

21 April 2015

Freepost Wellington City Council  
Long-term Plan  
Wellington City Council  
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**Re: WCC Draft Long-term Plan 2015-25**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

The Architectural Centre broadly supports the 10 year plan, and notes that it is great to see the council aiming to activate a number of projects which have been on the backburner for some time such as the Chinese Garden and Adelaide Road development. We strongly support Wellington having a bold plan and an ambitious plan (p. 3), but think that there is scope in the Draft Long Term Plan to be bolder and more ambitious. Why are we not aiming to be a carbon neutral city? Why not light rail? Why not a bilingual city?

We have the following comments to make, the numbering being aligned to the council consultation document:

**He pai te tirohangā ki nga mahara mō ngā rā pahemo, engari ka puta te māramatanga i runga i te titiro whakamua (p 2)**

We note that while the document begins with a whakatauki and includes a second one on p. 21 (Kāhore taku toa i te toa takitahi, he toa takitini), there is no other acknowledgement of mana whenua or how Wellington might develop and strengthen its cultural depth and Treaty engagement. Given we are the capital city, and the representative of the Crown lives at our Basin Reserve, we surely have particular national obligations. Even bilingual street signage would be a start. Should council facilitate Wellington as a bilingual city in its built infrastructure? Development in planning regulations to better facilitate papa kainga might be another area the council could lead innovation in. There are numerous cultural issues which are relevant to a number of the projects proposed. How are, for example, mana whenua represented in the redesign required for the strengthening of the Town Hall?

**Stronger Economy**

We note the desire to "make all residents more prosperous" (p. 7), but are also aware that frequently such plans end up focusing on the wealthy and assume a trickle-down effect, made popular in the Reagan-era, but which is yet to come to fruition. Our concern is less that Wellingtonians become more prosperous but that we collectively ensure that a minimal quality of life is assured in our city. This will not only be socially responsible but surely encourage people to take risks, innovate and be entrepreneurial. Region-wide adoption of the living wage, increased social housing and associated support structures, the reduction of homelessness, and addressing the issues that have recently lead to begging on our inner-city streets, seem to be important ones from a civic economic perspective.

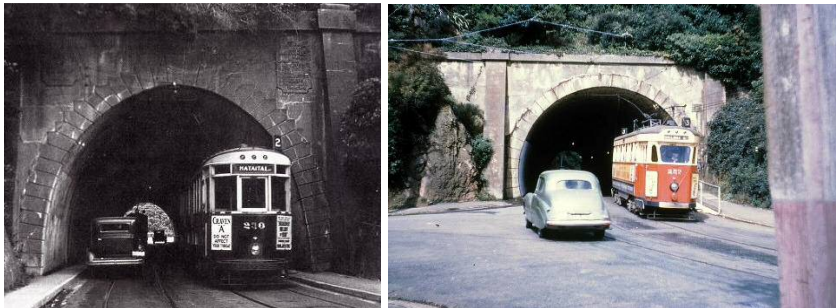


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## 1. Airport runway extension

The recent news that no airlines are considering long-haul flights from Wellington may well be linked to their lack of desire to pay Wellington airport for the idea through airport levies, but it also questions why - if such a public statement is made - should ratepayers contribute to funding this? As important is any potential adverse effect an extended runway might have on the current activity amenity of Lyall bay - particularly on surf and wind conditions. Surfing so close to town is something to be treasured.

Rather than spending money on the runway extension, we would more strongly support the council's earmarked contribution of \$90 million to be diverted to funding light rail (LRT) infrastructure, which if added to the amount set aside for BRT (by WCC, GWRC and NZTA) must largely meet any additional LRT cost. We understand that LRT through tunnels in other parts of the world does not require a separate dedicated tunnel, and it is largely the decision to build a separate tunnel for LRT, which makes LRT economically unpalatable. While we know that Wellington is special, we are surely not that unique. We understand that a coastal route to the airport would be an equally valid (and more picturesque) option.



Trams (and cars) in Wellington



Vittoria tunnel, Naples, Italy.

We also raise the question of any resource consent process regarding any proposed extension, and suggest that there is an inherent conflict of interest, when council funds a project for resource consent, and we ask that - if this goes ahead - that council must distance itself from any resource consent application process, appoint an independent commissioner, and accept their recommendation.

