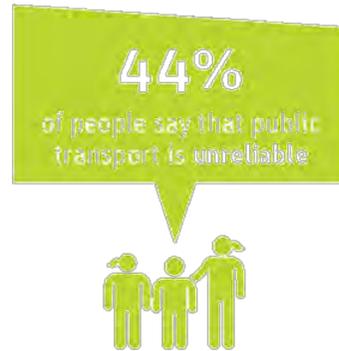
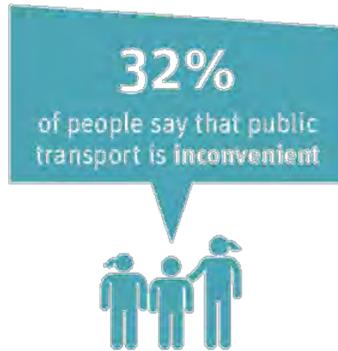
Wellington's bus network at a glance

Buses play a critical role in Wellington's transport network.



Bus network challenges

While there are 70,000 bus journeys taken each day, we know that many passengers are dissatisfied and there are issues with reliability and travel times. Making buses more reliable will make bus travel a more attractive option than driving a car, so more people will take the bus. This in turn will reduce congestion and carbon emissions.



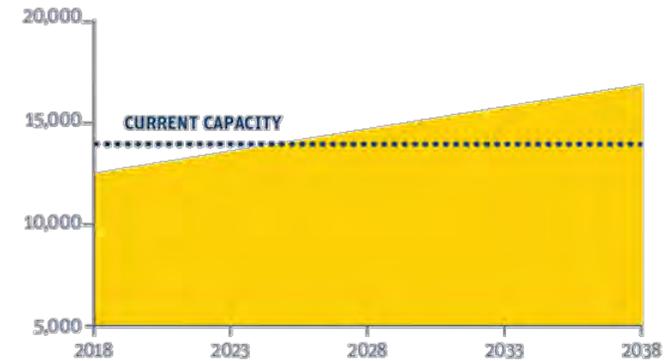
Bus trips

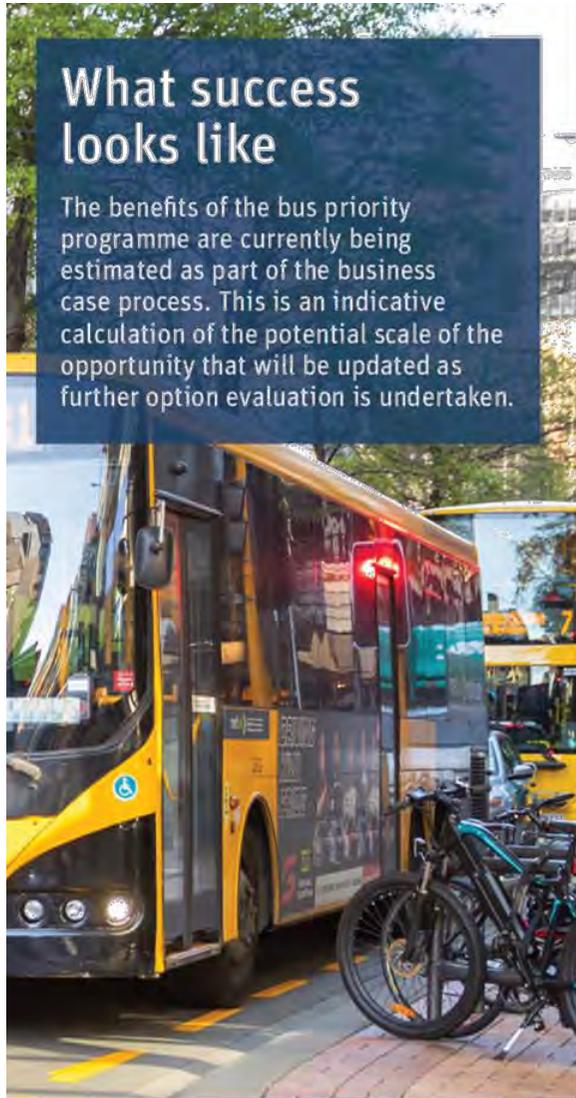
typically take **twice as long** as a car trip for the same journey



Passenger volumes

in the morning peak will exceed capacity by 2028





What success looks like

The benefits of the bus priority programme are currently being estimated as part of the business case process. This is an indicative calculation of the potential scale of the opportunity that will be updated as further option evaluation is undertaken.

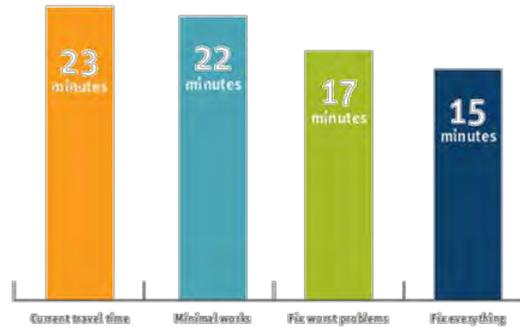


Bus travel times are
3% faster
with minimal improvements

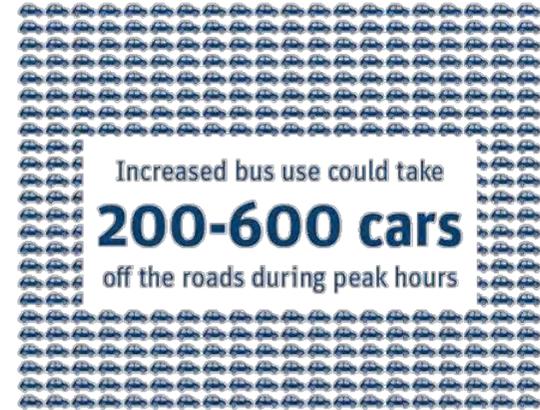
27% faster
with the worst problems fixed

33% faster
with everything fixed

Bus travel times for a typical trip



Note: These figures are indicative and based on a high-level assessment of potential scale of benefits



Increased bus use could take
200-600 cars
off the roads during peak hours

More people using buses prevents
1 to 3 death and serious injury crashes
over a decade

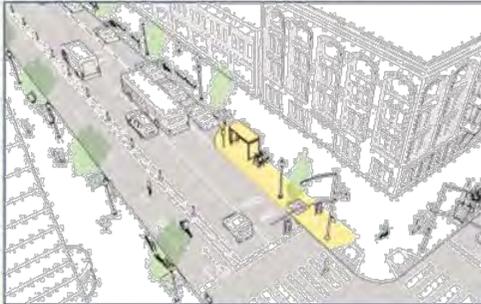
and reduces CO₂ emissions by
4000 to 12,000 tonnes
over a decade



Bus priority toolkit

We will use a range of measures to improve bus journey times and the reliability of bus journeys. Bus stop improvements allow people to get on and off the bus more easily and reduce the amount of time the bus spends at bus stops. Roadway improvements reduce conflicts between buses and other road users and give buses increased priority.

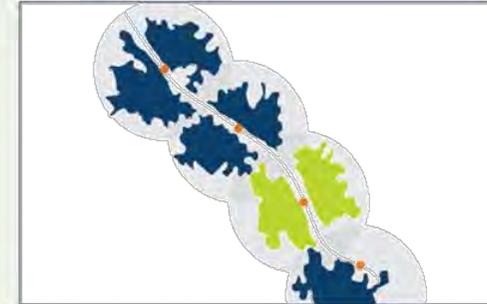
Bus stop improvements



In-line bus stops

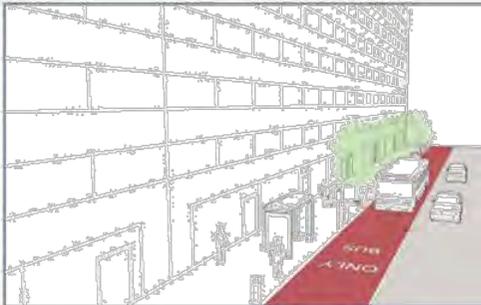


Safer journeys for cyclists



Bus stop spacing and improvements

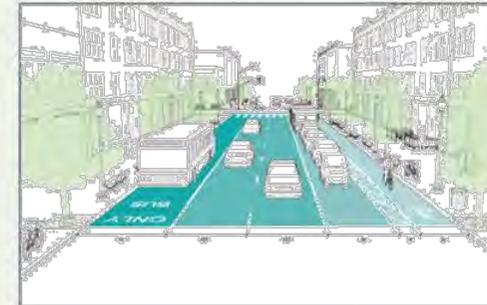
Roadway improvements



Bus lanes



Intersection priority



Lane widening



How we chose the priority bus corridors

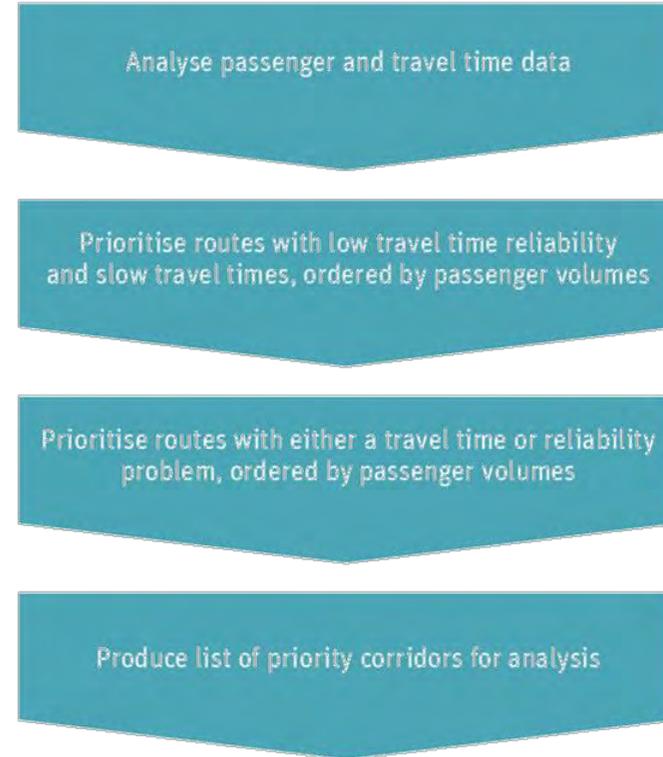
We prioritised corridors by considering those that have:

- high daily passenger volumes
- slow bus travel times
- highly unreliable bus travel times.

greater WELLINGTON REGIONAL COUNCIL
Te Papa Matua Takai

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Corridor selection process



DRAFT

Eight priority bus corridors

Eight corridors were chosen because they have very high numbers of passengers and also have problems with travel times and reliability.

They are:

- Newtown to city
- Karori to city
- Seatoun to city
- Mt Cook to city
- Kilbirnie to Newtown
- Johnsonville to Ngauranga
- Kelburn to city
- Brooklyn to city



How we identified issues

We used bus and traffic data to estimate the degree to which buses are being delayed relative to optimal travel times.

We identified the sources of delay, as well as where and when delays occur.

Generally, the causes of delay fit into the following categories.

Category	Source of delay	Description
Bus stops	Bus stop spacing	Some bus stops are so close that they have overlapping walking catchments. This means the bus stops more frequently without significant benefits to passengers.
	Re-entry	Buses are delayed when waiting to re-enter the traffic lane from a bus stop.
	Long dwell time	At some bus stops, buses have to stop for longer than is ideal to allow passengers to get on and off.
Traffic lights	Traffic and pedestrian lights	Buses are delayed during the red phase at traffic lights and signalised pedestrian crossings.
	Queues	Buses are delayed in queues at traffic lights.
On-road	General traffic	Buses are delayed by mid-block traffic congestion and on-street parking (cars not parked well, car doors opening, people manoeuvring into parking spaces).
	Road layout	Narrow traffic lanes limit the speeds at which buses can travel.

Taking a multi-modal approach

Road safety and provisions for cycling are key considerations when we make improvements for buses. These factors have been taken into account in determining the order in which we improve the bus priority corridors.

Analysis of the bus priority corridors shows:

- poor provision for people on bikes on all corridors
- average safety performance on all routes.

The cycleways programme map shows where there is an aspiration for a high level of service, and when cycleway improvements may be delivered.

Corridor	Bicycle level of service	Personal risk average score
Newtown to city	Poor	Medium
Johnsonville to Ngauranga	Poor	Low
Kelburn to city	Poor	Medium
Mt Cook to city	Poor	Medium
Karori to city	Poor	Medium
Seatoun to city	Poor	Medium
Kilbirnie to Newtown	Poor	Medium
Brooklyn to city	Poor	Medium

More detailed investigations of each corridor and any actions will need to take a multi-modal approach.



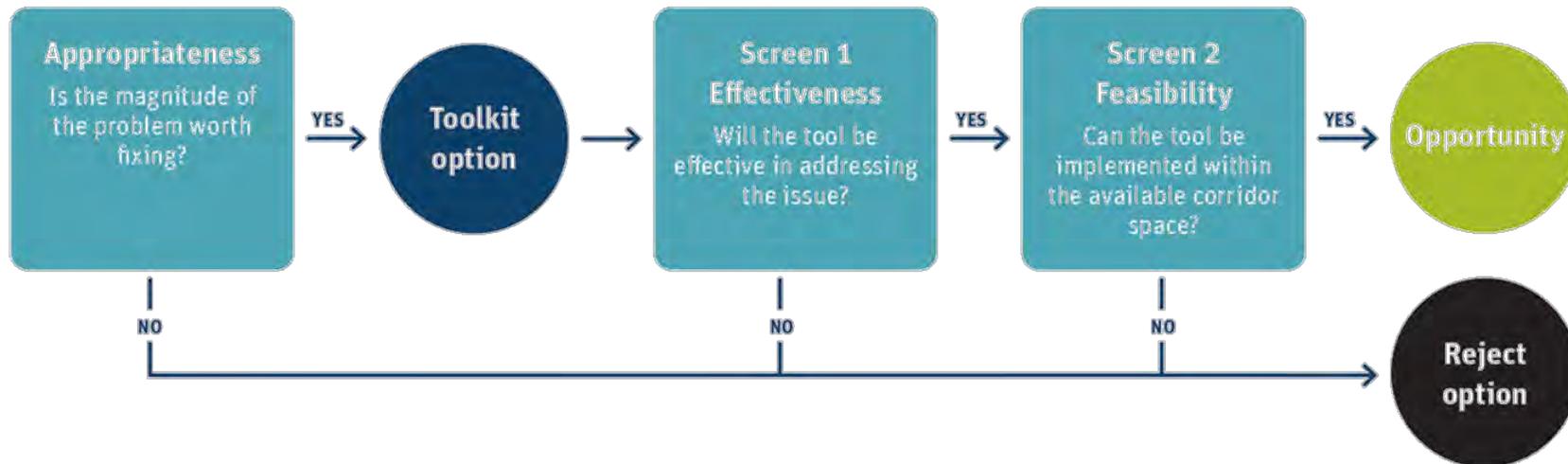
How we identified opportunities

For each issue identified on the corridors, we have identified opportunities to address the issue.

We assessed the suitability of each toolkit option against each issue.

We used a three-stage screening process.

The results are a list of opportunities to reduce bus journey times and improve reliability.



Programme options

There are three levels of possible intervention for each corridor.

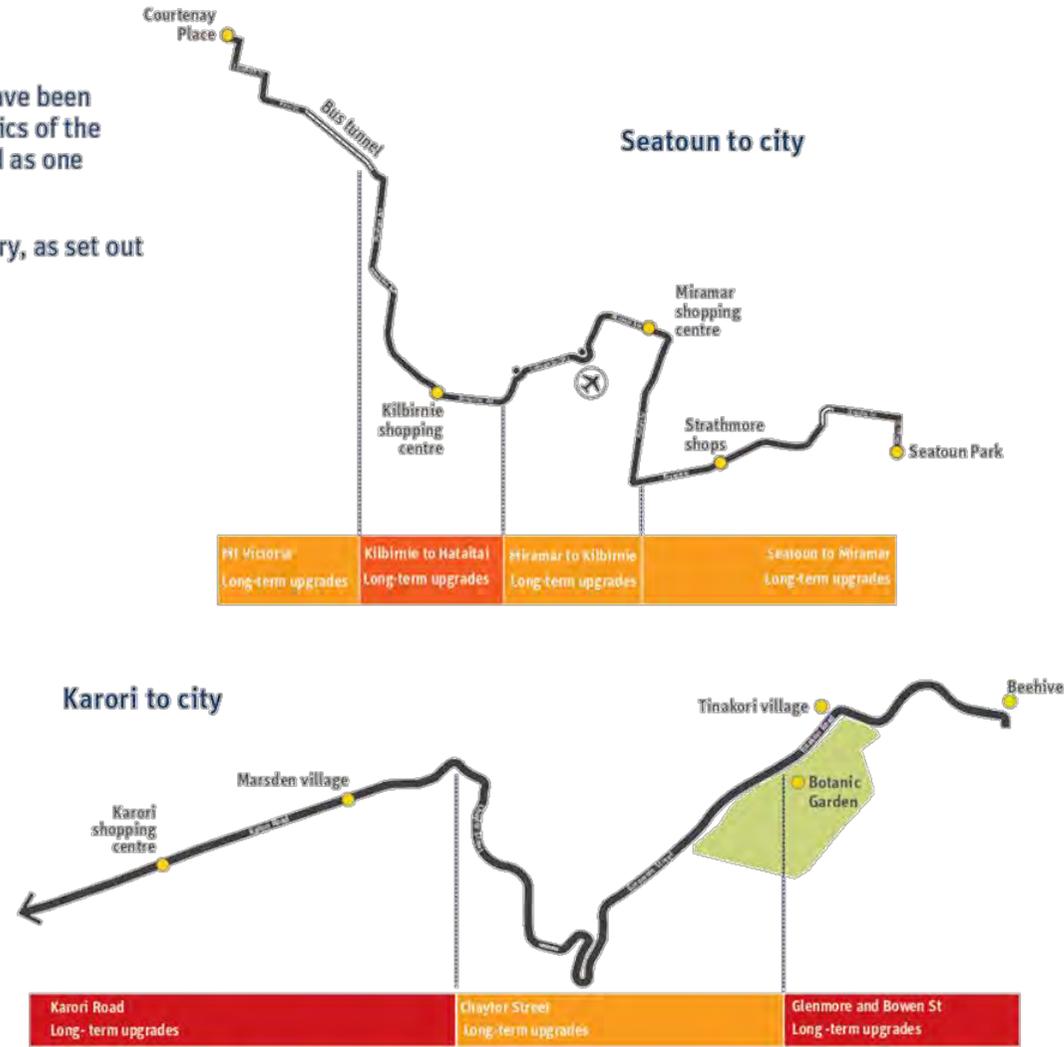
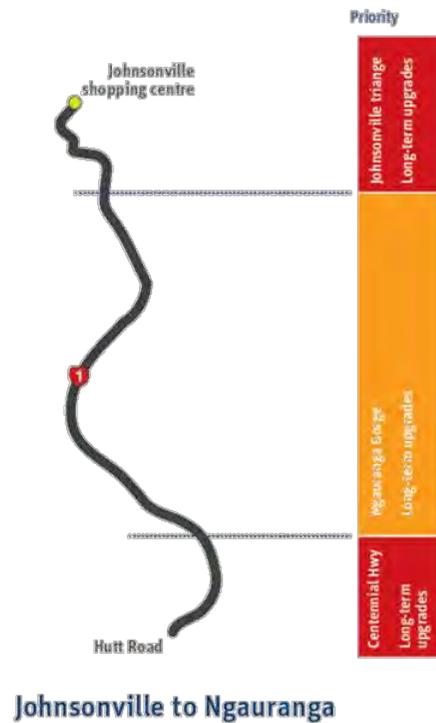
This is the high level summary across all eight corridors.

Option	Level of intervention	Benefits	Costs	Benefit cost ratio
Minimal intervention	<ul style="list-style-type: none"> Extending hours of existing bus lanes and clearways Some bus priority at worst-performing intersections Minimal changes to bus stop layout and spacing 	Typical journeys are 1-2 minutes faster in the morning peak	\$24-43 million	0.4 (0.2 to 0.9)
Fix the worst problems	<ul style="list-style-type: none"> Bus lanes in areas with significant congestion Intersection priority measures at worst-performing sites Some changes to bus stop layout and spacing 	Typical journeys are 3-9 minutes faster in the morning peak	\$90-143 million	1.5 (0.7 to 3.1)
Fix everything	<ul style="list-style-type: none"> Bus lanes along most of corridor length Substantial intersection priority measures at many sites Substantial changes to bus stop layout and spacing 	Typical journeys are 4-10 minutes faster in the morning peak	\$182-290 million	1.0 (0.4 to 2.1)

Corridor segments

For delivery planning, three of the eight corridors have been divided into segments which reflect the characteristics of the corridor. The remaining five corridors will be treated as one single segment.

Each of the segments has been prioritised for delivery, as set out on the following page.



Programme priorities

The priority for the next 2-3 years will be early delivery works. For longer-term delivery planning, the eight bus priority corridors have been divided into 15 segments which reflect the corridor characteristics. Each segment has been prioritised for delivery of improvements taking account of:

- the number of people using buses
- the scale of the problems in terms of delays and reliability
- the effectiveness of improvements
- road safety problems
- level of service for people on bikes
- complexity and integration with other projects such as the proposed mass rapid transit route.

Planning priority	Longer term upgrades
A	Johnsonville triangle
	Karori Road
	Glenmore & Bowen Streets
	Centennial Highway
	Newtown to city
B	Brooklyn to city
	Kilbirnie to Newtown
	Mt Cook to city
	Chaytor Street
	Kilbirnie to Hataitai
C	Kelburn to city
	Miramar to Kilbirnie
	Mt Victoria
	Seatoun to Miramar
	Ngauranga Gorge

How bus priority will be delivered

Community and stakeholder feedback

The analysis in this Action Plan will support engaging with the community as part of the LGWM City Streets package to seek feedback on:

- the priority network for buses and for cycling
- the key issues and opportunities on each route
- the wider opportunities for cycling, walking, safety and attractive places.

Subject to feedback received, more detailed investigation and public consultation will follow when detailed designs and costs are developed for each segment. This will cover the key routes and, where required, specific changes such as to bus stops or parking.

Delivery

Some of the actions will be delivered as early improvements or business as usual activities by Wellington City Council and Greater Wellington Regional Council. These actions will tend to be lower cost and less complex projects that can help get buses moving more reliably, sooner. It is expected that many of these will be delivered in 2020 and 2021.

