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**Architectural Centre submission 3 on Manners Mall bus lane proposal**

The Architectural Centre has commented on the Manners Mall bus lane proposal on two separate previous occasions (see attached). On both occasions we noted that while we not against the bus-ification of Manners Mall *per se*, we would not support the proposal unless an alternative scheme of sufficient quality was proposed instead. **The current proposal does not even provide a similar quality of pedestrian space to that lost in the conversion of Manners Mall into a buslane.** We believe that it is insufficient in some very basic regards and is nowhere near good enough for the people of Wellington.

As we noted in our two previous submissions on this subject, the "Architectural Centre believes there are four key principles which must be supported in any alteration to the inner city's transportation network. These are:

- 1) the improvement of, and encouraged use of, pedestrian traffic
- 2) the improvement of, and encouraged use of, cycle traffic
- 3) the improvement of, and encouraged use of, public traffic
- 4) the reduction of, and discouragement of, private vehicle traffic

We believe these are important to address in the context of sustainability and global climate change, and to improve and support the inner city's liveability and vibrancy..."

**We are appalled to see the extent that the parking of cars and the routing of vehicles have been prioritised in the re-working of this scheme.** With traffic still able to use lower Cuba Street the CPG scheme transfers all the design mistakes from Manners Street into Cuba Street. This area of lower Cuba Street needs more time and more thinking in order to get it right. Throwing additional car parks here and along Wakefield and Dixon is not the answer, and nowhere near a sufficient formula for good urban design. **How does this scheme support the Urban Design Protocol, which the WCC has signed up to?**

When will Wellington reprioritise its traffic agenda? **Shaving minutes off bus-travel will not induce greater use of buses when there is a greater incentive to use cars.** Wasn't the inability of the by-pass to transfer traffic from the waterfront evidence enough that the **need is to reduce the physical space given over to cars NOT to increase it.**

**This scheme does not support council rhetoric about preparing the city for post-peak-oil and climate change,** nor does it demonstrate any support for a sustainable Wellington. Rather this scheme promotes car use, and demonstrates council cynicism about its stated position on climate change. How can the mayor state in the draft Climate Change Plan that "Wellington City Council recognises the importance of climate change and the need for a comprehensive and cohesive response ... not only reducing emissions ..." and have the council promote this scheme for Manners Mall? Later (Climate Change Plan p. 24) we are told that the council aims to reduce road travel and encourage more people to walk or cycle, particularly when they travel into or out of the city. **How does this scheme support the aim to reduce car-use in the inner city?** Let's see this in action in your proposals for our city. Let's see this in a re-design of this Manners/Cuba area of the city. We believe that the council needs to take its own words to heart and give us

them in deed not in glossy publicity brochures and policy statements.

We believe that Wellington can be a great city. We also believe that this scheme is a good way to undermine this aspiration for greatness. Thank you again for the opportunity to contribute to the consultation regarding this project.

Regards

Guy Marriage  
President  
The Architectural Centre, Inc.