## 2. Central City Tech Hub (p. 26)

The Centre supports the idea of a Tech Hub, but given the proposed public funding (\$5m: \$500,000 per year) suggest it meet certain obligations of community engagement, and link to the wider cultural community. A minimum number of community-related and suggested Creative Commons projects could be the condition of this funding. Are there opportunities for collaborations in the arts community (e.g. City Gallery, Museum of Wellington, National Library, Ngā Taonga, and Te Papa) for tech-projects? There are no doubt potential projects related to innovative transport ideas to effect greater use of sustainable options; Climate Change seems to provide another area where technology and social good might be effective.

### 3. Revitalising the inner city (p. 28-29)

We support the growth spine and targeting residential development along public transport routes. We similarly strongly support redeveloping the city end of Adelaide Road, and have in other submissions noted the success of London's Barbican (which includes high-density housing, an arts centre, and Roman and medieval ruins on an incredible site of well-designed public space) as a model for Adelaide Rd.



We similarly support the redevelopment of Kent and Cambridge Terraces, including increasing high- and medium-density housing and mixed-use projects. Design competitions for potential sites would be a good way to further public discussion regarding both of these precincts.

We support the establishment of a Wellington Urban Development Agency (WUDA). Possible outcomes might include the council acquiring the Swan Lane carpark for an inner-city park. We would expect such an agency would have a close working relationship with local community groups, and to especially have an emphasis on advancing projects which support our capital city status. We suggest the inclusion of "public and sustainable" in one of the stated benefits of the agency (i.e. "focus growth in targeted areas with strong [public and sustainable] transport links and infrastructure").

We also wonder if a broader remit is required if this agency really is to be a "catalyst for inner city regeneration," more specifically that the agency work on increasing Wellingtonian's participation in civic processes (e.g. council consultations and local body elections), because civic involvement is no doubt a critical aspect of civic vitalisation. This might also suggest that such an agency include specialist lobbying of central government to achieve, for example, tax rebates on earthquake strengthening of heritage buildings, regulations to allow for congestion charging, NZTA funding of light rail, and better political support structures for long-term social housing in the city.

We strongly support earthquake strengthening, especially of heritage building, as an economically-beneficial activity, but we note that while heritage retention is

associated with economic benefits, these do not accrue to the building owner. Such strengthening also improves the resilient future of our city. So, in answer to your question on p. 29, yes, ratepayers should support private building owners to protect local heritage because the financial returns on earthquake strengthening are proven to return to the community not the building owner.

However, we do not consider \$1 million fund for heritage strengthening sufficient, in fact it is pitiful, especially when a longer runway (which airlines don't want) gets \$90m, and a film museum is given \$30m. We support the council being proactive in this sphere, including in the maintenance and strengthening of its own buildings.

#### **4. Town Hall**

We support earthquake strengthening the town hall. Council needs to be a leader in earthquake strengthening. Equally the embarrassment of the Basin Reserve's Museum Stand, which has suffered due to lack of council maintenance of the building over many, many years, is deserving of earthquake strengthening.

We also support the proposal to rethink Civic Square, including the ""opening up" of building ground floors so that cafes and shops can open on to the square, and people can more easily see into the square from surrounding streets" (p. 30).

We appreciate the intentions regarding "[m]aking more efficient use of Council office space - reducing space to current benchmarks" (p. 30), but we are also conscious of the stress of local council public service. The high frequency of restructuring (we are thinking particularly of the heritage and urban design and planning teams who have suffered from multiple restructures in the last decade) disrupting work security and causing low moral, when staff just want to focus on working for our city. We plea that the council look after its workers. Happy council workers will mean a happier city. These are the people whose patience is tested everyday by us the public, and who are the true guardians of our city's culture, sustainability, and built environment. Please treasure them.

#### **5. Public space improvements**

We support an increase in cultural events and cultural infrastructure. We generally support the council's intentions regarding the development of laneways, and strongly encourage the mapping of these in the CBD and inner-city suburbs, as well as ensuring those laneways not on public land are covered via easements to protect against them being built on. Such a mapping would likely identify potential routes for an inner-city shared space network facilitating cycling and walking. We caution though against the wholesale gentrification of lanes (p. 33), and stress the need for variation (including different design firms) to be prioritised.