This will build on work already underway so buses can travel more smoothly. This includes improving the layout of bus stops and trimming trees, so buses can pull in and out more easily and it's safer for passengers to get on and off.

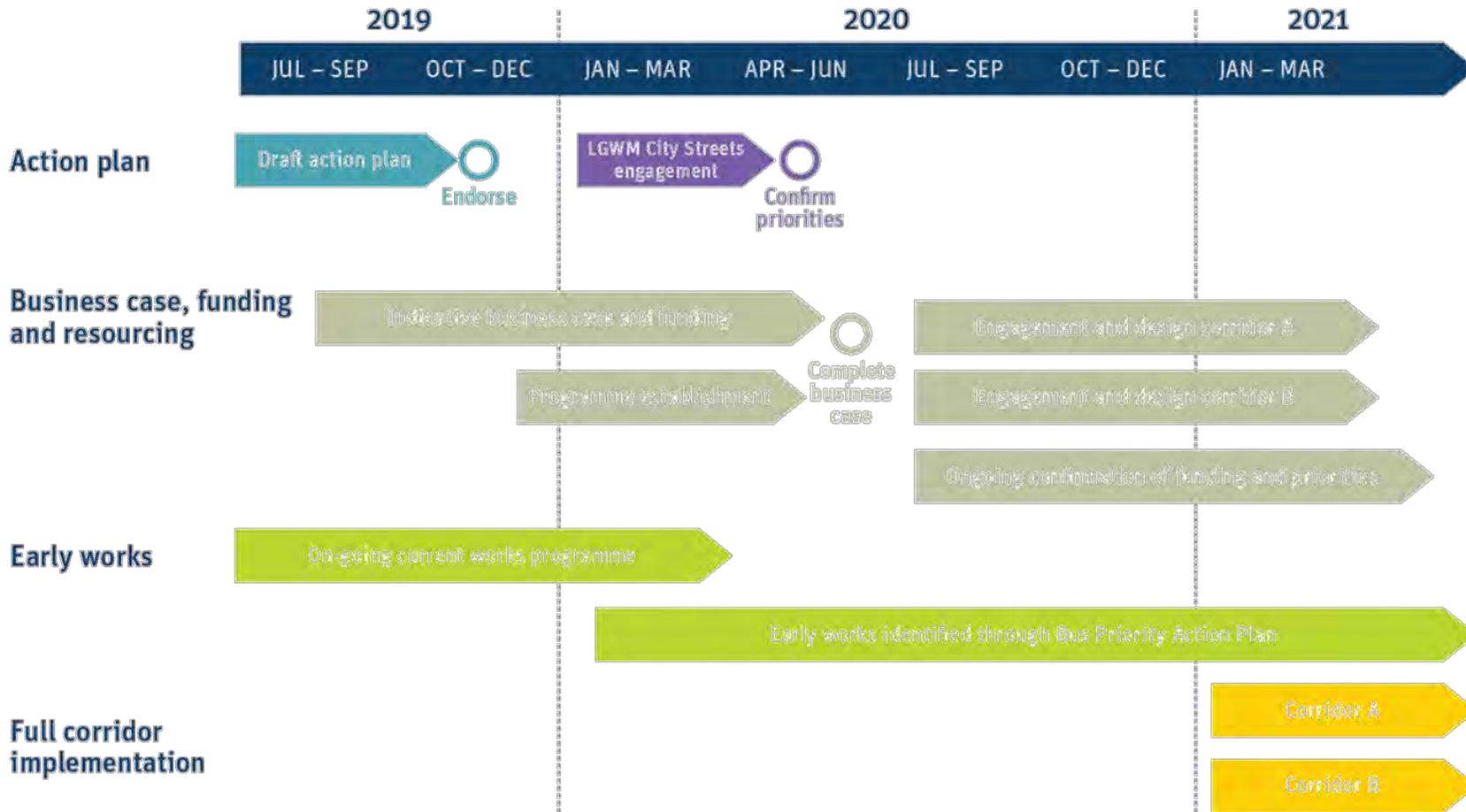
The opportunities and changes identified by the action plan will be primarily delivered through the City Streets package of LGWM. This programme will also be informed by further analysis of and feedback on cycling, walking, safety and place-making opportunities and issues. Delivery of bus priority works will commence next year and is expected to take around 7–10 years to complete.

Costs and funding

The programme will be funded by Wellington City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency through Let's Get Wellington Moving. In addition, this funding will be aligned with ongoing maintenance and operations investment, and LGWM's other projects and packages of work such as local street improvements including walking and cycling, other improvements to public transport, travel demand management, and state highway improvements.

Following engagement on the LGWM City Streets package, a more detailed programme will be developed that confirms anticipated costs, funding and expenditure over time. This will require more detailed business case analysis for any significant investment in any route or project.

Delivery timeline



Karori to city

Karori to city is a 6km-long transport corridor that connects the western suburbs to the central city.

There are five public bus services operating on this corridor and eleven school services. There are several significant destinations for the city along this route, including Parliament, the Botanic Garden, Karori shopping centre, Marsden village and Zealandia.

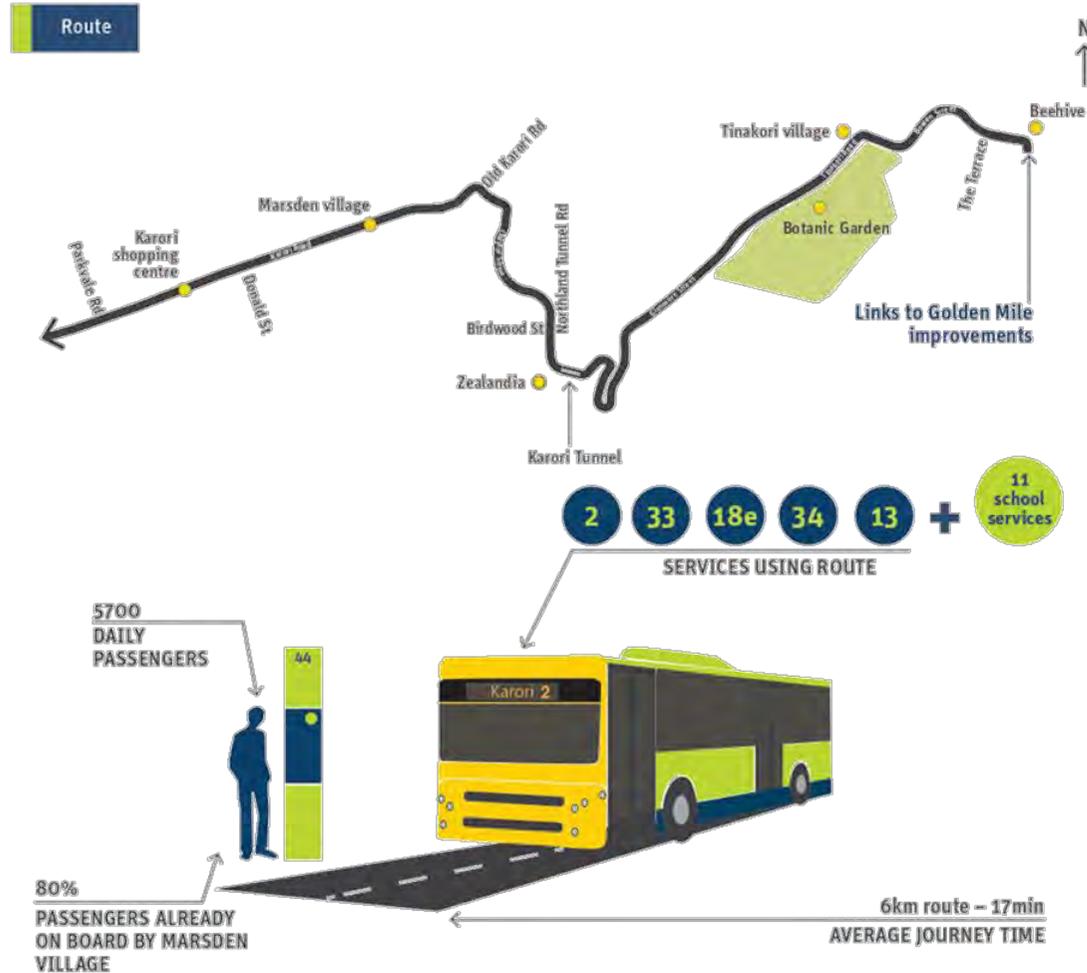
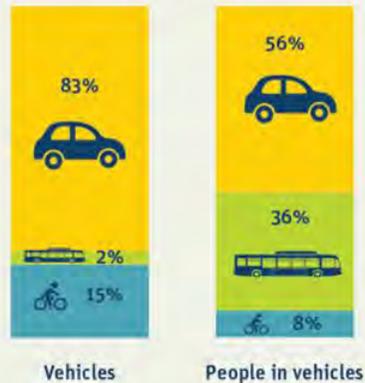
Bus services are also used by a significant number of school students, many of whom travel across the city to schools in the east.

The land uses along the corridor are mainly residential with some shopping areas, open space and education precincts.

The Karori shopping centre public space improvement is due to be completed in 2020. This work takes place outside of the road corridor.

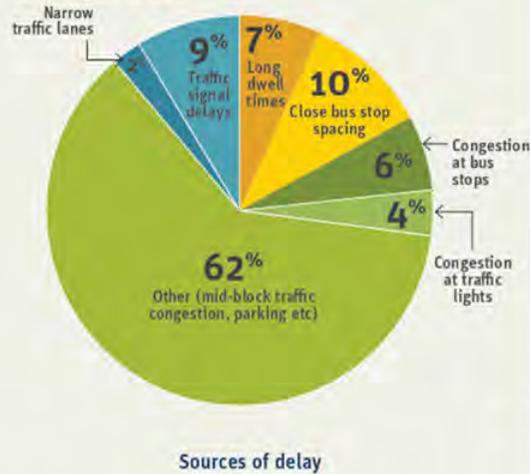
Currently there are no provisions for people on bikes on this corridor.

Corridor traffic by mode of transport (inbound 8am-9am)

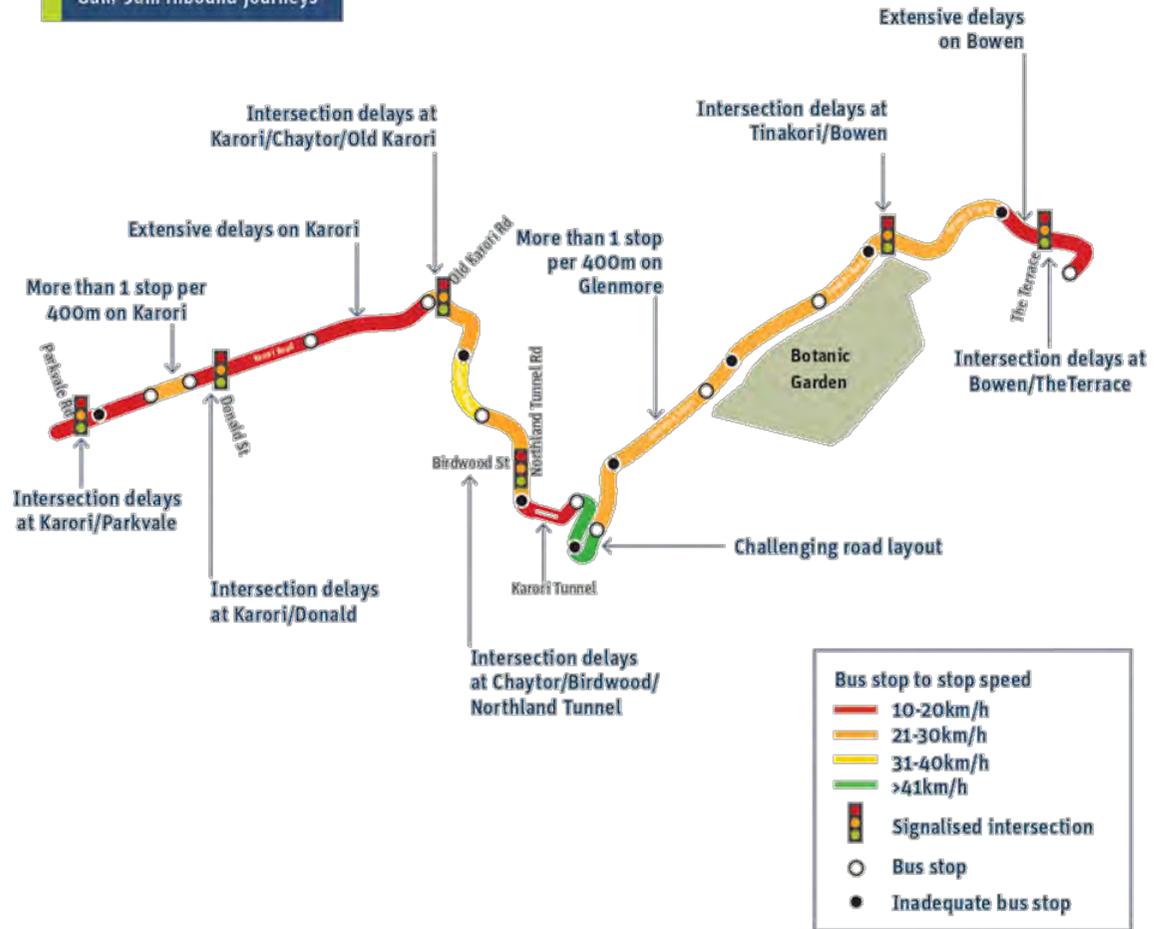


Karori issues (inbound)

This corridor has inbound issues related to mid-block traffic congestion, congestion at traffic lights and traffic signal delays.

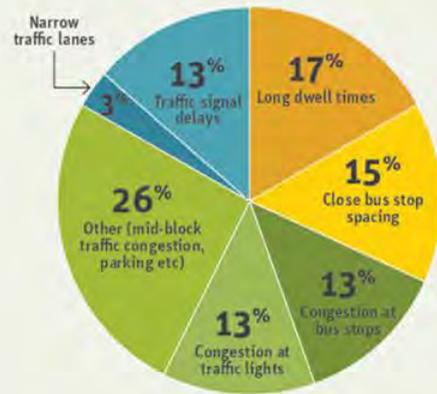


8am-9am inbound journeys



Karori issues (outbound)

This corridor has outbound issues related to bus stop spacing, mid-block congestion, traffic signal delays and congestion at traffic lights.

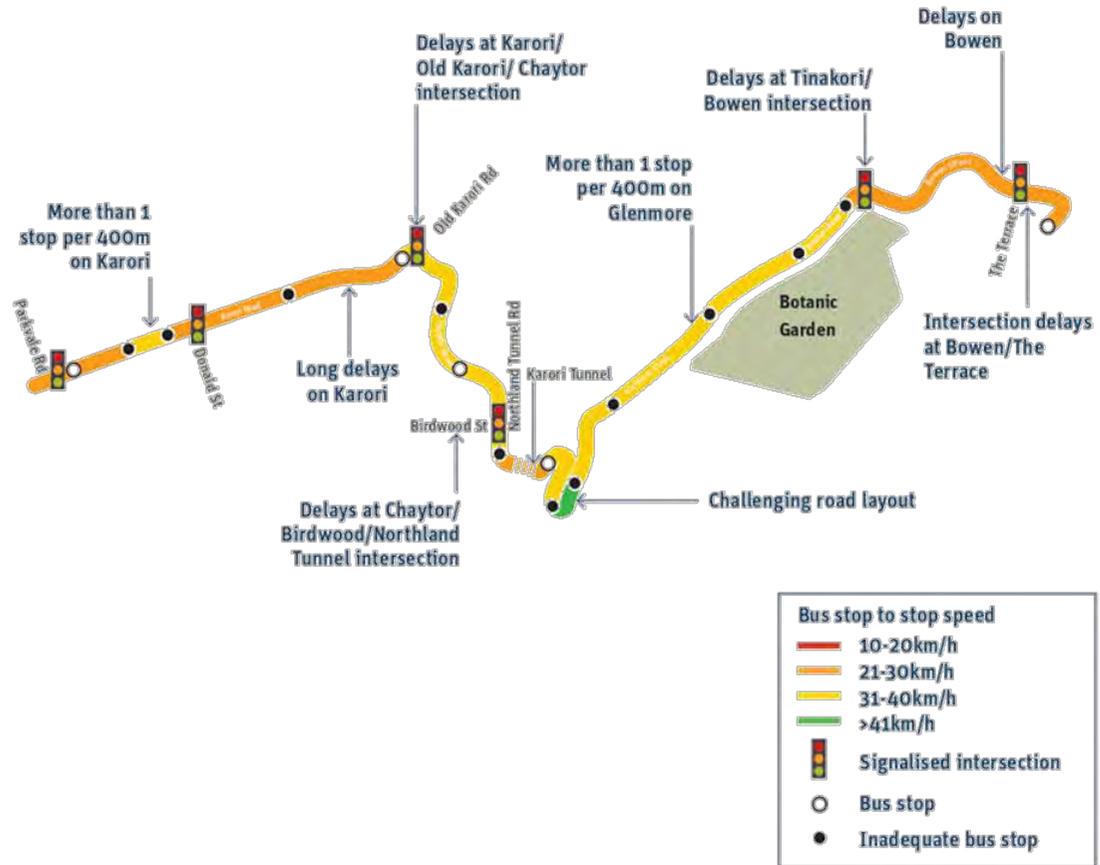


Sources of delay



Outbound journey times

5pm-6pm outbound journeys



Karori opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to traffic signals, bus stop design and spacing; as well as introducing bus lanes to address mid-block traffic congestion.

As we develop proposals for this corridor, we will look to establish safe speeds through Karori shopping centre and Marsden village as well as defining appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



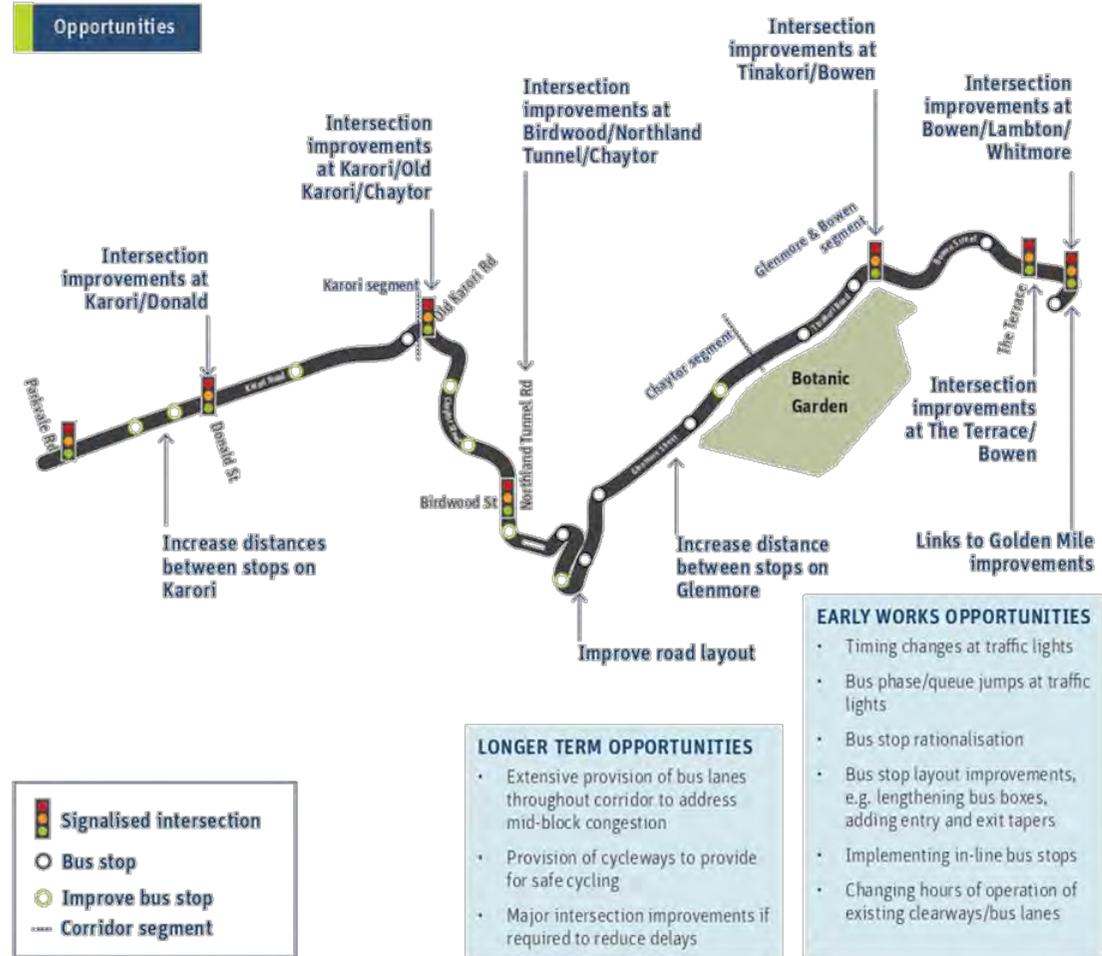
Reduced congestion



Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements



Newtown to city

Newtown to city is a 2km-long transport corridor that connects the southern suburbs of Wellington to the central city.

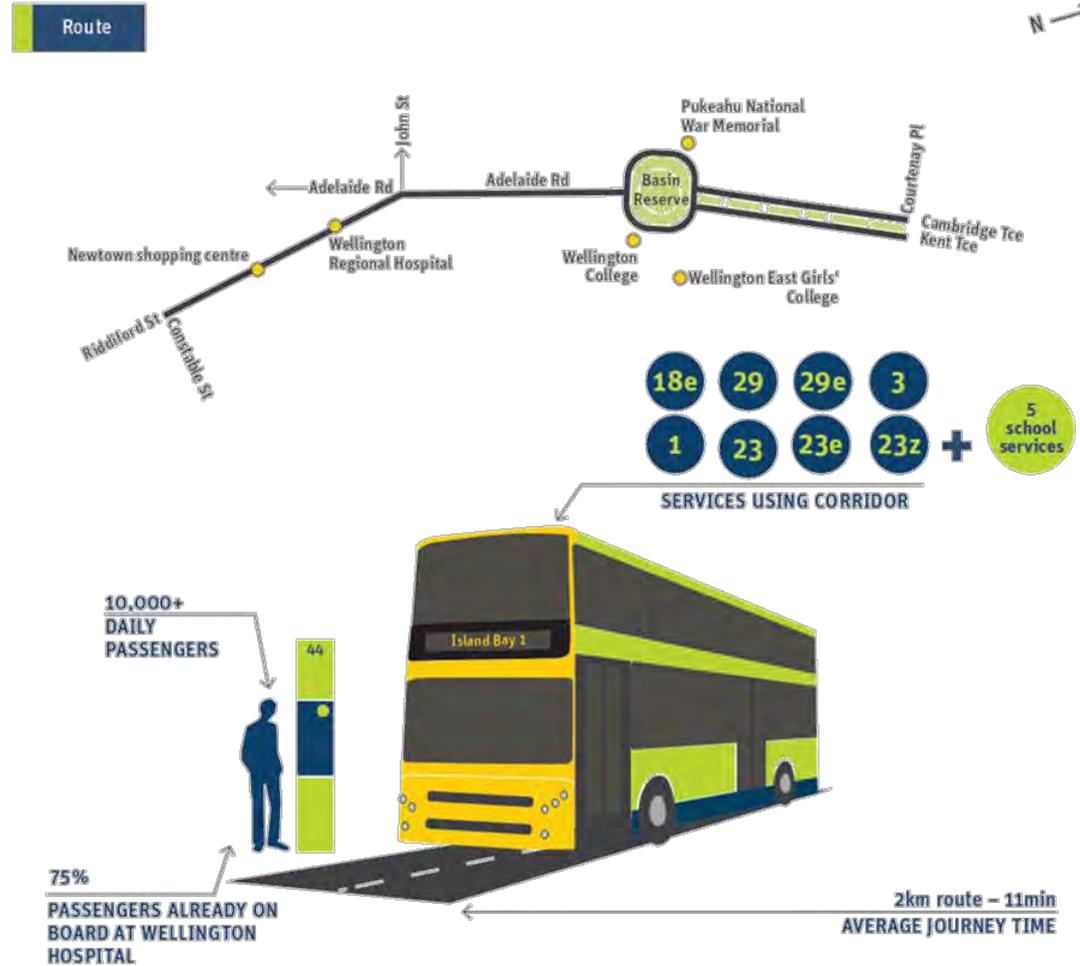
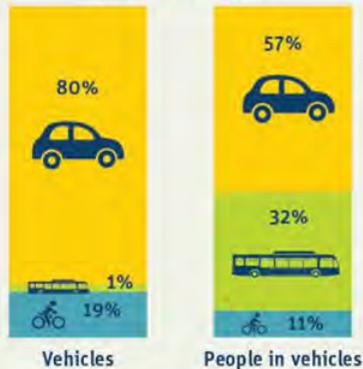
The Newtown corridor connects Newtown, Mt Cook and Mt Victoria to the central city. There are eight public bus services operating on this corridor and five school services.

There are several significant destinations along this route including Courtenay Place, Pukeahu National War Memorial, Basin Reserve, Wellington College, Wellington East Girls' College, Newtown shopping centre and the Wellington Regional Hospital.

The land uses along the corridor are mainly central city or suburban shopping zones with one institutional precinct (Wellington Regional Hospital). The corridor also passes through the Newtown shopping heritage area.

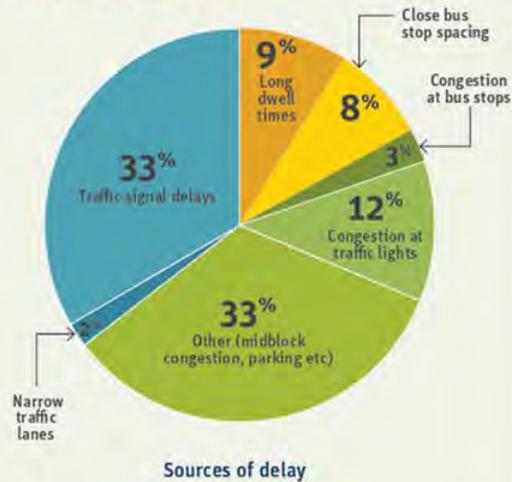
Currently there are no provisions for people on bikes but cycleway investment is planned for the future as part of Let's Get Wellington Moving.

Corridor traffic by mode of transport (inbound 8am-9pm)



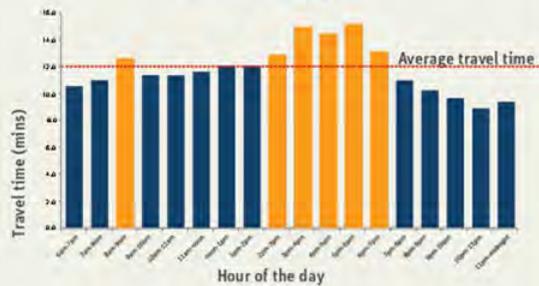
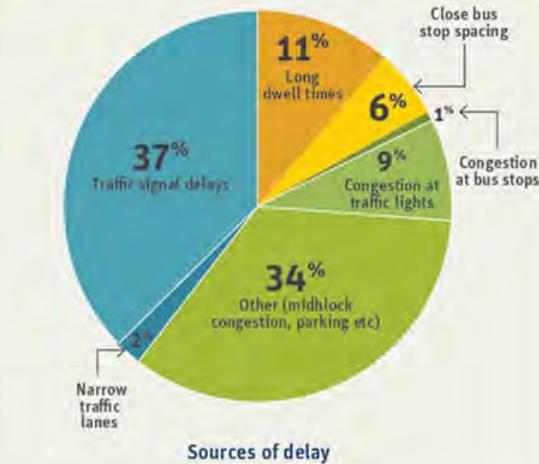
Newtown issues (inbound)

This corridor has issues inbound related to traffic signal delays, mid-block traffic congestion, bus stop spacing and congestion at traffic lights.



Newtown issues (outbound)

This corridor has outbound issues related to traffic signal delays, mid-block traffic congestion, bus stop spacing and congestion at traffic lights.



5pm-6pm outbound journeys



Newtown opportunities

There are opportunities on this corridor to prioritise bus journeys by improving intersections, increasing distances between bus stops to at least 400m, making improvements to bus stop layout and by introducing bus lanes to address the delays caused by mid-block traffic congestion.

As we develop proposals for this corridor, we will look to define appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



Reduced congestion



Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements

Opportunities



Seatoun to city

Seatoun to city is a 9km-long transport corridor that connects the eastern suburbs to the central city.

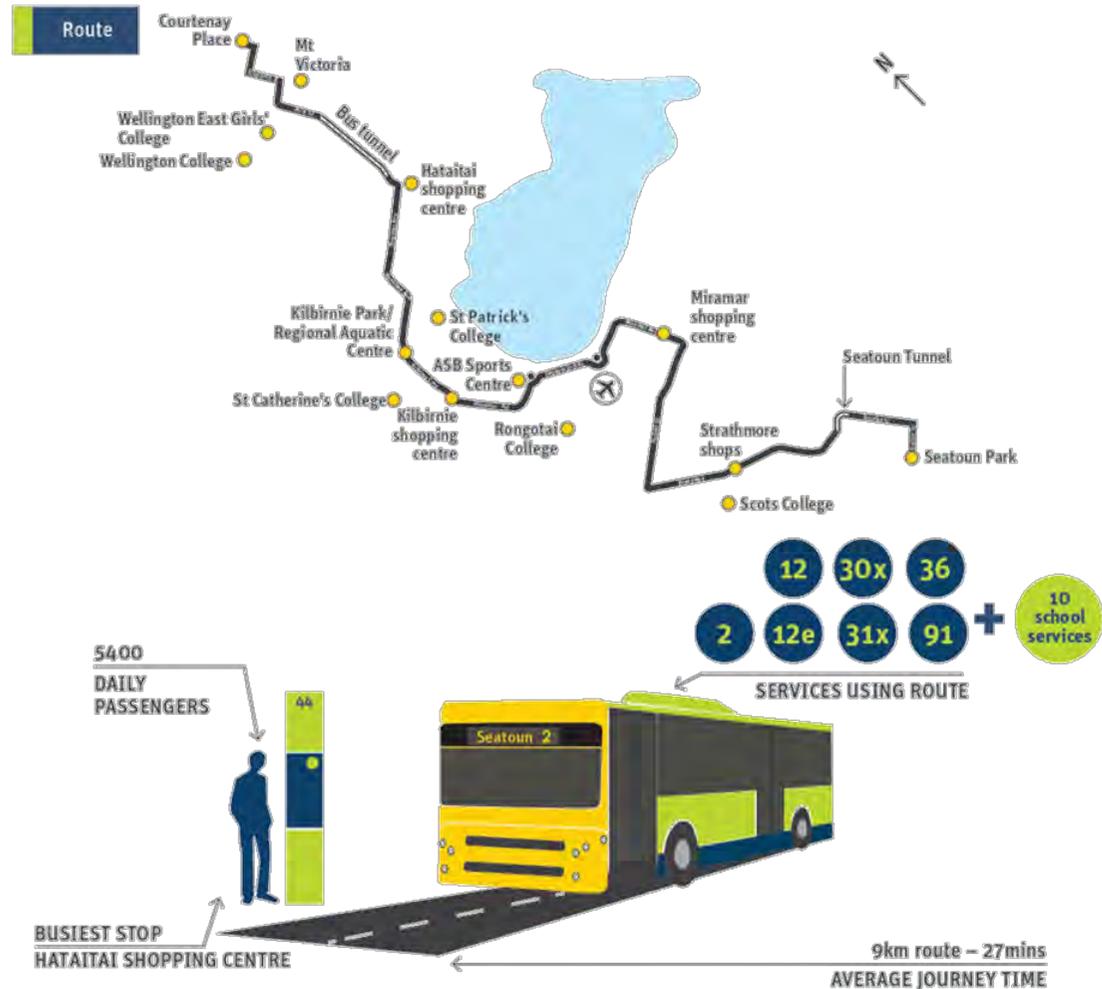
The Seatoun corridor connects Seatoun, Miramar, Kilbirnie, Hataitai and Mt Victoria to the central city. There are seven public bus services operating on this corridor and ten school services.

There are several significant destinations along this route including Miramar shopping centre, Wellington Airport, ASB Sports Centre, Kilbirnie shopping centre, St Patrick's College, Rongotai College, Scots College, St Catherine's College, the Wellington Regional Aquatic Centre, Hataitai shopping centre, Mt Victoria and Courtenay Place.

The land uses along the corridor are mainly residential, as well as central city, three suburban shopping centres, industry, business, open space, medium density residential and Wellington Airport.

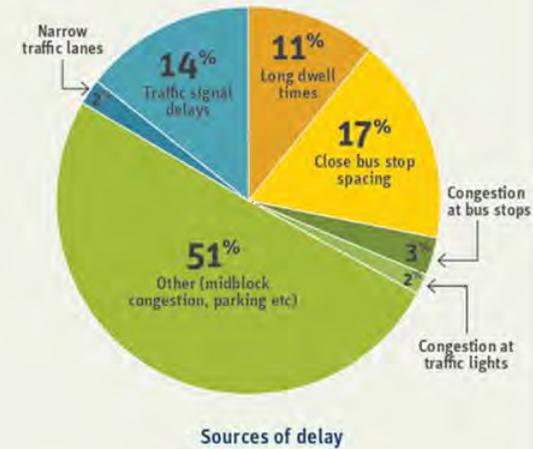
There are some provisions for cyclists through Kilbirnie and to Newtown. An off-road bike path is soon to be completed on Cobham Drive in early 2020.

Corridor traffic by mode of transport
(inbound 8am-9am)

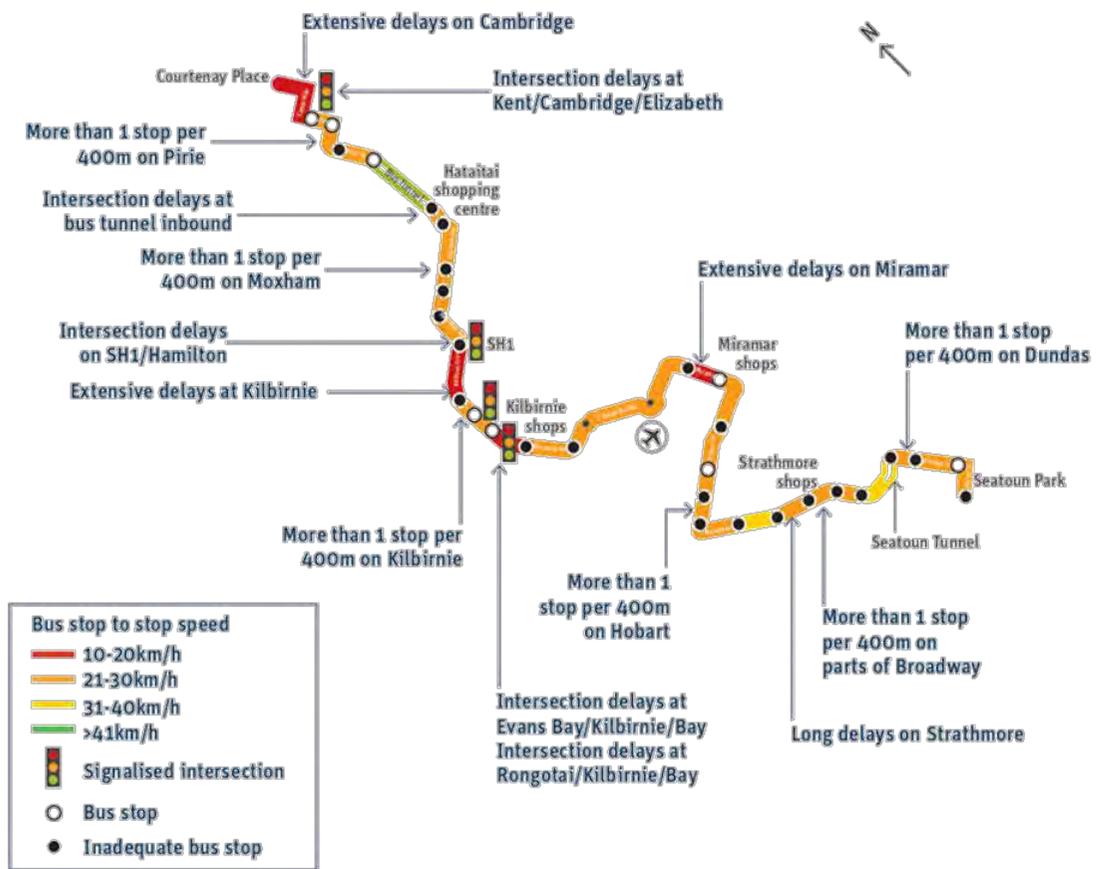


Seatoun issues (inbound)

This corridor has inbound issues related to mid-block traffic congestion, bus stop spacing and traffic signal delays.



8am-9am inbound journeys



Bus stop to stop speed

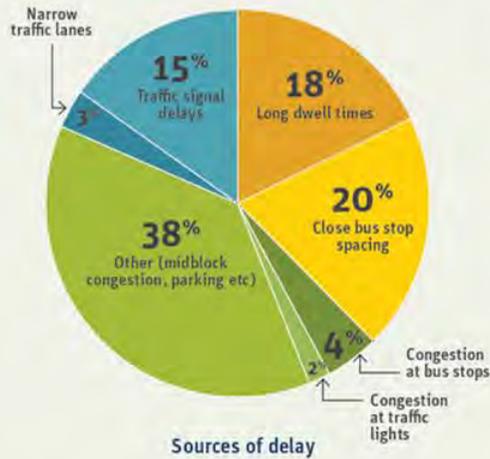
- 10-20km/h
- 21-30km/h
- 31-40km/h
- >41km/h

Legend:

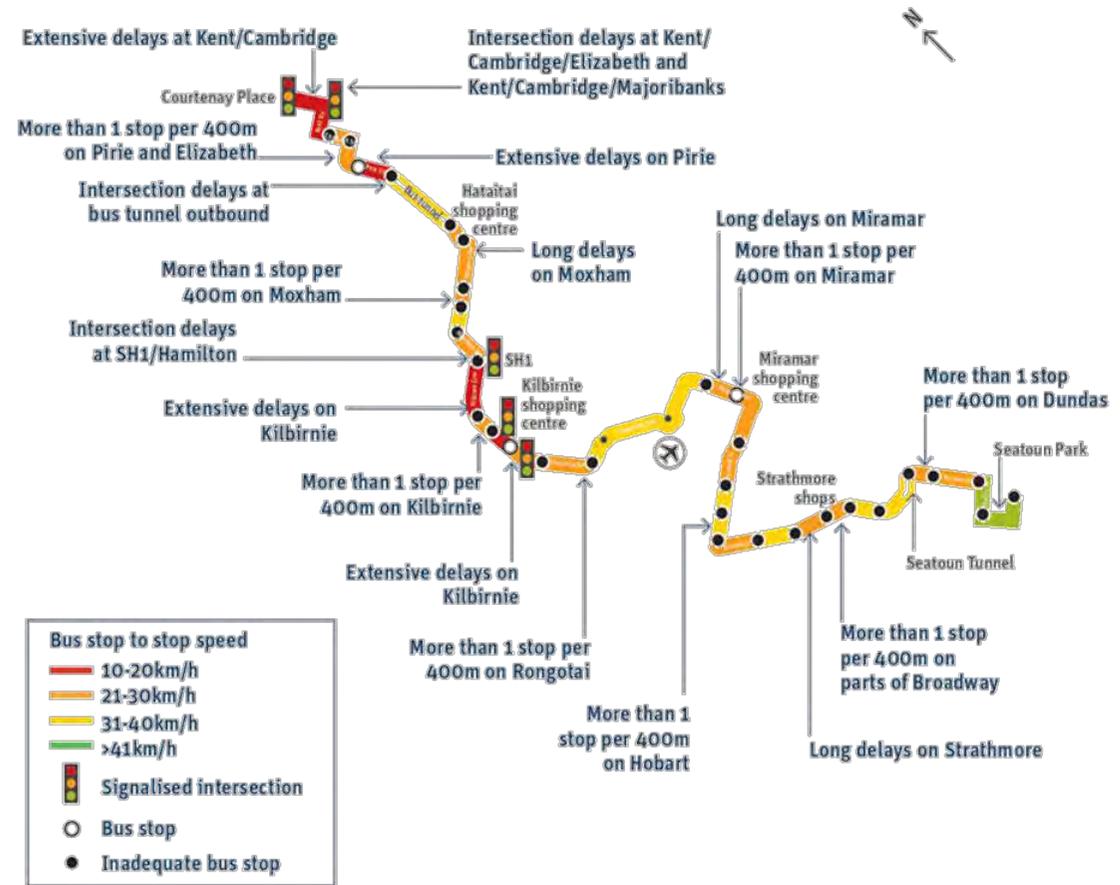
- Signalised intersection
- Bus stop
- Inadequate bus stop

Seatoun issues (outbound)

This corridor has outbound issues related to mid-block traffic congestion, bus stop spacing and long dwell times at bus stops.



5pm-6pm outbound journeys



Seatoun opportunities

There are opportunities on this corridor to prioritise bus journeys by introducing bus lanes to address the delays caused by mid-block traffic congestion, increase distances between bus stops, improve intersections and bus stop layout.

As we develop proposals for this corridor, we will look to establish appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



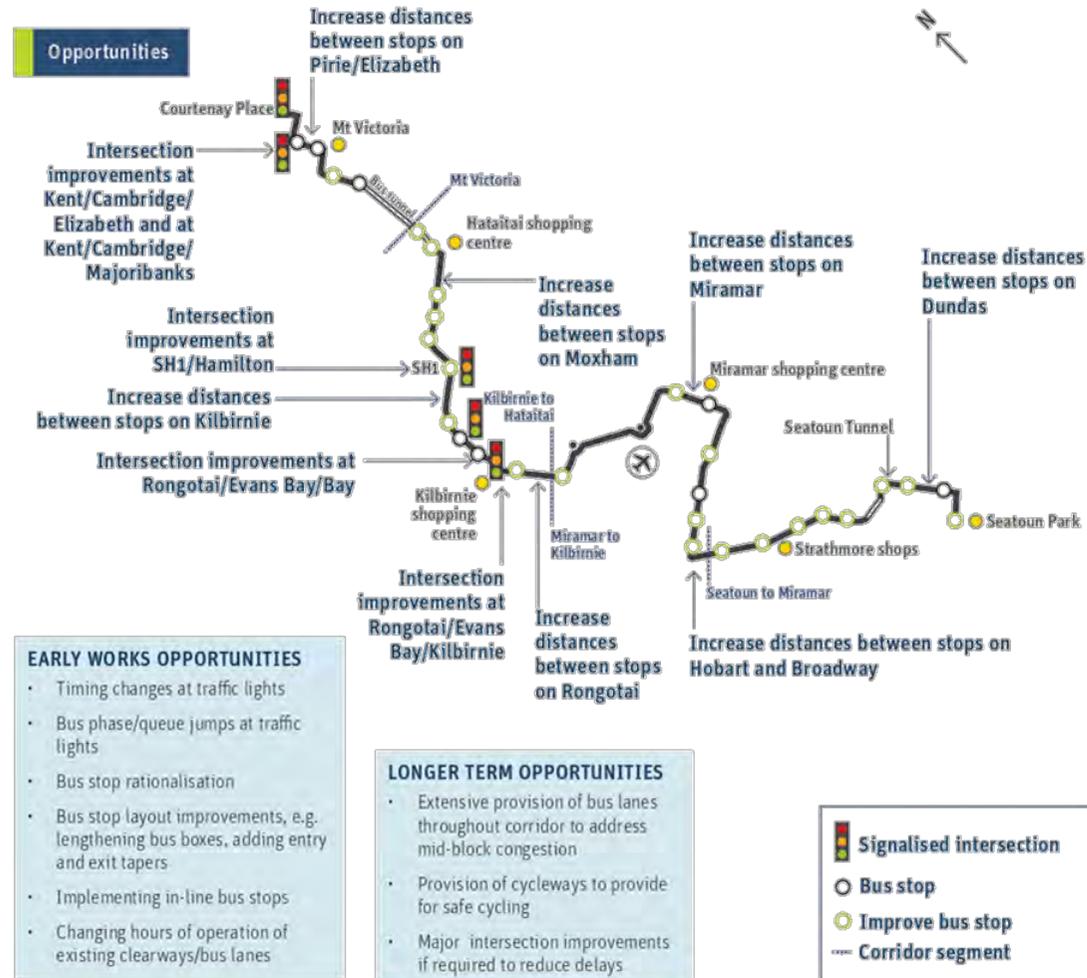
Reduced congestion



Health Benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements



Mt Cook to city

Mt Cook to city is a 2km-long transport corridor that connects Mt Cook to the central city.