We support pop-up activities and encourage connections with cultural institutions such as design and architecture schools (such as VUW, Massey, Whitireia and Weltec), theatre, film and dance schools (e.g. Toi Whakaari, the NZ Film and Television School), and groups such as the Wellington Civic Trust and the Architectural Centre. Instituting a prestigious annual awards, recognising our built environment would be also key. This event should involve built-environment organisations such as the Architectural Centre, the Wellington Civic Trust, Wellington Sculpture Trust, and VUW School of Architecture, and the local branches of national organisations such as the Historic Places Aotearoa/Historic Places Wellington, IPENZ, NAWIC, NZIA, NZILA, NZIOB, the NZ Planning Institute etc. to each present and fund an award, and have representation on the organising committee. Residents' Associations could judge the best intervention or community event in their specific suburb. No doubt this would be a job for the newly created WUDA.

Regarding the proposed Chinese Garden (p. 33), we are conscious that this waterfront location requires a robustness in design, and we consequently encourage less of an organic focus on this garden (i.e. more water and rocks, and other spatial structures, with the occasional v. robust plant). We assume that the garden will be open to the public and not closed off and charged for, like the Dunedin Chinese Garden is.

## **6. Liveable Communities**

We have made separate submissions for the medium-density housing proposals for Karori and Tawa.

## **7. Venues**

We support a Wellington Convention Centre along the lines of our previous submission regarding this, that is contingent on world-class public transport links with the railway station and airport. We see LRT as an important aspect of this.

We also support the development of a Basin Reserve master plan, but encourage the council (and Basin Reserve Trust) to be driven by what is good for the Reserve rather than a defensive strategy to mitigate against potential transport projects. We are embarrassed that the council has for so many years neglected this part of the city, the 1924 pavilion being an example of this neglect due to a lack of basic building maintenance. The council needs to lead in issues of maintenance so it is taken seriously when it requires private building owners to maintain building stock, and when Council advocates for the earthquake strengthening of privately-owned buildings. We encourage the council to run a design competition to provide options for the rethinking of this Museum Stand building. Its interior has good spaces, especially the entrance, and it has been a strong presence within the grounds for almost a century.

## **8. Wellington's culture**

The proposal for an International Film Museum is an ambitious project and will need to rely on much more than Peter Jackson's private film collection to have international credibility. Advice from and association with Ngā Taonga will be critical to its success, as will an association with international film archives. Given the substantial public funding (\$30m) it must be guaranteed that core parts of the museum are free to residents.

We believe that there is potential for the Ocean Exploration Centre (p. 39) to make a much more important contribution. The Draft Long Term Plan refers to developing a hydraulic model (p. 41) to better understand climate change challenges and real-time stormwater monitoring. The broadening of the Ocean Exploration Centre to include sea-level changes and the impact on our built environment (as well as our impact on climate change) could significantly increase the value of this proposal. We support council investment in this, if its remit is larger, to become a public exhibition centre which includes a climate change agenda, with links to the VUW Climate Change Institute. Such a venue would also support GWRC's aims to better understand climate change and a joint regional initiative in Wellington would be nationally significant.

Stormwater is another related aspect, which also negatively impacts on the sea. Real-time anything is exciting, and a public interface in the Ocean Exploration & Climate Change Museum for council initiatives such as the real-time stormwater monitoring and hydraulic model would increase public understanding of related issues. We also encourage the council to further develop its Water Sensitive Urban Design Guide with a strategy to increase our city's permeable surfaces, reducing the volume of stormwater discharged into our streams, harbour and coastal waters. Encouraging more rainwater collection and use in buildings, as well as greywater

systems for toilet flushing, is another important aspect, and will increase our post-disaster resilience. Demonstrations of such systems would no doubt be a winner at the Climate Change Museum. We also strongly support the revision of the District Plan regarding areas vulnerable to rising sea levels, in order to support managed retreat mitigation.

## **9. Environmental and Social Outcomes**

(see 8 for comments regarding stormwater and climate change)

Being the city with the highest use of public transportation in Australasia is nothing to write home about, as it is a relatively low achievement. We should be aiming to be comparable with the best examples of cities in the world, rather than just Australasia where car-culture is rife. The Architectural City encourages the council to be much, much, more ambitious regarding sustainability. Let's become NZ's first-carbon-neutral city to start off with.