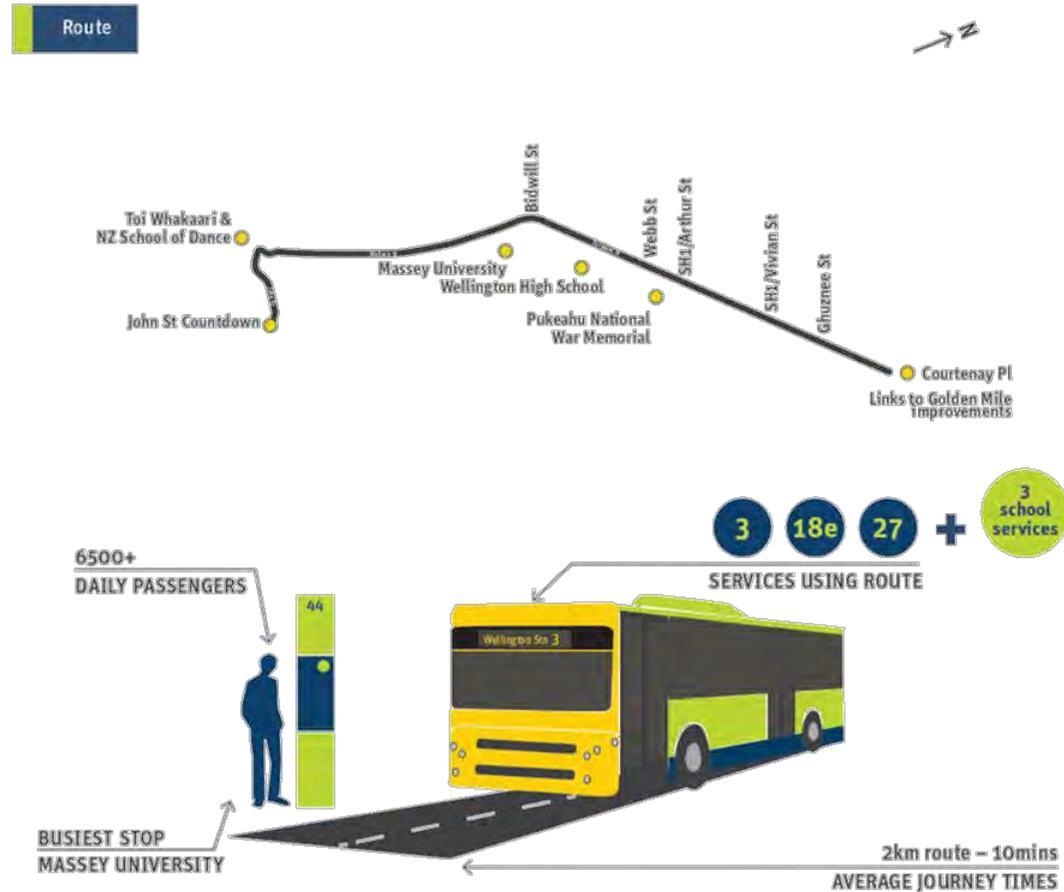
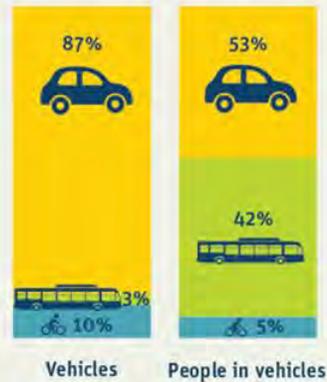
The Mt Cook corridor connects Newtown, Mt Cook and Te Aro with the central city. There are three public bus services operating on this corridor and three school services.

There are several significant destinations along this route including Toi Whakaari, NZ School of Dance, Massey University, Wellington High School, Pukeahu National War Memorial and Courtenay Place.

The land uses along the corridor are mainly residential and central city. It also passes through an educational precinct, which is the Massey University campus; as well as Toi Whakaari/NZ School of Dance campus, which is zoned Open Space B.

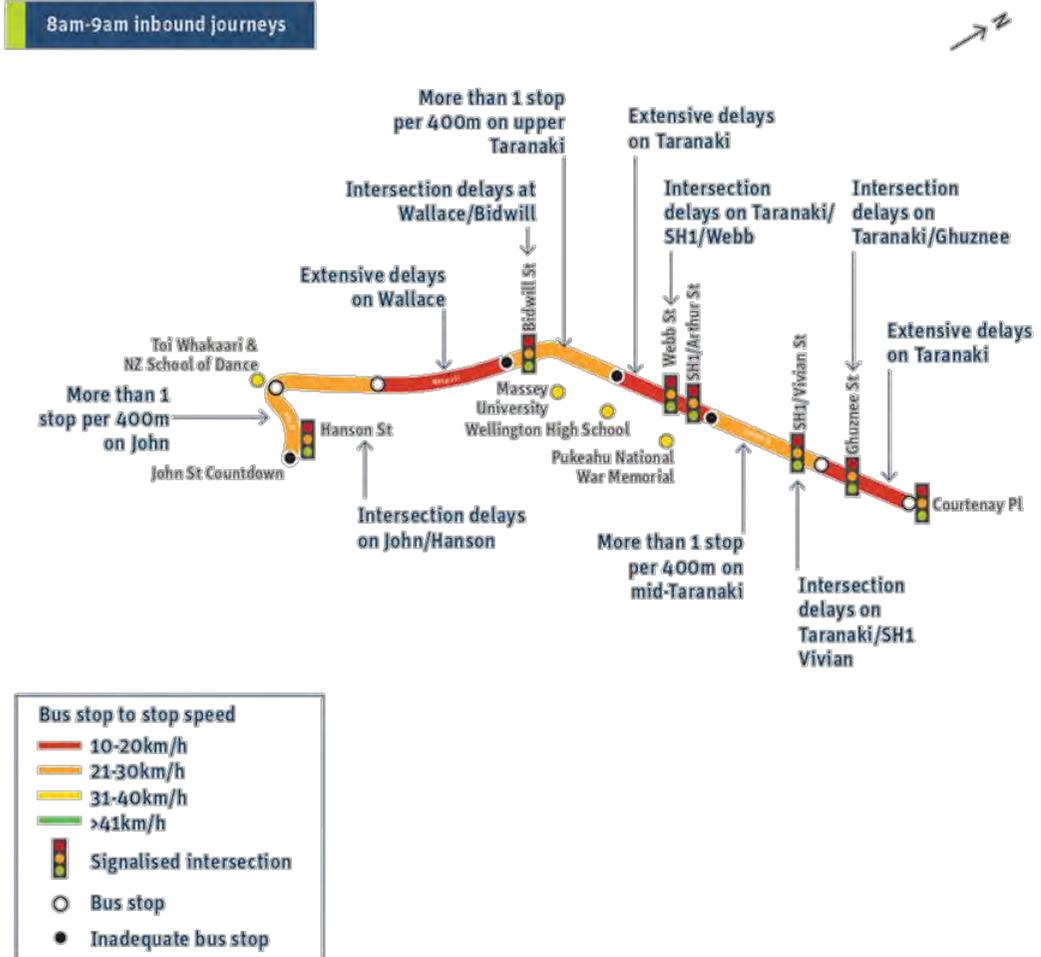
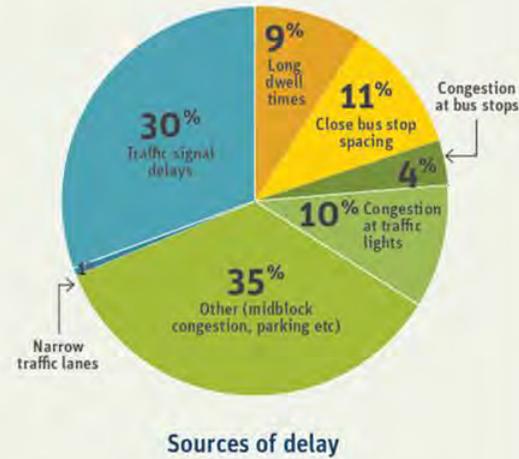
Currently, there are no provisions for people on bikes on this corridor.

Corridor traffic by mode of transport (inbound 8am-9am)



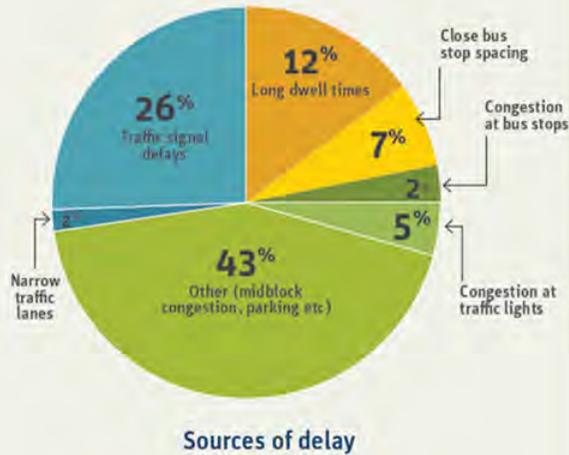
Mt Cook issues (inbound)

This corridor has inbound issues related to mid-block traffic congestion, traffic signal delays, bus stop spacing and congestion at traffic lights.



Mt Cook issues (outbound)

This corridor has outbound issues related to mid-block traffic congestion, traffic signal delays and long dwell times at bus stops.



Outbound journey times

5pm-6pm outbound journeys



Bus stop to stop speed

- 10-20km/h
- 21-30km/h
- 31-40km/h
- >41km/h

Legend:

- Signalised intersection
- Bus stop
- Inadequate bus stop

Mt Cook opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to intersections, bus stop design and spacing; as well as introducing bus lanes to address the delays caused by mid-block traffic congestion.

As we develop proposals for this corridor, we will look to establish appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



Reduced congestion

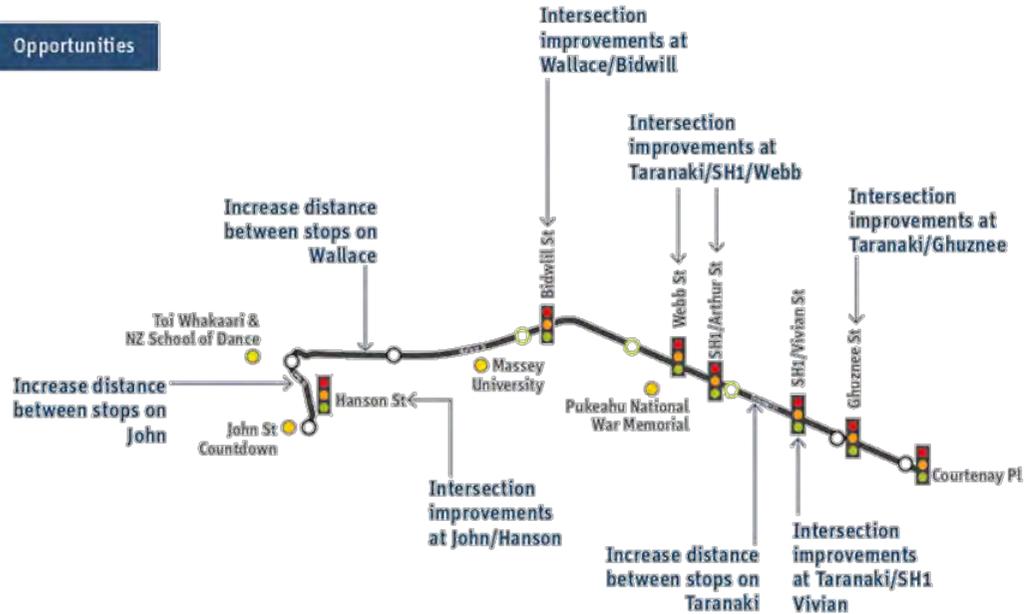


Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements

Opportunities

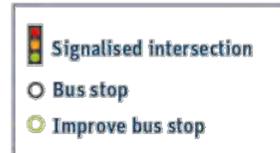


EARLY WORKS OPPORTUNITIES

- Timing changes at traffic lights
- Bus phase/queue jumps at traffic lights
- Bus stop rationalisation
- Bus stop layout improvements, e.g. lengthening bus boxes, adding entry and exit tapers
- Implementing in-line bus stops
- Changing hours of operation of existing clearways/bus lanes

LONGER TERM OPPORTUNITIES

- Extensive provision of bus lanes throughout corridor to address mid-block congestion
- Provision of cycleways to provide for safe cycling
- Major intersection improvements if required to reduce delays



Kilbirnie to Newtown

Kilbirnie to Newtown is a 2km-long transport corridor that connects Kilbirnie to Newtown.

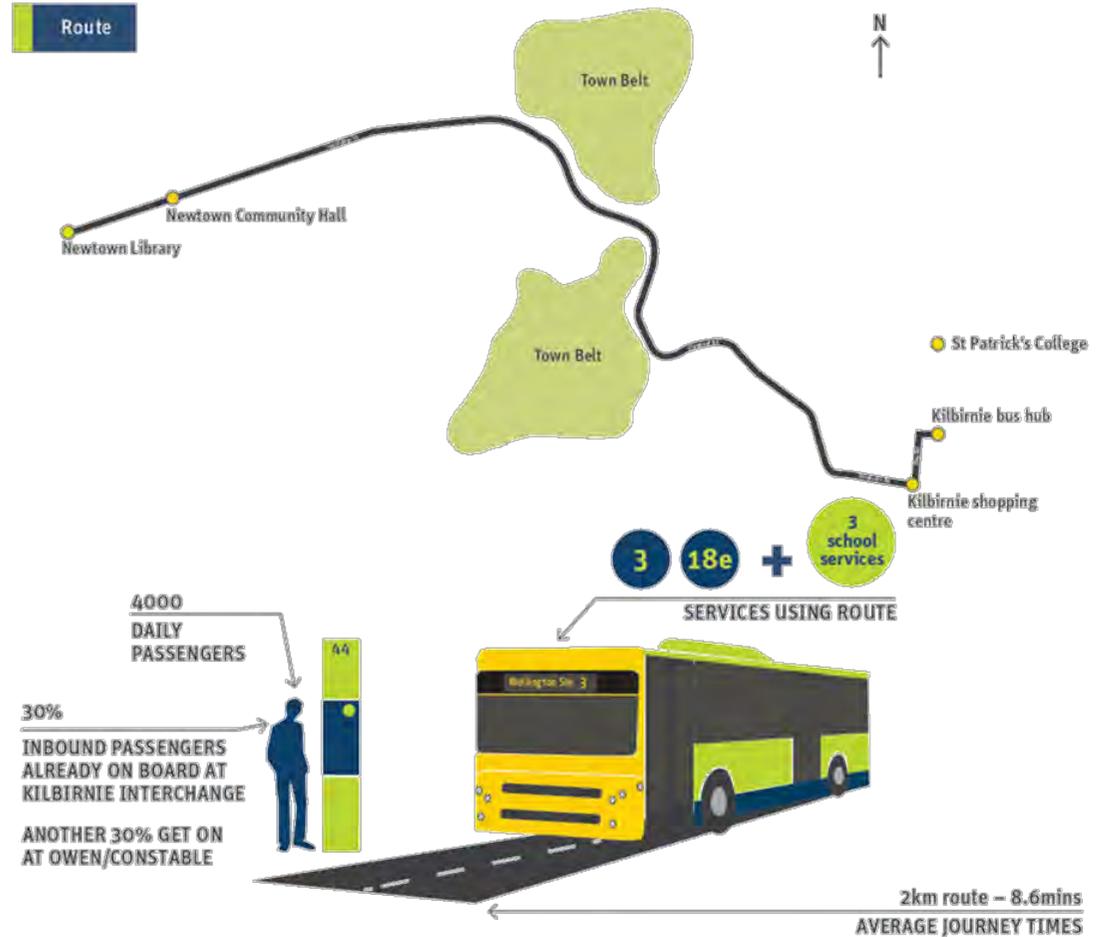
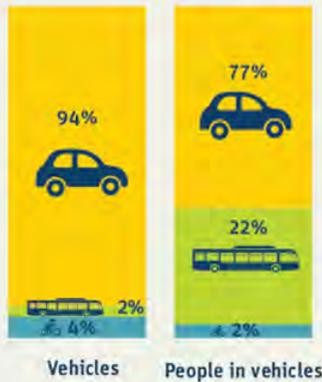
There are two public bus services operating on this corridor and three school services.

There are several significant destinations along this route including Kilbirnie shopping centre, Newtown Library, Newtown Community Hall and several recreation clubs including the Wellington and Kilbirnie tennis clubs.

The land uses along the corridor are mainly residential, open space and suburban shopping.

There are uphill provisions for cyclists on Crawford Road and the top sections of Constable Street.

Corridor traffic by mode of transport (inbound 8am-9am)

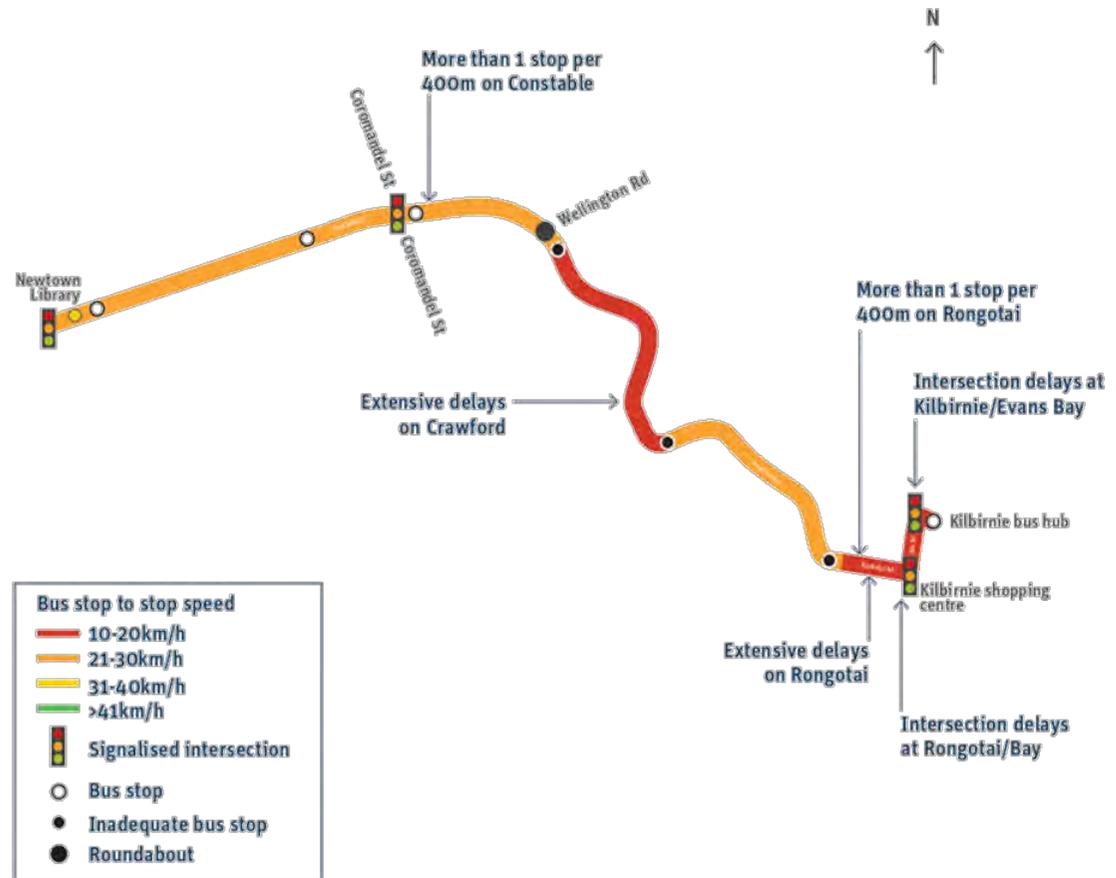


Kilbirnie issues (inbound)

This corridor has inbound issues related to mid-block traffic congestion, traffic signal delays, long dwell times at bus stops and close bus stop spacing.

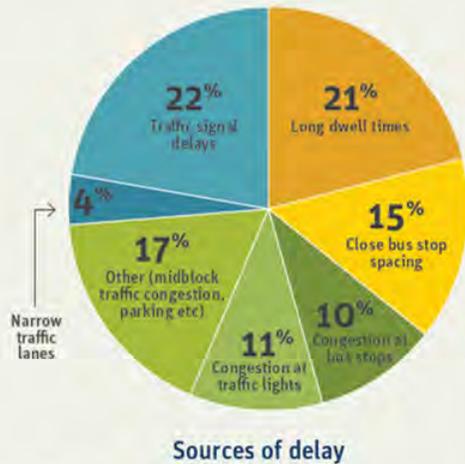


8am-9am inbound journeys

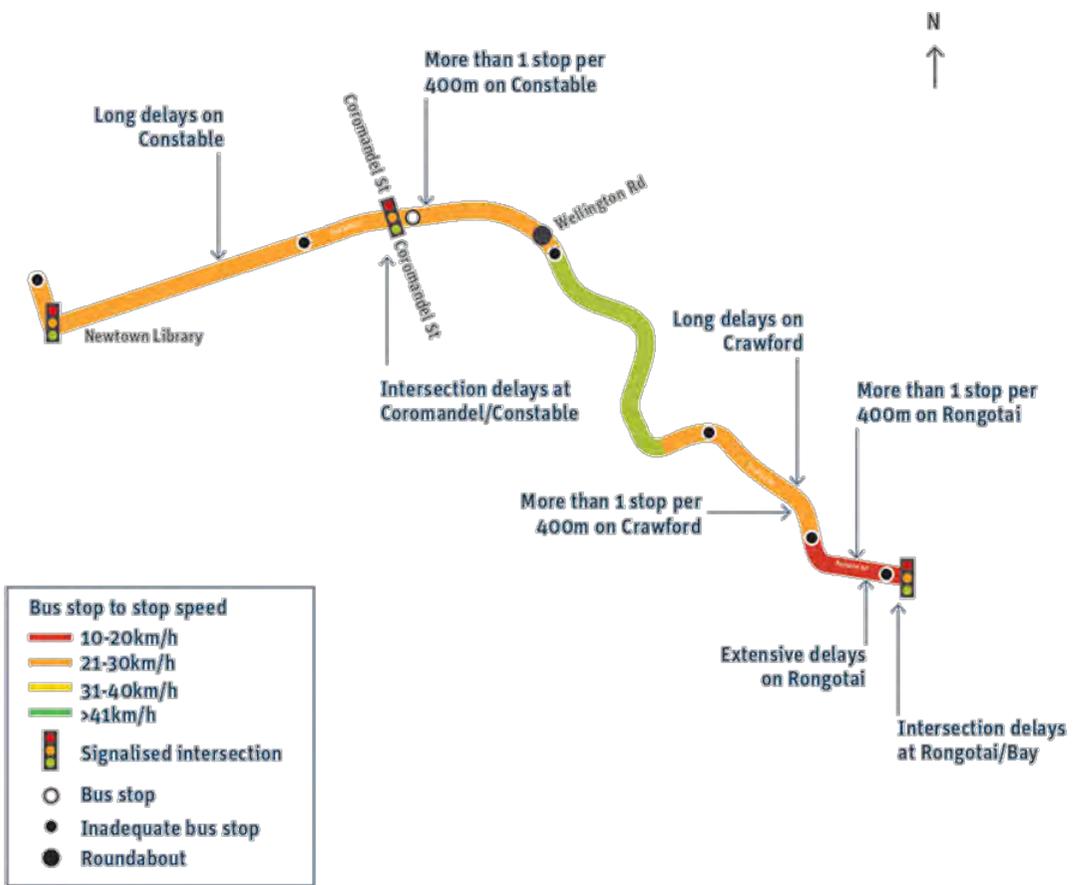


Kilbirnie issues (outbound)

This corridor has outbound issues related to traffic signal delays, long dwell times at bus stops and mid-block traffic congestion.



5pm-6pm outbound Journeys



Bus stop to stop speed

- 10-20km/h
- 21-30km/h
- 31-40km/h
- >41km/h

Legend:

- Signalised intersection
- Bus stop
- Inadequate bus stop
- Roundabout

Kilbirnie opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to intersections, bus stop design and spacing, as well as introducing bus lanes to address the delays caused by mid-block traffic congestion.

As we develop proposals for this corridor, we will look to establish appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



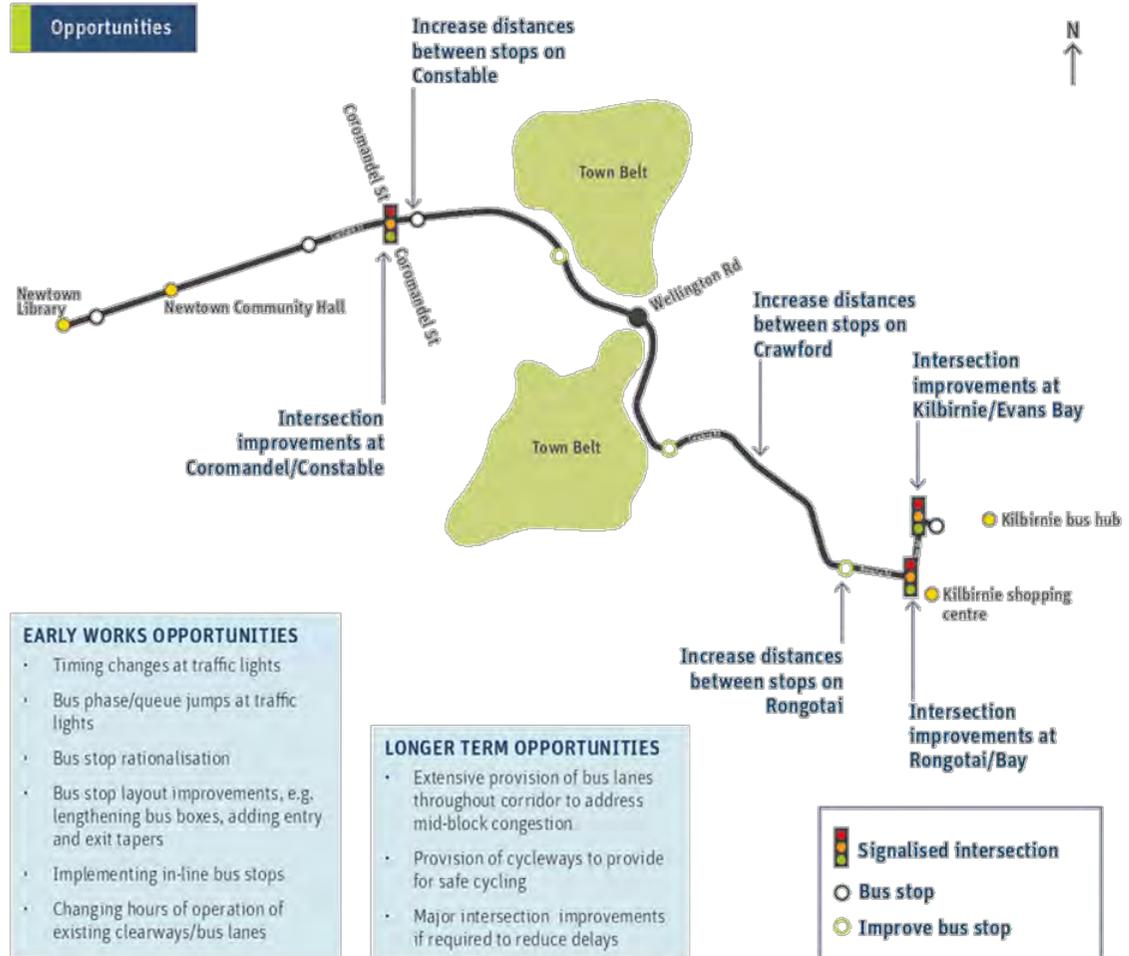
Reduced congestion



Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements



Kelburn to city

Kelburn to city is a 2km-long transport corridor that connects Kelburn to the central city.

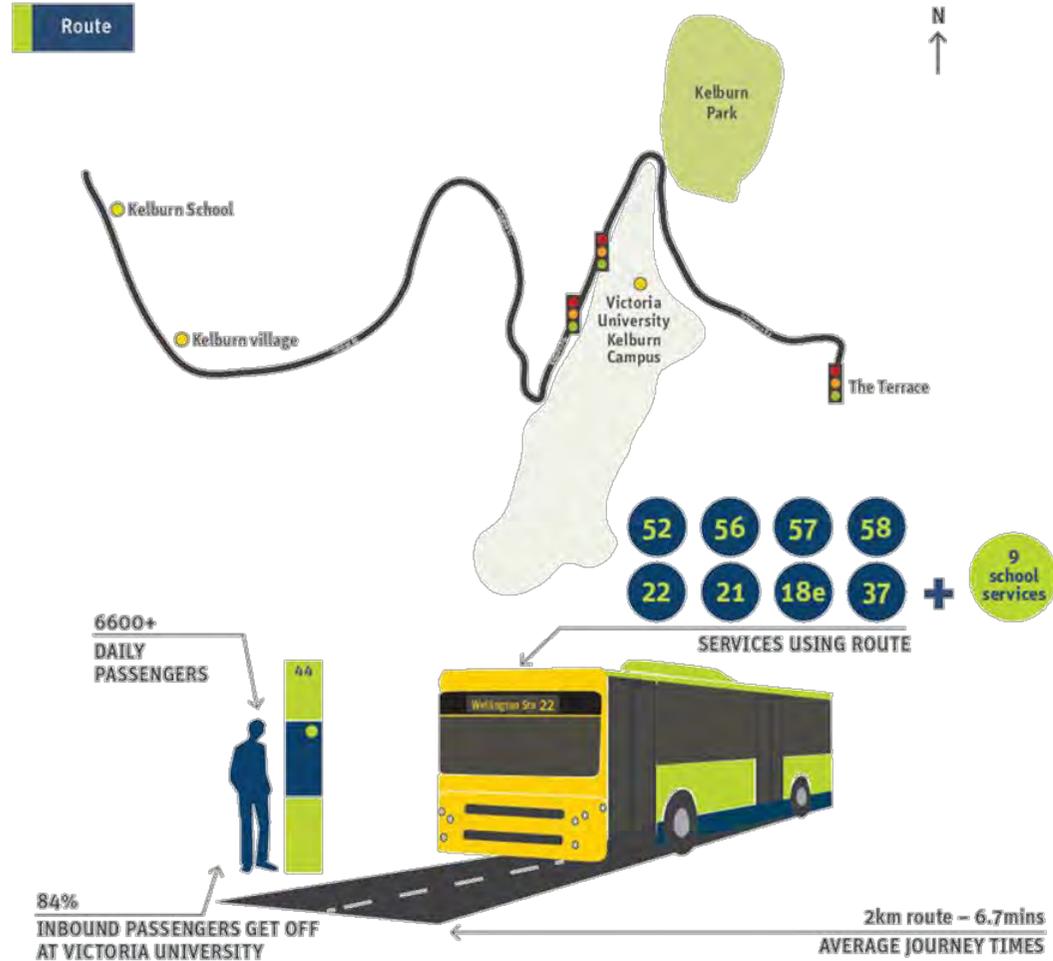
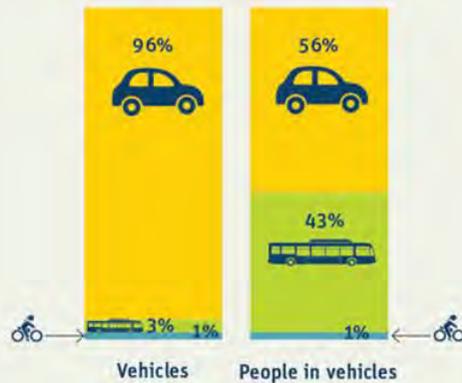
There are eight public bus services operating on this corridor and nine school services.

There are several significant destinations along this route including Victoria University of Wellington, Kelburn village and Kelburn Park.

The land uses along the corridor are mainly residential and institutional, with some open space and suburban shopping. The corridor passes through Victoria University campus.

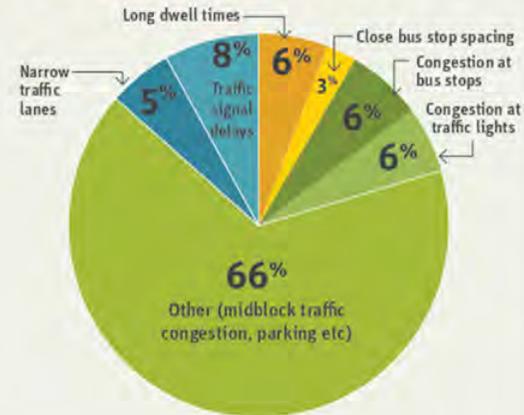
There are currently no provisions for people on bikes on this route.

Corridor traffic by mode of transport (inbound 8am-9am)

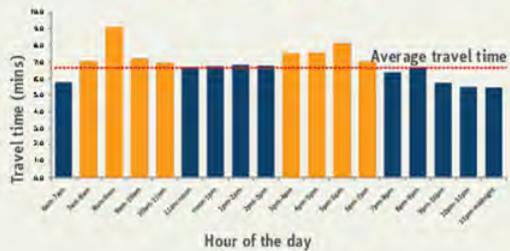


Kelburn issues (inbound)

This corridor has inbound issues related to mid-block traffic congestion and traffic signal delays.



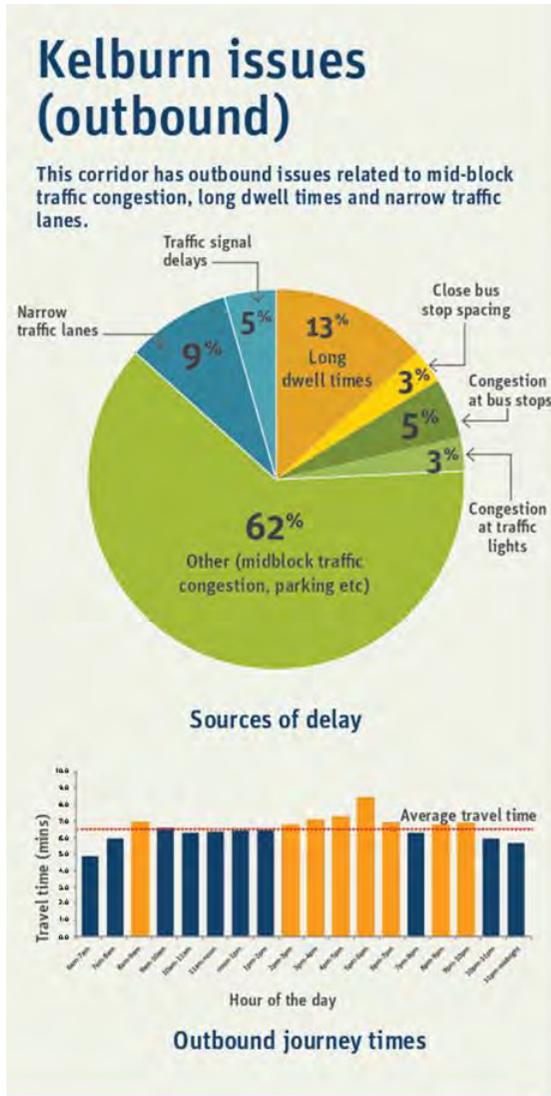
Sources of delay



Inbound journey times

8am-9am inbound journeys





Kelburn opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to intersections, bus stop design and spacing; as well as introducing bus lanes to address the delays caused by mid-block traffic congestion.

As we develop proposals for this corridor, we will look to establish appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



Reduced congestion

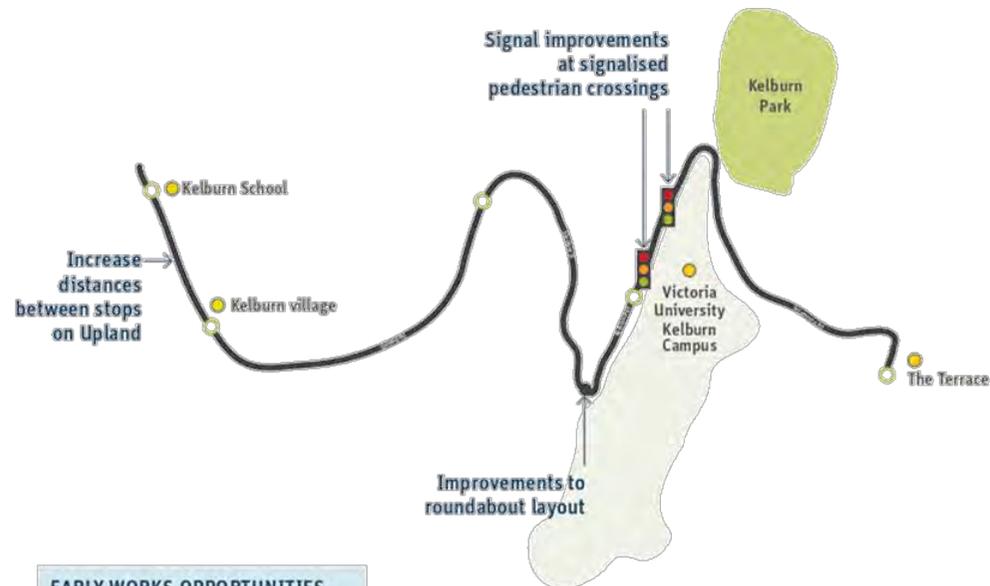


Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements

Opportunities

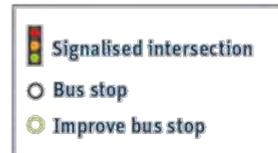


EARLY WORKS OPPORTUNITIES

- Timing changes at traffic lights
- Bus phase/queue jumps at traffic lights
- Bus stop rationalisation
- Bus stop layout improvements, e.g. lengthening bus boxes, adding entry and exit tapers
- Implementing in-line bus stops
- Minor roundabout improvements

LONGER TERM OPPORTUNITIES

- Extensive provision of bus lanes throughout corridor to address mid-block congestion
- Provision of cycleways to provide for safe cycling
- Major intersection improvements if required to reduce delays
- Major roundabout improvements



Brooklyn to city

Brooklyn to city is a 3km-long transport corridor that connects Brooklyn to the central city.

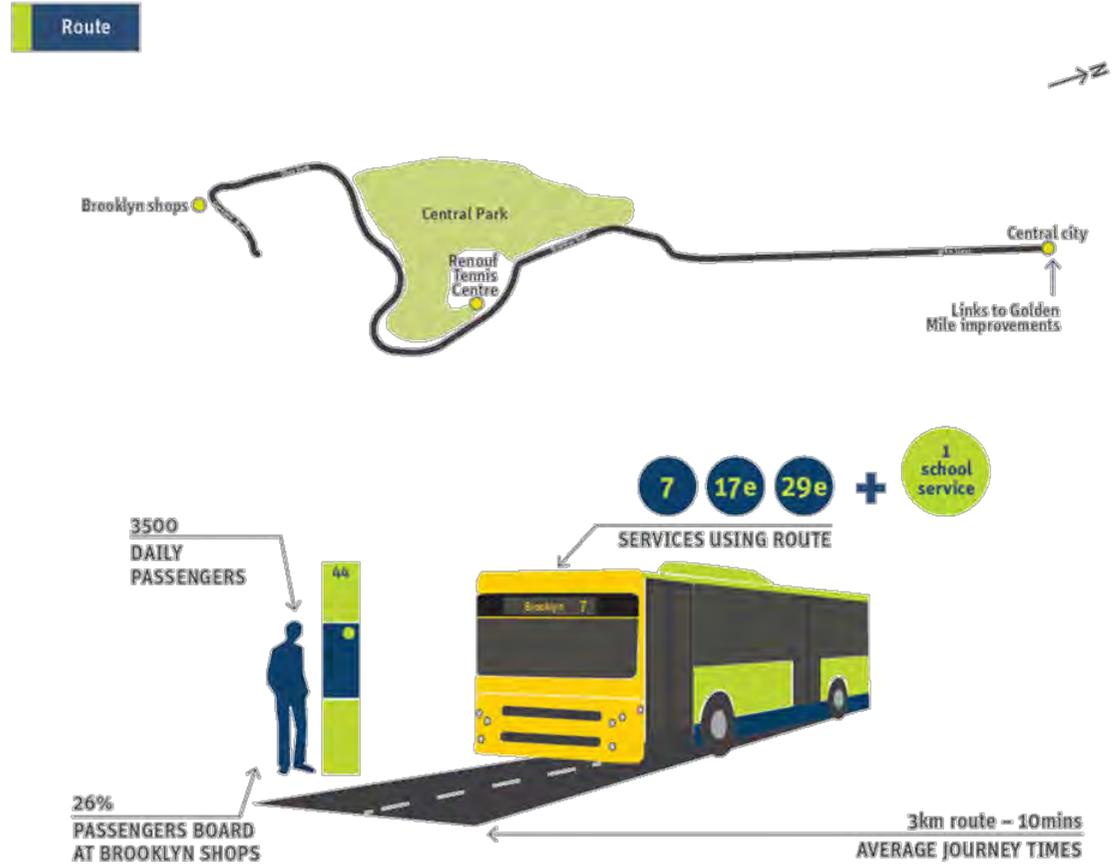
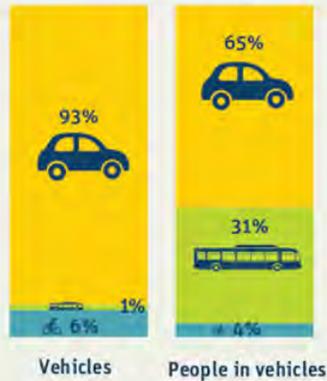
There are three public bus services operating on this corridor and one school service.

There are several significant destinations along this route including Brooklyn shops, Renouf Tennis Centre and Central Park.

The land uses along the corridor are a mixture of central city, open space, residential, and suburban shopping.

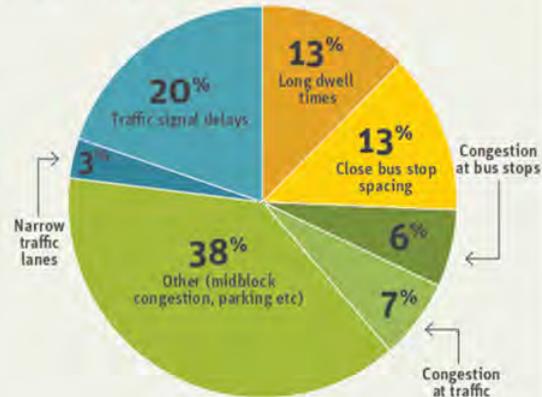
There are currently no provisions for people on bikes on this corridor.

Corridor traffic by mode of transport
(inbound 8am-9am)



Brooklyn issues (inbound)

This corridor has inbound issues related to mid-block congestion, traffic signal delays, long dwell times at bus stops and bus stop spacing.

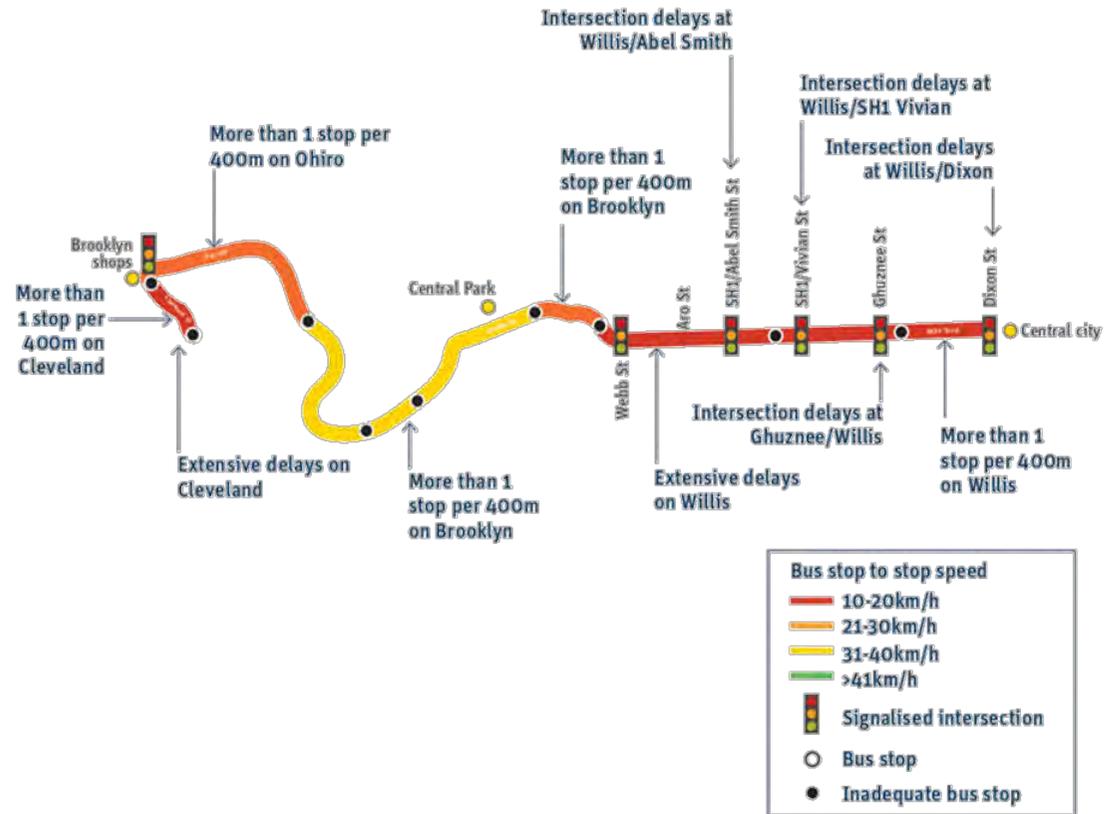


Sources of delay



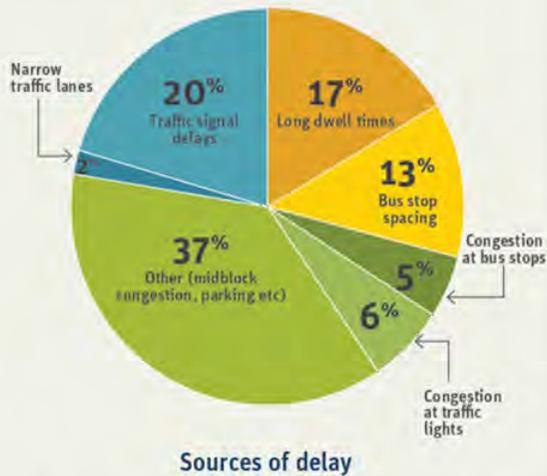
Inbound journey times

8am-9am inbound journeys

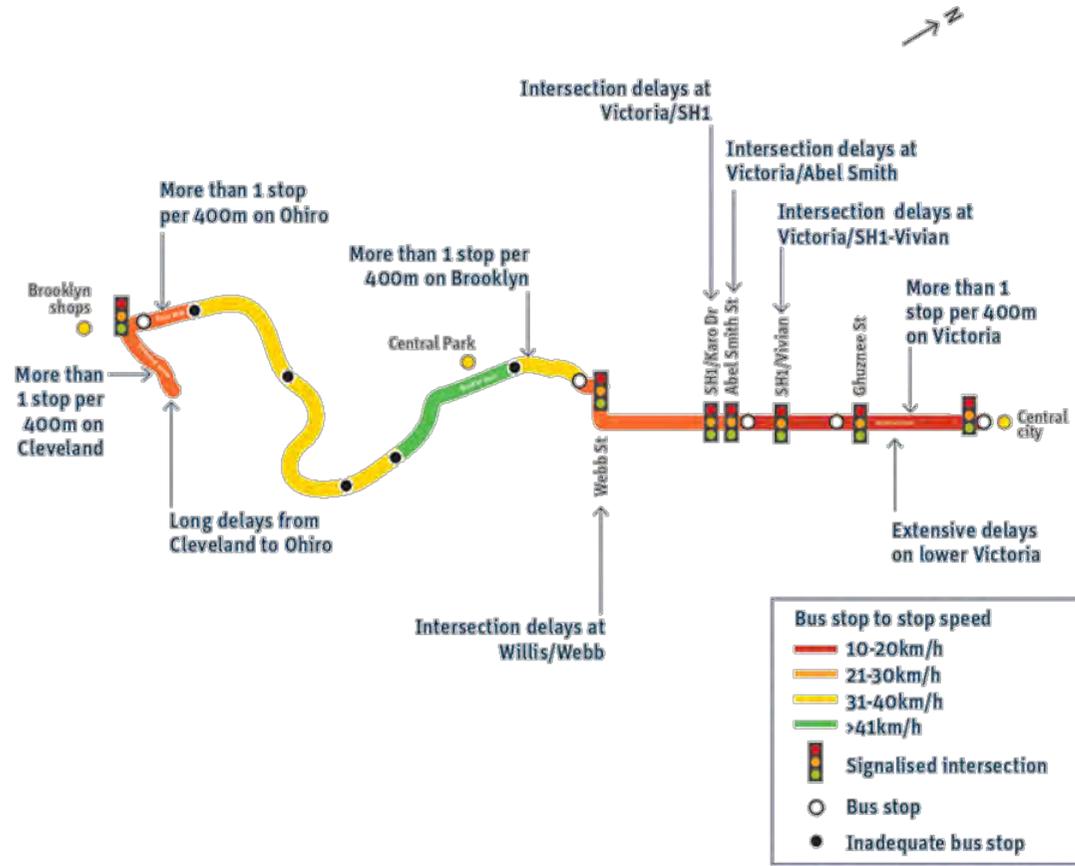


Brooklyn issues (outbound)

This corridor has outbound issues related to mid-block congestion, traffic signal delays and long dwell times.



5pm-6pm outbound journeys



Brooklyn opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to signalised intersections, bus stop design and spacing; as well as introducing bus lanes to address the delays caused by mid-block traffic congestion.

As we develop proposals for this corridor, we will look to establish appropriate provisions for people on bikes.

Benefits on offer



Improvements to journey times and reliability



Reduced congestion

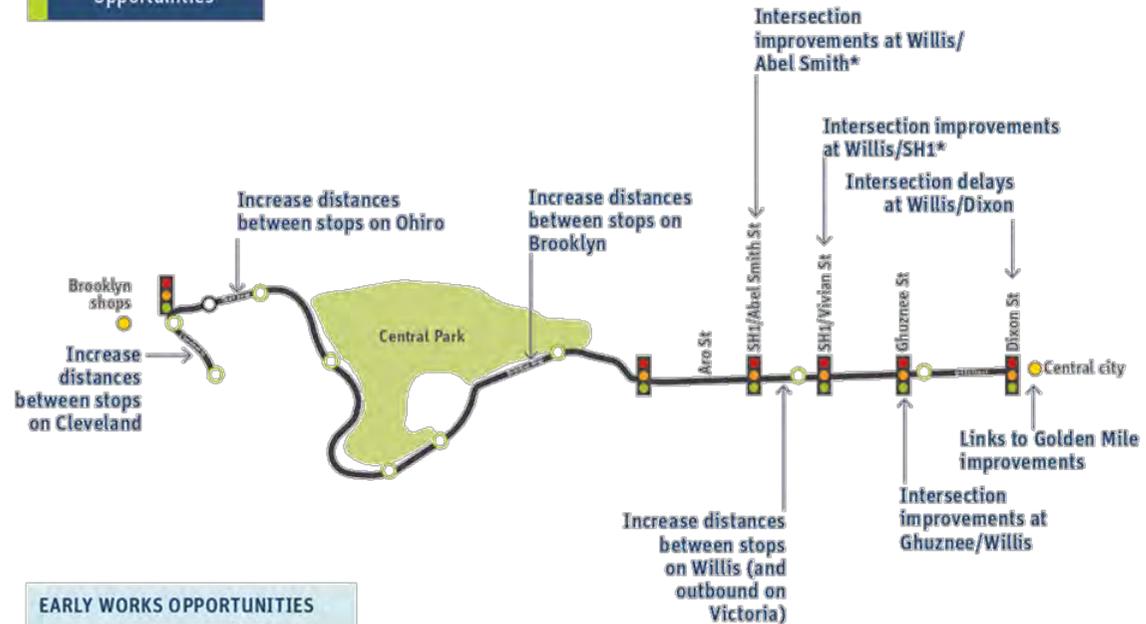


Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements

Opportunities



EARLY WORKS OPPORTUNITIES

- Timing changes at traffic lights
- Bus phase/queue jumps at traffic lights
- Bus stop rationalisation
- Bus stop layout improvements, such as lengthening bus boxes, adding entry and exit tapers
- Implementing in-line bus stops
- Changing hours of operation of existing clearways/bus lanes

LONGER TERM OPPORTUNITIES

- Extensive provision of bus lanes throughout corridor to address mid-block congestion
- Provision of cycleways to provide for safe cycling
- Major intersection improvements if required to reduce delays

Signalised intersection

Bus stop

Improve bus stop

*Intersection delays also present for outbound journeys at Victoria/Abel Smith and Victoria/SH1

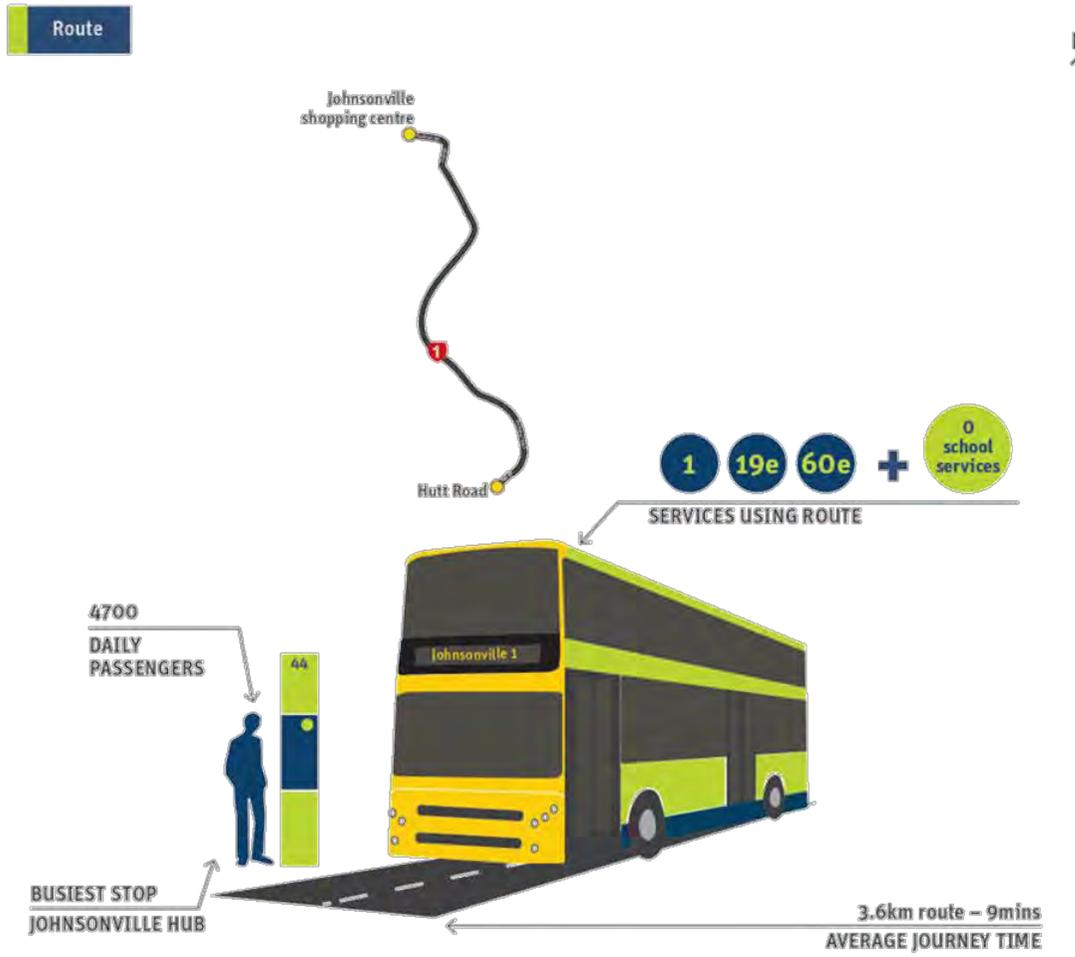
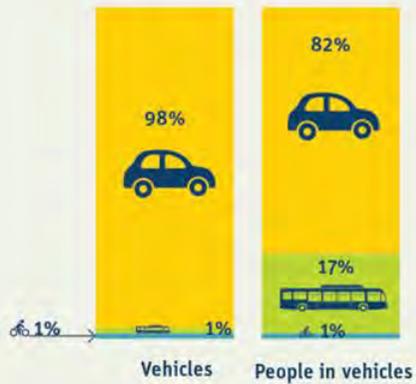
Johnsonville to Ngauranga

Johnsonville to Ngauranga is a 3.6km-long transport corridor that connects Johnsonville to the central city via Hutt Road.

There are three public bus services operating on this corridor.

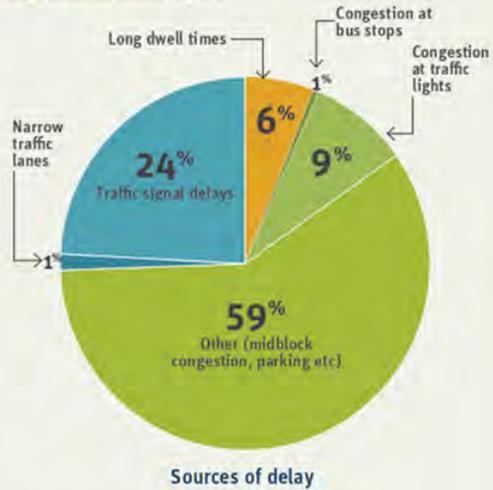
This corridor operates on SH1 and the land uses are mainly business, residential, suburban shopping centres and open space.

Corridor traffic by mode of transport
(inbound 8am-9am)

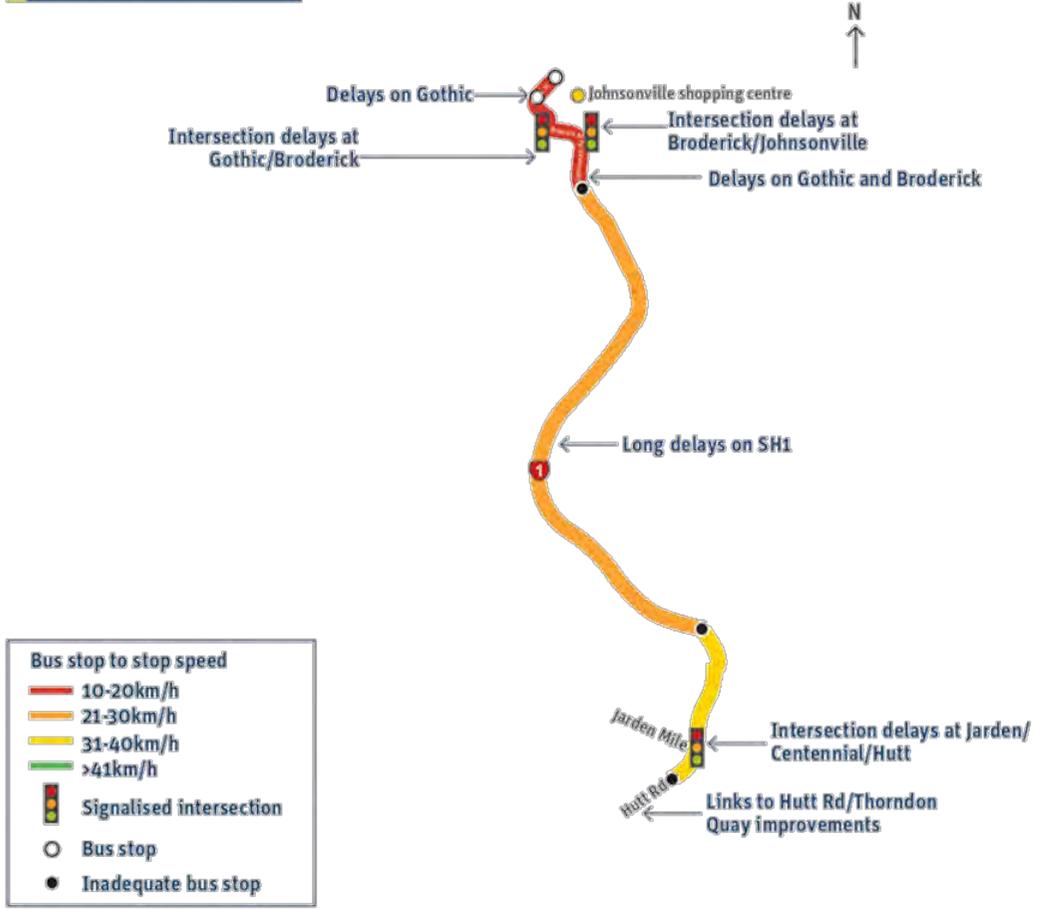


Johnsonville issues (inbound)

This corridor has inbound issues related to mid-block congestion, traffic signal delays and congestion at traffic lights.



8am-9am inbound journeys



Johnsonville opportunities

There are opportunities on this corridor to prioritise bus journeys by making improvements to intersections, bus stop layout, as well as introducing bus lanes to address the delays caused by mid-block traffic congestion.

Benefits on offer



Improvements to journey times and reliability



Reduced congestion



Health benefits



Opportunities to accommodate cycling infrastructure and streetscape improvements

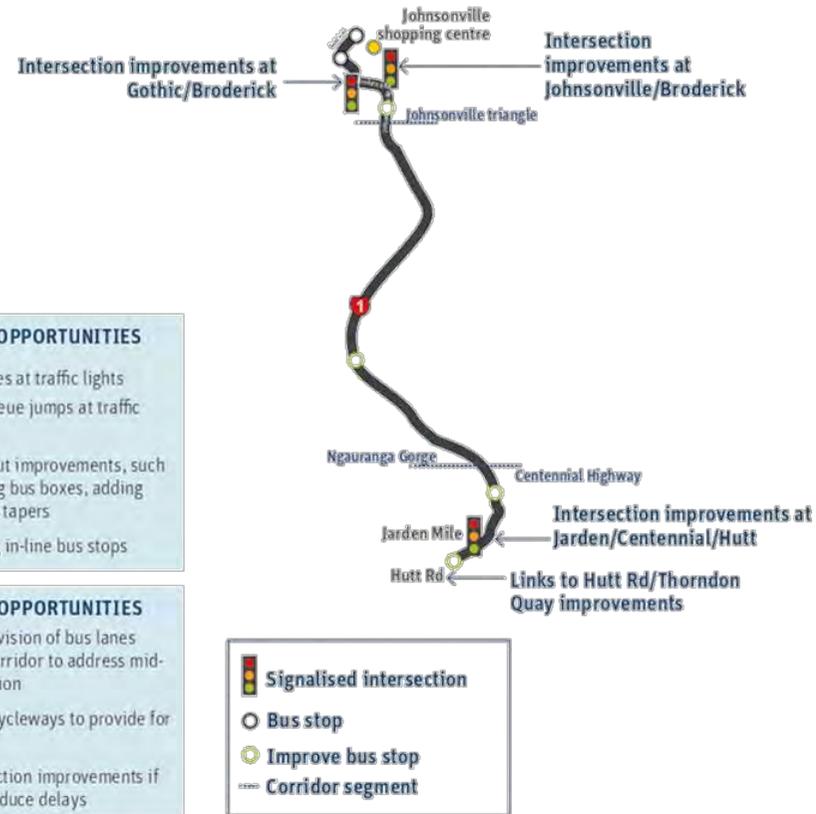
Opportunities

EARLY WORKS OPPORTUNITIES

- Timing changes at traffic lights
- Bus phase/queue jumps at traffic lights
- Bus stop layout improvements, such as lengthening bus boxes, adding entry and exit tapers
- Implementing in-line bus stops

LONGER TERM OPPORTUNITIES

- Extensive provision of bus lanes throughout corridor to address mid-block congestion
- Provision of cycleways to provide for safe cycling
- Major intersection improvements if required to reduce delays



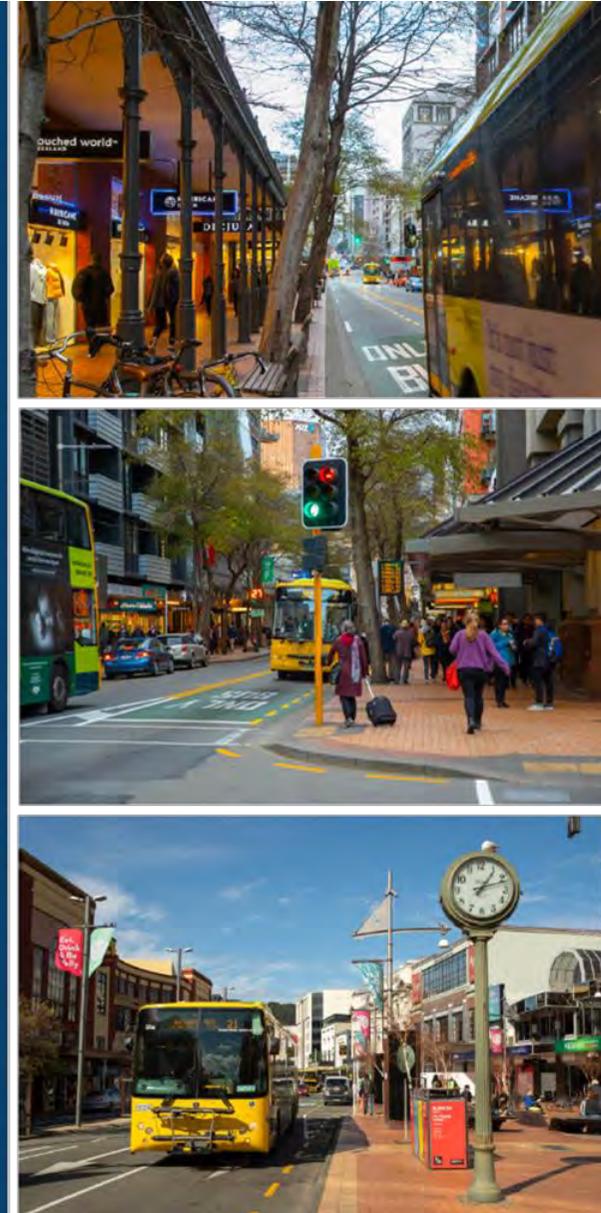
Corridor summary

INBOUND	Newtown to city	Karori to city	Seatoun to city	Mt Cook to city	Kelburn to city	Kilbirnie to Newtown	Brooklyn to city	Ngauranga to J'ville
Daily passengers	5500	2700	2600	3500	2500	2000	1500	3700
Average speed (km/h)	13.1	22.6	19.3	12.5	19.7	14.0	15.3	24.5
Average travel time (mins)	11	17	27	10	7	9	10	9
Minimum travel time (mins)	7	12	22	6	5	5	7	7
Maximum travel time (mins)	15	30	35	15	9	11	14	13
Length (km)	2	6	9	2	2	2	3	4
Number of stops	8	21	30	8	5	7	10	4
Slowest weekday hour	4-5pm	8-9am	8-9am	4-5pm	8-9am	8-9am	8-9am	8-9am

OUTBOUND	Newtown to city	Karori to city	Seatoun to city	Mt Cook to city	Kelburn to city	Kilbirnie to Newtown	Brooklyn to city	Ngauranga to J'ville
Daily passengers	5300	3000	2800	3100	4200	2100	2000	4000
Average speed (km/h)	12.2	21.5	19.6	13.0	20.3	16.8	14.7	34.8
Average travel time (mins)	12	17	27	10	7	7	11	6
Minimum travel time (mins)	9	14	23	6	5	5	7	5
Maximum travel time (mins)	15	24	33	13	8	9	15	9
Length (km)	2	6	9	2	2	2	3	4
Number of stops	7	20	30	7	5	7	10	5
Slowest weekday hour	5-6pm	5-6pm	3-4pm / 5-6pm	5-6pm	5-6pm	5-6pm	5-6pm	5-6pm

Statistics are based on May 2019 data

DRAFT



23 September 2021



The Fale Malae Trust (the Trust (see *Appendix 1: Background Information*)) is continuing to progress our work to establish New Zealand's Fale Malae in the heart of our capital city, with the preferred location being Frank Kitts Park.

The Fale Malae will be an internationally significant and unique space for community interaction to celebrate Aotearoa New Zealand's Pacific identity through arts, culture, economic development and education. The Fale Malae at Frank Kitts Park provides a space for Tangata Moana within the whenua, as well as adding to a precinct of cultural diversity that represents Aotearoa.

The Trust has provided responses below to questions that have been raised in relation to the Fale Malae proposal.

Does the Trust have a design for the Fale Malae?

The Trust has engaged a renowned New Zealand architecture firm to develop a high-quality, contemporary Fale design that is reflective of Pasifika architecture. The design will be complementary to the waterfront and the wider Frank Kitts Park redevelopment. Given the nature of the site, the overall design of the Fale will be very different to the originally proposed concept at Bunny Street.

The Malae area will be a significant green space within the park. If the carpark is removed, the Malae will be at the same level as the promenade, thereby substantially improving the connection between the water edge through to Jervois Quay, as well as from Whairepo Lagoon to TSB Arena.

The design will incorporate a mix of hard and soft landscaping to enhance the usability of the park and provide a public amenity that supports year-round use. Approximately 80% of the carpark area will be retained for hard and soft landscaping.

We are currently progressing an initial design concept for the Fale Malae at Frank Kitts Park. We intend to have an initial concept ready for engagement with key stakeholders in November 2021.

Will the Fale Malae be accessible to the public?

The Fale Malae will provide an inviting space for the community and enhance the passive and recreational use of Frank Kitts Park, as well as supporting civic events such as festivals and markets. The building, at the level of Frank Kitts Park, will be publicly accessible and will be designed to support the life, culture and vitality of the city and encourage a diverse range of uses on the waterfront. The required back of house functionalities will be accommodated for in a basement structure of the Fale.

What engineering advice has the Trust received on the feasibility of constructing the Fale at Frank Kitts Park?

Tonkin & Taylor Ltd, in conjunction with Cheops Holding Ltd and Holmes Consulting, considered the option of founding the Fale on, or through, the existing carpark building. The new Fale building would need to be designed to meet current building code requirements. To make this option technically feasible it would be necessary to strengthen the carpark building. A critical and necessary part of that strengthening would be to mitigate lateral spread, or the effects of lateral spread, of the land on which the carpark is located. Securing the relatively large footprint area of the carpark would

23 September 2021



require substantial groundwork. If the carpark were to be demolished, it would be possible to provide a foundation system beneath the relatively small footprint area of the Fale which would mitigate lateral spread and allow the Fale to be designed to meet building code requirements. This solution for the relatively small Fale footprint area is expected to be a substantially lower cost than securing the large footprint area of the carpark.

Has the Trust considered other sites?

The Trust considered a number of other sites through its planning process, including the Transition site. The Trust considers that no other site provides the symbolic and cultural connection that Frank Kitts Park offers, as well as the opportunity to support civic and community uses.

Where would the dragon boats be stored?

The Trust is in discussion with the dragon boat operators to understand their requirements when the dragon boats are in use. We will endeavour to incorporate alternative storage arrangements in the Trust's design proposal.

What consideration has the Trust given to sustainability?

The Trust is committed to ensuring the building is developed in a sustainable and environmental manner. We are developing a set of sustainability principles to ensure they are incorporated into the design. Both the architects and engineers have identified opportunities for reuse of the existing building materials for both fill and intricate elements of the new build structure.

What are the Trust's next steps?

Once the Trust has prepared an initial design concept, we will seek feedback from the Wellington Waterfront Technical Advisory Group, as well as extensively consulting stakeholders and the wider community. The processes that the Trust will follow are set out through the Council's requirements to seek landowner approval and resource consent, with consultation being an important stage of the process.

In addition to our already appointed architects, engineers, and consultants, the Trust will engage further specialists to support the development of a high-quality design.

The Trust will continue to work closely with all stakeholders and partners, including Wellington City Council (via Build Wellington), Victoria University of Wellington, and the Government, to ensure the best outcome is achieved.

Please direct all queries to:

Sophie Bishop, Programme Manager, Fale Malae Trust

info@falemalaetrust.org.nz

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Appendix 1: Background information

1. The Fale Malae Trust, a charitable Trust, was established in 2019. The purposes of the Trust are noted below and are focused on developing a place that celebrates Aotearoa New Zealand's Pasifika identity for all of New Zealand to enjoy. The Trustees² have been appointed and encompass a wide range of cultural, commercial, financial, and operational skills and experience.
2. The purposes of the Trust include:
 - To be responsible for the planning, development, construction, ownership, operation, and maintenance of the Fale Malae as a celebration of Aotearoa New Zealand's Pasifika identity through arts, culture and education, for the benefit of the people of Aotearoa New Zealand and the Pacific region;
 - To promote Pasifika academic research and scholarship;
 - To showcase Pasifika arts, theatre, music and cultural performance;
 - To hold a wide range of community and educational events;
 - To hold significant national and international meetings and conferences to advance arts, culture and education;
 - To encourage and facilitate displays and other activities that support or are ancillary to the Fale Malae.

Funding from the Crown

3. In Budget 2020, the Government allocated \$10 million to the project with \$1 million immediately available to progress planning and design work, including securing a suitable site.
4. A business case was prepared and submitted to the Ministry of Culture and Heritage in 2020 for the original Bunny Street site. The business case included letters of support from Wellington and Pacific-heritage based organisations. In further discussions with our Wellington and Pacific-heritage based organisations, regarding the new proposed site of Frank Kitts, their full commitment and support of the project remains. The Trust is required to submit an updated business case in October 2021, based on the Frank Kitts Park location, for approval from the Ministry of Culture and Heritage to allow the remaining \$9 million of funding to remain available.

Other sources of funding

5. The Crown contribution will supplement:
 - The Victoria University of Wellington's \$10 million debt-underwrite guarantee and a long-term space utilisation contract;
 - The contribution of any Council owned land; and
 - A further \$10 million of funds to be raised by the Fale Malae Charitable Trust.

Fundraising Background

6. The success of the Fale Malae project relies on an integrated and planned fundraising campaign.
7. The fundraising strategy is centred on a matched-funding campaign based on confirmed and significant financial contributions from both the University and Central Government. These foundational contributions will underpin the project and encourage further philanthropic funding with particular emphasis on major contributions.

² A list of the Trustee's and more information about the Trust can be found on the [Charities Register](#).

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8. The overall fundraising target is currently \$10 million. The foundations are in place to deliver the fundraising campaign, which will begin when the Trust has received the required approvals to build the Fale Malae at Frank Kitts Park. This is bolstered by the collective networks and skills of the Fundraising Komiti and supported by professional fundraising resources.

From: Michael Gibson
To: Hedi Mueller
Subject: For tabling during Public Participation please
Date: Wednesday, 22 September 2021 3:54:42 pm

Dear Hedi - in response to your email this afternoon and the kind offer of the Committee Chairperson - and in order to save time - here is the material to be tabled during Public Participation tomorrow.

Thank you!
Michael Gibson

THE LAWN IS NOT FOR BUILDING

September 22, 2021

Open letter from Helene Ritchie to Wellington mayor and councillors

I am writing in anticipation of your debate tomorrow about Frank Kitts Park, because there is significant public concern about the loss of green open public space on our waterfront. I want to alert you to a serious omission that your officers appear to have made.

I am asking you adhere to the resource consent application made by the Council and subsequent Court decisions.

I recap: The Waterfront Framework, 2001 (yes 20 years ago), received much public support and Council approval for a necklace of green public open space on our waterfront. One of the gems of that green necklace is Frank Kitts Park, a place to enjoy in so many ways.

Just 3 years ago, in 2018, the Environment Court clarified approval for the Chinese Garden and other aspects of the site, but with no mention of any new building. It concerns me that your officer report skims over the resource consent, omitting crucial relevant detail and simply summarily saying:

"In 2018 the Environment Court issued a resource consent for the proposed redevelopment of Frank Kitts Park. The proposal included plans for a redeveloped Children's Playground, a Chinese Garden, and minor upgrade of the balance of the park."

The officer report fails to inform you of the important open space detail in the Court decision; instead, officers have recommended that a fale maele building should be allowed on much of this green public open space, taking away as much as 20,000 square metres of the flat open lawn that was approved by the court.

The Court decision was this:

"The proposed modifications to the (Frank Kitts) Park are these:

- (1) Demolition of the existing amphitheatre and associated promenade walls.
- (2) Earthworks to level the surface of the park (except above the carparking building).
- (3) The creation of two flat open lawns, the northern-most to be called the Harbour Lawn and, above the carpark building, the City Lawn.
- (4) The expansion towards Jervois Quay and upgrade of the children's playground, which will include repositioning the lighthouse slide structure.
- (5) The construction of a Chinese Garden, to be known as the Garden of Beneficence, which is to be located across the area of the park which marks the transition between the City Lawn and the Harbour Lawn.

- (6) The removal and replacement of the memorial plaques currently located on the promenade wall, and the relocation of the Wahine mast (also a memorial).
- (7) The construction of a pavilion structure adjoining the Chinese Garden.
- (8) A pergola structure on the southern elevated edge of the site to provide shelter to that part of the City Lawn.
- (9) Related seating, lighting, landscaping and paving."

Officers are saying that the Council will compensate the public by finding green open space somewhere else in the city, despite the fact that the public do not want green open space taken away from the waterfront, and have been crying out for more green open space in addition to what already exists, and despite the fact that there is nothing in the Environment Court decision that would allow this to be done..

Finally, I am asking those of you who are environmentalists, lawyers, qualified resource consent commissioners or simply councillors who believe it is important to keep to court decisions, that you adhere to this Court decision, and retain all of the flat green open lawne that exists on Frank Kitts Park and is described in the Environment Court's ruling.

Wouldn't it be awful for Councillors to give the public another opportunity to severely criticise the Council, this time for ignoring Court decisions?

Nga mihi nui
Helene Ritchie
Former deputy mayor of Wellington

By the way I think a fale malae would be great somewhere else in Wellington.

3 COMMENTS:

Peter B, 22September 2021, 8:43

This is crazy. Wellington people want and require an open space in Frank Kitts Park. The Councillors need to go as they are elected every three years but buildings last 50 years – gone will be the views over the harbour that Wellington people have fought to protect over the last 50 years. The Councillors need to take the requirements of the population in Wellington into full consideration.

Jill Ford, 22 September 2021, 11:21

Reading this looks like the council are ensuring green space, and the addition of the Chinese Garden is a garden so will have green plants! I have been to the Chinese Garden in Sydney and it's a great place.

Marion Leader, 22 September 2021, 11:45

Jill, has it got two-metre-high walls and is it locked up at night?

(See <https://wellington.scoop.co.nz/?p=139287>)

FOLLOWING THE RULES ON THE WATERFRONT

September 20, 2021

by Lindsay Shelton

A fale maele is a great idea for Wellington's Pasifika community, but city councillors are this week being asked to support building it in the wrong place – on land on Frank Kitts Park that is designated as public open space.

The City Council's Waterfront Framework (have councillors forgotten it?) has been in place since 2001, and it is precise about Frank Kitts Park:

- A large green park;
- Centre for outdoor activities both on and off the water;
- Recognised as major green open space.
- Provides visual relief from the predominantly hard surfaces of the adjacent central central city.

The Framework leaves no doubt – there is nothing that would allow for the addition of a new building. There's no way that the council can support a building on the park, as is being recommended this week. The council shouldn't embarrass itself by making such a mistake, and councillors should be stepping up to tell the staff to follow the rules.

The council has already made a major planning mistake on the waterfront. It was in 2010, when it approved the placement of the new wharewaka on Taranaki Wharf, blocking a view which was designated and protected in the waterfront Design Brief.

The Design Brief is specific:

"The vista from the City-to-Sea bridge will be retained and enhanced. The design will pay special attention to maintaining a strong visual connection between the Civic Centre to Te Papa."

Connection destroyed

But the council forgot. As the building took shape, it was obvious that the vista had neither been retained nor enhanced, and the strong visual connection with Te Papa had been lost.

The council's embarrassment was evident by the fact that it took two months to respond to our report about what it had done. Then it tried to defend the indefensible, by ignoring its Design Brief:

The wharewaka ... will help to provide a memorable and dramatic vista from the bridge – with the wharewaka, together with the rowing club buildings, providing an excellent backdrop to the lagoon, and enriching the viewing experience of people moving between Te Papa and Civic Square.

Which is not what was specified in the Design Brief. Back then we advised councillors:

They need to ensure that council officers follow the rules.

Councillors need the same advice this week, as they're being asked to support construction of a substantial new building on Frank Kitts Park which is designated as green public open space and not as a site for buildings.

There are other options as a site for the big fale malae. One would be on the waterfront land across from the railway station. Another could be on the asphalted car park east of Te Papa (though this was supposed to have been developed as part of Waitangi Park, till the council decided that the park should be reduced in size.) But the asphalted area of Waitangi Park is also in breach of the Framework, which says it is supposed to be

Principally a large green urban park. (Not a large carpark).

The Framework also says:

...the Chaffers [now Waitangi Park] area is a good location for a Chinese garden ... and the Leadership Group notes that the Chinese community has indicated to the east of Te Papa is its preferred location.

Another problem solved, by following the Framework.

ABBREVIATED COMMENTS

hel, 20. September 2021, 18:34

The whole purpose of having documents like the Waterfront Framework is to guide the development of the waterfront in accordance with the principles of the Framework which were developed through an extensive consultation and engagement process with the public.

There is no way the proposed Fale development on Frank Kitts park is consistent with or supports the objectives of the Framework. In good faith, Council should be pouring cold water on this proposal.

Wendy, 20. September 2021, 19:33

This is another example of the council ignoring the critical shortage of green space in the inner-city. I am so sick of WCC putting the wishes of individual groups (and developers) ahead of the needs of the inner-city (Te Aro/Lambton) residents, who now make up the largest suburb in Wellington (in terms of population on the smallest area of land), as well as ignoring the wishes of the general Wellington public.

A WCC-commissioned report (Green Space in Wellington Central City by the New Zealand Centre for Sustainable Cities) was concerned with the substantial lack of greenspace available and pointed out that that much of what is there is dominated by hard surfaces. It also identified that "more than half of the central city's public green space is located not in city parks and gardens but in road reserves or in other non-council areas, and some is of relatively low quality and poorly accessible." The report recommended that the council "plan for and adequately resource an increased amount, accessibility and quality of green space in the central city, in order to provide for the health, wellbeing, amenity and ecosystem benefits required by the significantly larger likely future population of the central city". So why are councillors even considering the loss of 20,000sqm of open useable green space when WCC is yet to produce a confirmed Inner-city Green Network Plan?

The council constantly acknowledges that the inner-city neighbourhood is critically short of open useable green spaces for the current residents and would need extra green space the equivalent to another 10 Te Aro sized parks. In addition, they have now identified a requirement for "an additional 1.5 ha – 1.7 ha of open space to meet the needs of the proposed increase in population".

Yet, time and time again they ignore report recommendations and allow the loss of green spaces while trying to placate us with assurances that "any loss of open space will be accounted for and compensated for elsewhere in the city". Does that mean the council are going to purchase 20,000sqm of open land somewhere in the inner-city to compensate for the loss of Frank Kitts Park? Or will it be tiny pocket parks, green walls, and a tree and a few shrubs planted here and there?

Wellington is rushing into becoming a city with very little to commend it as a residential environment as frameworks and recommendations are ignored. As inner-city green spaces recede, wall to wall high-rise apartments are appearing without close community facilities or useable parks/green spaces to safeguard the mental and physical well-being of residents.

Removing existing open green parks goes against the wishes of Wellingtonians and makes a mockery of WCC claims in their spatial plan that "Green spaces will be provided to support neighbourhood needs" and that residents will continue to enjoy a "world-class quality of life".

Ray Chung, 20. September 2021, 20:20

I agree that whilst this building looks impressive and would be an asset in the right location, it looks as if it'll dominate the park area. It could be located at the Northern end of waterfront area, possibly where the Bluebridge Ferry terminal is, as that's going to be relocated to Ngauranga isn't it?

Traveller, 21. September 2021, 8:38

In something of an under-statement, Andy Foster says: "Wellington's waterfront is an iconic space dear to the heart of Wellingtonians ... The importance of Frank Kitts Park and the deep passion Wellingtonians have for the park means there will almost certainly be a need for significant

engagement in due course regardless of which direction is ultimately chosen. This will be vital in achieving a coherent development plan that safeguards the look and feel of this treasured space in our city." For or against protecting the park?

Toni, 21. September 2021, 10:14

The council acknowledges that "Wellington's waterfront is an iconic space dear to the heart of Wellingtonians" along with "The importance of Frank Kitts Park and the deep passion Wellingtonians have for the park"

So why is the significance and importance of Frank Kitts Park to the greater Wellington community being ignored and usurped by the importance of two buildings to "significant parts of our community"? And why has practically all the space on the waterfront now been built out, destroying viewshafts to the harbour, and creating a walled canyon along Jervois Quay?

Elaine Hampton, 21. September 2021, 17:02 . . Councillors are in a governance role, they need to control the officers who seem to see future benefits in these projects. What is the point of a design brief if it can be ignored.

Peter B, 21. September 2021, 17:12

This is crazy democracy when Wellington has agreed that Frank Kitts Park should not not have a building on it, and that Welly people do not want a building on it. Councillors need to realize that their term is only three years and the waterfront is not to be built out.

Pauline, 22. September 2021, 7:12

I would like to quote from Page 39 of the 2014-2043 Wellington Urban Growth Plan:

'Complete the development of the waterfront ... Frank Kitts Park should be the premiere recreation area for the city particularly children.'

and another quote from Jan Gehl, the Danish consultant:

'A significant recording is that the highest number of cultural activities and children playing are found on the waterfront where space is wide enough to run around freely – as such the waterfront is the playground of Wellington.'

(See <https://wellington.scoop.co.nz/?p=139194>)

ALL 19 COMMENTS ON THE COUNCIL'S NEWS RELEASE ON THE SUBJECT:

Lindsay, 17. September 2021, 9:42

In today's release, the WCC confirms that the plans for Frank Kitts Park would involve the loss of green open public space. It says unconvincingly that such a loss would be "compensated for elsewhere in the city." That's a joke. Unique and precious open waterfront space could not be re-created away from the harbour.

Claire, 17. September 2021, 10:21

If the councillors have any sense they will vote not to add any more buildings to the waterfront. It's a jewel, but only if unimpeded.

K, 17. September 2021, 10:58

Plenty of scope to add some open green waterfront space on the interisland wharf (currently used as a car park).

Groggy, 17. September 2021, 11:24

So despite decades of evidence that this is not what the ratepayers want, our council will continue to put more buildings on the waterfront. They will consult, we will object and they will ignore the submissions and build it anyway. Wellington democracy in action.

Marion Leader, 17. September 2021, 11:57

The only reason given in the Environment Court for having a Chinese Garden in Frank Kitts Park was from by a Chinese witness whose grand-father had arrived in New Zealand at Queen's Wharf in 1932.

Alana, 17. September 2021, 11:59

This is another demonstration of WCC's failure to provide meaningful consultation with the public. Absurd to announce a meeting and decision next Thursday. This should be rejected by Councillors and sent back for further development and options and a time line for public consultation. But it appears to be a pre-determined outcome.

Greenwelly, 17. September 2021, 12:29

There are plenty of hard surface spots on the waterfront to use ahead of taking actual green grass away...(even if it is on a car park; the council own the car park which is used for the weekend market on the other side of Te-Papa).

Ms Green, 17. September 2021, 13:48

The Council seems determined to destruct everything that's good about our city. It's already shown diagrams of its plan to demolish the City to Sea Bridge (sculptures, views, public spaces), now it plans to demolish the Jervois Quay bridge (attached to Frank Kitts Park and carpark). How will people get over Jervois Quay to the Civic Centre? With a begging button pedestrian crossing after years of consultation? Or wait for LGWM to come up with another bridge? Yeah right.

Mayor and councillors: will your legacy be the destruction of green open public space, demolition of civic centre buildings, demolition of bridges with views gone, everything flattened.

Wendy, 17. September 2021, 15:50

This is untenable and shameful. I am so sick of the council putting the wishes of groups and developers ahead of the needs of the inner-city (Te Aro/Lambton) residents who now make up the largest suburb in Wellington (in terms of population on the smallest area of land), and it is also against the wishes of the general Wellington public.

The council constantly acknowledges the inner-city neighbourhood is critically short of open useable green spaces for current residents, which to date has not been addressed. And they have also identified there is "an additional 1.5 ha – 1.7 ha of open space required for the proposed increase in population". Yet, time and time again they allow the loss of useable existing open green spaces while trying to placate us with assurances that "Any loss of open space will be accounted for and compensated for elsewhere in the city". This just does not happen!

Wellington is rushing headlong into becoming a city with very little to commend it as a residential environment. As existing inner-city green spaces recede, wall to wall high-rise apartments are appearing without close community facilities or useable parks/green spaces to safeguard the mental and physical well-being of residents.

Removing existing parks goes against the wishes of Wellingtonians and makes a mockery of WCC claims in their spatial plan that "Green spaces will be provided to support neighbourhood needs" and that residents will continue to enjoy a "world-class quality of life".

Lindsay, 17. September 2021, 16:22

The City Council's Waterfront Framework, which has been in place since 2001, is precise about Frank Kitts Park:

A large green park;
Centre for outdoor activities both on and off the water...
Recognised as major green open space.

Provides visual relief from the predominantly hard surfaces of the adjacent central city.
The Framework leaves no doubt – there is nothing that would allow for the addition of a building.
There's no way that the council can support a building on the park, as is recommended for next week. The council shouldn't embarrass itself by making such a mistake, and councillors should be stepping up to tell the staff to follow the rules.

Once the council has reminded itself of the specifics of Frank Kitts Park, it should turn its attention to Waitangi Park, where a large chunk has been left as asphalted carpark. This, also, is not allowed by the Framework, which says it is:

Principally a large green urban park.
And the Framework also says:
...the Chaffers [now Waitangi Park] area is a good location for a Chinese garden ... and the Leadership Group notes that the Chinese community has indicated to the east of Te Papa is its preferred location.

Problem solved, by following the Framework.

Marion Leader, 17. September 2021, 16:42

The officers should be quoting the Waterfront Framework in their report to the Council.

HR, 17. September 2021, 17:07

What on earth is wrong with the Council and their staff? 16% satisfaction and dropping.

Hel, 17. September 2021, 21:14

Don't see how a Falae building could ever be consented on Frank Kitts Park, as any building here would be contrary to the Waterfront Framework. Doesn't surprise that Council would be considering something diametrically opposed to their own planning guidelines, they probably have forgotten there even is a framework. The Chinese Garden proposal was bad enough but the Falae is a folly and needs to be stopped and not encouraged.

Hel, 17. September 2021, 22:03

That Council report has all the hallmarks of a report written to deliver a pre-determined outcome. The references to the Waterfront Framework are disingenuous at best.

The report notes there are 97 car parks and attributes a revenue of \$245k – this is simply wrong or incompetent management, car parks in the inner city are leasing at \$6k per annum each, the revenue should be \$600k or more. Together with the lease revenue from the shops the total revenue should be \$750k per annum, at that level a remedial cost of \$10m to \$18m does not look stupid. I'm no expert on earthquake ratings but a car park of 97 parks does not need to be an IL3 building and the costs will be overstated.

Dave B, 18. September 2021, 2:52

Ha! I have the answer. Relocate the Jervois Quay footbridge to Cobham drive to keep that lot happy. Then build the pedestrian crossing which would have been built on Cobham Drive on Jervois Quay instead. The traffic there is stationary during the peak anyway, so nothing will be held up. Then, if they are going to knock the council buildings down on Civic Square, build the Chinese Garden there, and repurpose the unneeded Convention Centre into a Fale Malae.

Does this sound like a recipe for a dog's breakfast? Well funny that, because so do all the other plans we are hearing about.

Joolz, 18. September 2021, 9:38

2022 can't come fast enough. This time hopefully without the wealthy benefactors to influence the outcome!

Polly, 18. September 2021, 10:52

Frank Kitts Park is a true open space and is a popular lunch time destination for CBD workers, school parties visiting the Wellington Museum and on many days "keep fit" classes are available. What is referred to as The Lawn – the majority of Wellingtonians call it the "amphitheatre" – provides comfortable seating for the many free concerts and events throughout the year especially for the Festival of the Arts. And the upper levels provide vantage points for events on the harbour, dragon boat and yacht races and kayaks. The seats on the promenade side are well used by locals and visitors enjoying a coffee, ice cream or just resting and reading the historical placards and of course the Wahine Mast.

D'Esterre, 19. September 2021, 17:48

The Council must follow its own rules. Have not we the citizens made it clear? We expect Council to fix the pipes, fix the library, fix Civic Square, fix the Town Hall. The Council must leave Frank Kitts Park as it is. We're adamantly opposed to any buildings at all there.

Hel: "...a car park of 97 parks does not need to be an IL3 building..." The engineers in this household agree with you. Council must leave this carpark alone. It's fit for purpose. It may be on liquefiable land, but it by no means follows that liquefaction will be an issue there.

J Chris Horne, 20. September 2021, 21:26

Successive city councils have deprived Wellingtonians of extensive open space areas on our waterfront – the lungs of the CBD and of Te Aro, our most populous suburb. We've had few wins – outstanding ones being the establishment of Waitangi Park and of Frank Kitts Park plus the refusal of planning consent to build an hotel on the Queen's Wharf Outer "T". The proposed building of a Garden of Beneficence and a Fale Malae on Frank Kitts Park would eliminate most of it as public open space open to all of us every hour of every day of every year. Those two proposed structures could instead be built on Cog Park on Evans Bay. It is served every day by the No. 24 Miramar Heights-Johnsonville bus service. The nearest bus services to Frank Kitts Park run along the Golden Mile, several blocks away.

I suggest that WCC demolish the 'quake-prone car-park, then replace it with an open space where Saturday markets can be held – always popular with locals and out-of-towners.

(See <https://wellington.scoop.co.nz/?p=139171>)



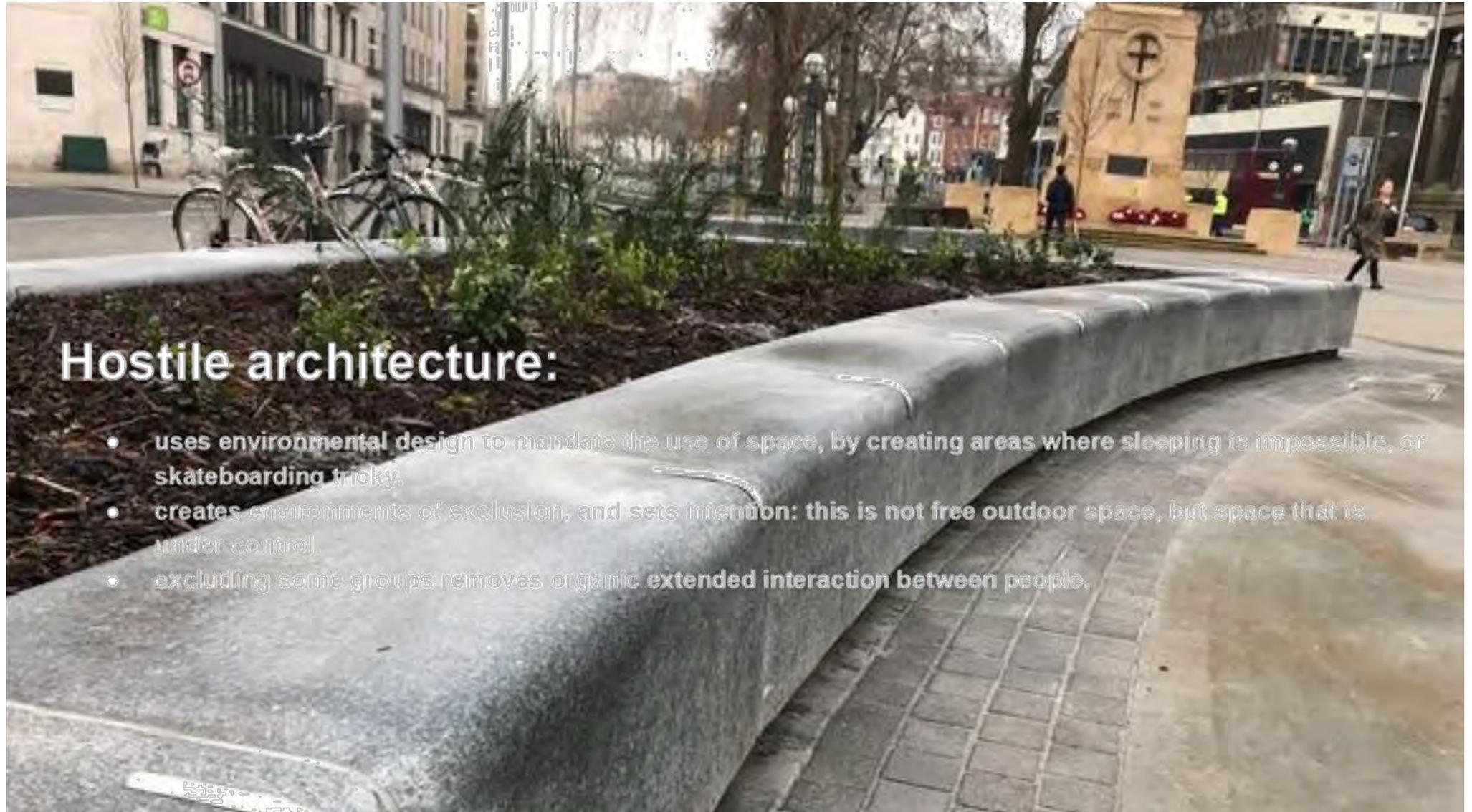
Te Ngākau Civic Square Precinct

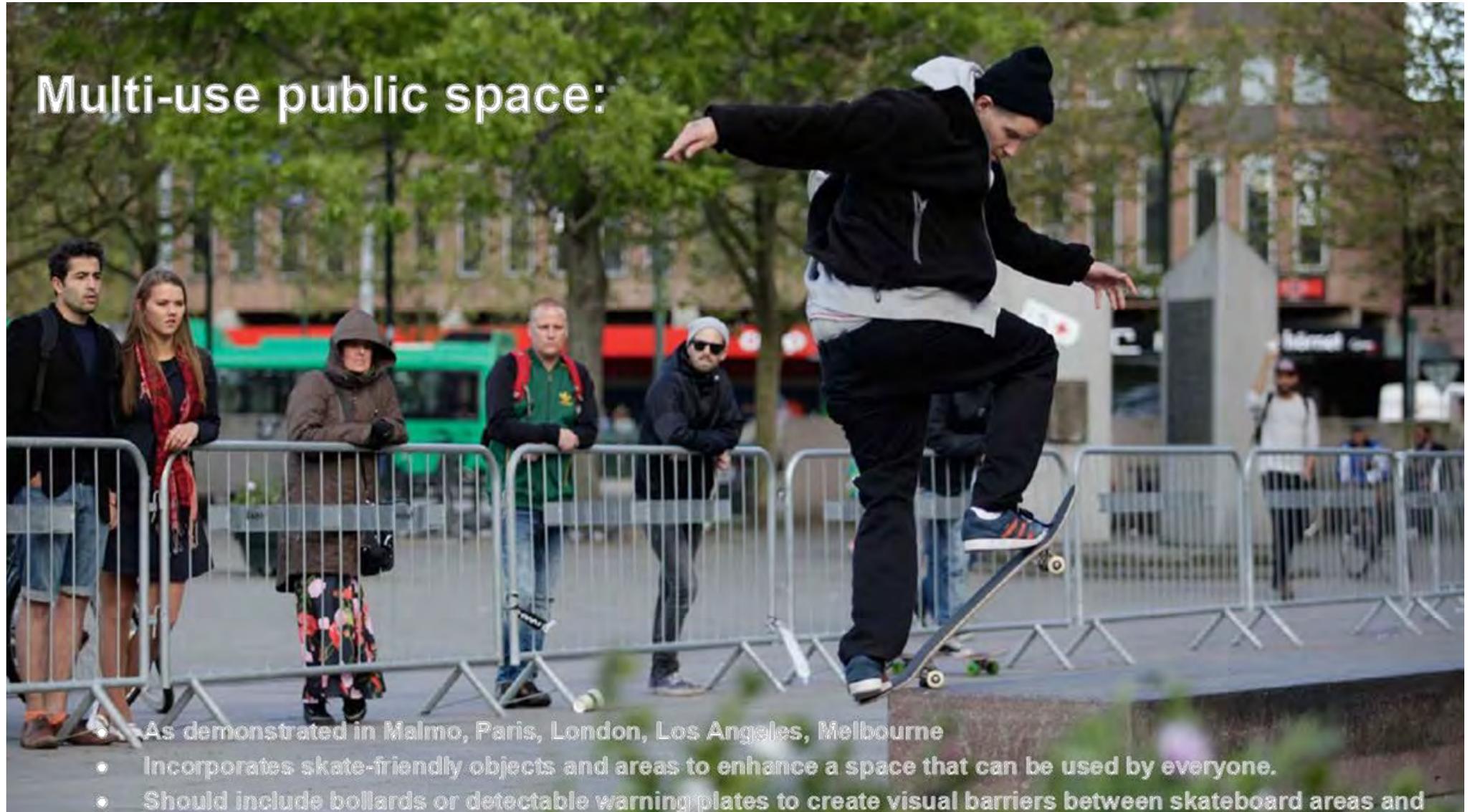
Skateboarding in Civic Square

Skateboarding:

- provides physical, mental and social benefits.
- is a fun, unstructured activity that promotes being active, creative and outdoors.
- gives participants a strong sense of belonging and community.
- injects vibrancy, economic benefits, performance and culture into the city.
- can make spaces safer by increasing natural surveillance.
- well-designed skate spaces attract local, national and international visitors.
- is a global industry, a legitimate career path, and an Olympic sport.
- perceived by some as a nuisance or 'non-desirable'
- can be noisy and destructive to property.
- Practitioners may potentially harm themselves or other pedestrians

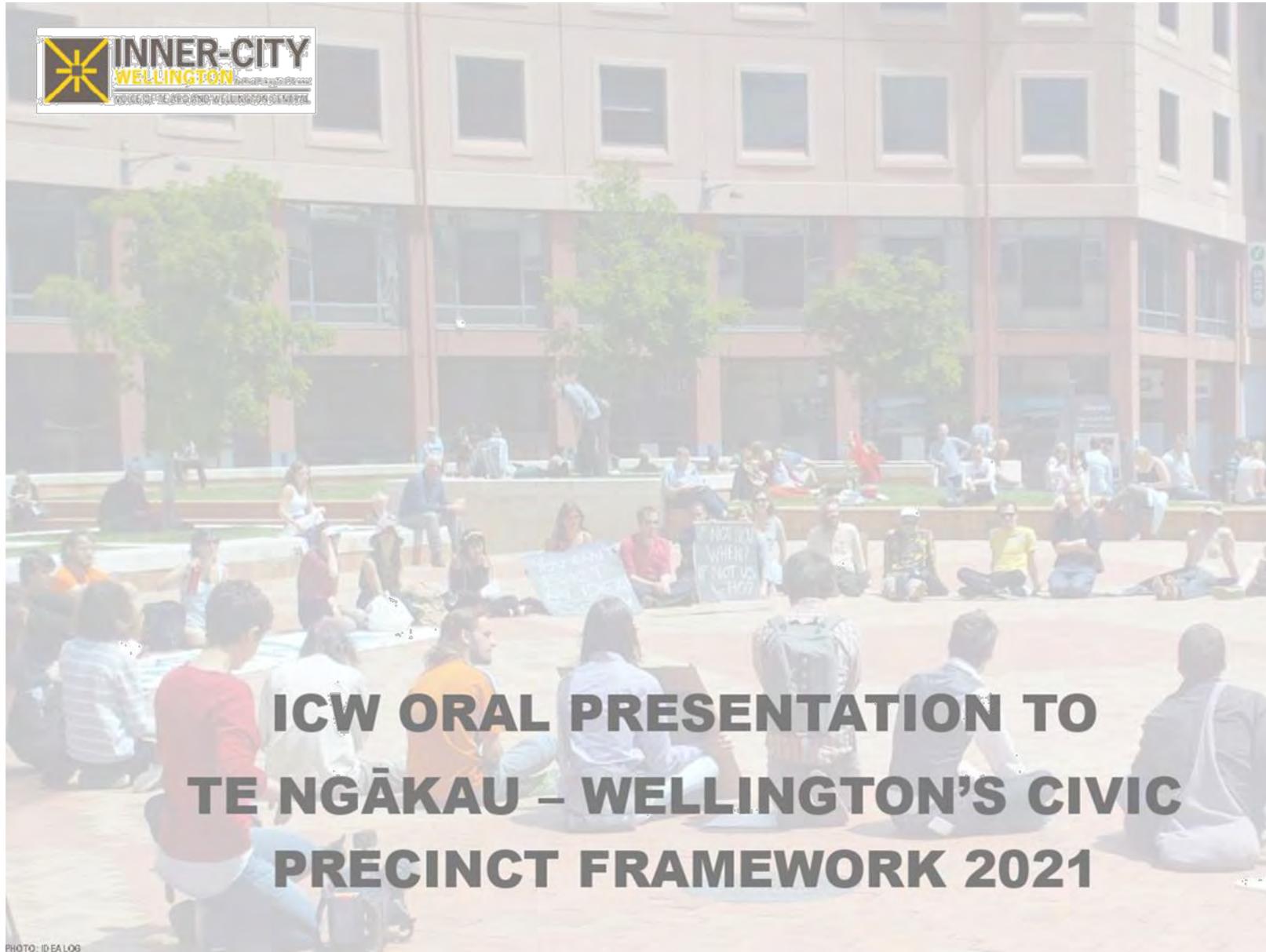
Southbank Undercroft skate space, London











INNER CITY RESIDENTS NEED COMMUNITY AMENITIES IN THEIR SUBURB

- ✘ We are now the biggest suburb in Wellington in terms of population - on the smallest area of land
- ✘ Te Ngākau – Wellington's Civic Precinct is the COMMUNITY heart of our suburb
- ✘ Most of our residents are apartment dwellers with little or no easy nearby access to community areas or reasonable sized green space.
- ✘ The historical focus on commercial, tourists and entertainment in the inner city does not address the needs of residents



Our Key Concerns

- ✦ **That Civic Square is recognised as major community hub, meeting place and space for the rapidly increasing number of residents in the inner-city**
- ✦ **We want retention of a large safe, open, sunny green space that supports multiple use as inner-city residents have nowhere else close in the CBD area that allows for this kind of activity by our community.**
- ✦ **We welcome wider use of the precinct but we don't want this to happen at the expense of the needs of local residents for a vital and relaxing amenity close to where they live.**



Local Community & Well-being

ICW is concerned attention focused solely on creativity, culture, democracy, discovery & arts experiences will overlook the importance of the needs and well-being of local residents, for whom the space is their only community hub.

Residents need

- 1 MULTI-FUNCTIONAL PLACES that encourage sense of community and social capital.**



Residents need **2** LARGE OPEN GREEN SPACES that promote *active lifestyles* and minimize environmental stressors and social disparities detrimental to mental health



PROPOSED LOSS OF GREEN SPACE IN THE CIVIC SQUARE PRECINCT

3 small green spots just don't do it

THE LOSS OF ANY GREEN SPACE IS UNACCEPTABLE and the loss of larger areas of green space is ill-considered



The proposed framework not only reduces the current amount of green space but replaces one large useable space



. . . . with 3 small areas that could not be used for group physical activities



Public green spaces are “backyards” for inner-city residents

BELOW ARE THE CURRENT APARTMENTS WITHIN 5 MINS WALK TO THE CIVIC SQUARE WITH MORE UNDERWAY

- 60 Willis Apartments
- Chews Lane Apartments
- Dominion Apartments
- Boulcott Suites
- Willis Urban Garden Apartments
- Wellington Villa Apartments
- Sirocco Apartments
- Boulcott Hall – Student Accommodation
- One Market Lane Apartments
- Civic Chambers Apartments
- 126 Wakefield Apartments
- 124 Wakefield Apartments
- Prudential Apartments (Plimmer Steps)
- Apartments above Lido Café
- Odins Apartments
- Columbia Apartments
- Regency Apartments
- Aulesbrook Apartments
- + others under development
- *Not forgetting all the local workers and additional people working in the square*
- Other
 - West Plaza Hotel
 - Trek Global Backpackers
 - St George Accommodation
 - Acerra Hotel?



WHO guidelines state “As a rule of thumb, urban residents should be able to access public green spaces of at least 0.5-1 hectare within 300 metres linear distance (around 5 minutes walk) of their homes”.

CONNECTIVITY CONCERNS

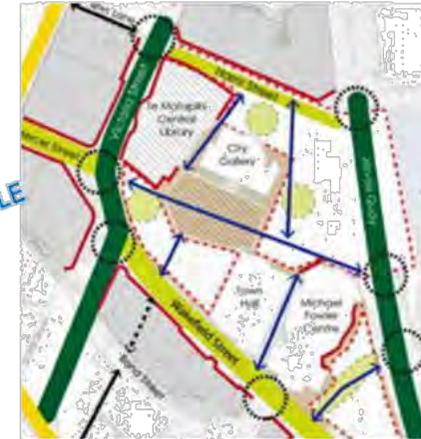


Loss of City to Sea Bridge ?

(Pedestrian bridge and public artwork)

- The bridge is one of the most popular areas of the square used by thousands who enjoy sitting relaxing, meeting on the bridge, admiring the view (*which would not be the same from the level of the square*).
- It provides instant and SAFE access across the Quay to the waterfront
- It has historic and cultural value
- Contrary to being the barrier the Framework suggests, the bridge provides the best visual connection with the waterfront.
The view from the Square itself would be predominantly of passing traffic and people waiting to cross the road at the suggested pedestrian crossing replacing the bridge.
- When the rest of the square is in shade the bridge is always in full sun as it is not surrounded by buildings.

PEDESTRIAN
CROSSING IN
PLACE OF THE
BRIDGE
UNACCEPTABLE



Mobility access can be easily remediated

RECAP



- ✘ **The inner-city is Wellington's largest suburb in terms of population**
- ✘ **Recognition of the importance of the Civic Precinct as the community hub and evacuation area for local residents**
- ✘ **Strong focus on community needs and well-being**
- ✘ **Retention of a large area of green space, not a reduction.**
- ✘ **Retention of a City to Sea Bridge**



Thank you for your attention today. . . .

**Inner-City Wellington seeks to serve as a
progressive and influential voice of and for the
residential community in the suburbs of Te
Aro and Wellington Central**

For further information

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