## **10. Streets**

We support wifi car parking sensors (p. 42) if their implementation occurs with a parallel reduction of car parks. Greater efficiency will mean we need less carparks to achieve the same level of service. Increasing carparking efficiency will increase car use so reducing car parks will be important. There are also technological possibilities to manage congestion (linked to congestion charging, and reducing the number of single occupant vehicles). We strongly support these but also only as a mechanism to increased road space for PT and cycling, while maintaining, or reducing, space for the private car.

We support the progressive installation of LED street lighting (p. 43), but caution that such environmental strategies also need to account for the embodied energy of the existing infrastructure, not just operating energy. It may be more energy-efficient to retain the existing infrastructure for a number more years on this basis.

## **11. Transport (p. 44)**

We agree with the council that the city is "currently supporting private vehicle transport more effectively than other modes such as buses or bikes" (p.44). We encourage council initiatives to reduce single occupant cars, and propose the banning of single occupant cars in the CBD (with taxis being an exception). We note that council considers that the "city's narrow and winding streets mean that some road and/or footpath space must be reallocated. This may ultimately mean prioritising cycle lanes or cycle parking over on-street car parking in some areas" (p. 44). We think the council ought to be bolder and evaluate which streets (with or without car parking) ought to become cycling-priority streets. These could be designated by, for example, a different road surface colour and consist of a parallel network to car-priority roads.

We also encourage the council to implement cycle parking infrastructure in all suburban centres, as well as more facilities in the CBD. We consider that a cycle way through the CBD is a highly urgent priority for commuter cyclists. The waterfront is not suited for this purpose due to high levels of commuter pedestrian traffic.

It is stated that "One of our top priorities will be to find a solution to the Basin Reserve traffic congestion in a way that supports smoother traffic flows while meeting community aspirations" (p. 45). We consider that implementing bus priority (e.g. through traffic light priority) is an urgent and important initiative along this route.

In addition to prioritising LRT, we also strongly support the council developing transport models for sustainable modes, specifically pedestrian, cycling, e-bikes, motorcycle, and taxis - to the same level of sophistication as the current traffic models. We consider these are key to improving decision-making around transportation and we include taxis as an important vehicle group to understand, as reducing car ownership will be key to shifts to a sustainable transport future.

We attach our submission to GWRC on their Draft RLTP, which includes a number of issues relevant to WCC and transport in both Long Term Plans, and was written with this plan in mind, and with an awareness of the overlap of some transport areas between WCC and GWRC.

Thank you for this opportunity to comment on the WCC Draft Long-Term Plan 2015-25. If you have any questions please do not hesitate to contact me.

Yours faithfully



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(Attachment: Architectural Centre's GWRC RLTP submission)

20 February 2015

Draft RLTP Submissions  
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**Re: Draft Regional Land Transport Plan 2015**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We acknowledge that these transport issues are the concern of both GWRC and WCC, and so have cc-ed in the WCC mayor (Celia Wade-Brown) and WCC transport portfolio leader (Andy Foster) into this submission.

We generally agree with many of the issues raised; but not all of the conclusions generated. We make the following recommendations and comments, organised in accordance with the NLTF activity types:

**POLICY FRAMEWORK, CORRIDOR STRATEGIES, NETWORK PLANS, OTHER ACTION AREA [pp 11-130]**

**A. Other Activities**

1. Lobby government to create a new categories/activity type in the National Land Transport Fund of "Active Modes" at the same hierarchical level as "Local Roding," "State Highways," and "Public Transport."
2. Advocate for walking and cycling to be allocated a higher share of the National Land Transport Fund (NLTF).

**Cycling**

3. Prepare a costed urban cycling network plan/s (including priorities, and network hierarchy), including an e-bike (and motorbike?) strategy (p. 104) to complement the council existing cycling policies.
4. Design and implement a CBD cycle network for Wellington. This could be a shared (walking/cycling) space network, but must address the current difficulties cycling through the Wellington CBD **[C1]**
5. Replace one car lane in each direction along the Wellington waterfront (Wakefield St to Waterloo Quay) with a generous cycle lane.
6. Work with WCC to mandate bike parks and showers in work places.
7. Provide rental bikes (preferably free for the day) at the Wellington Railway Station (as well as secure bike parks at train stations, p. 106)
8. Increase the capacity of trains and buses to carry bikes; and guarantee their carriage (rather than the current "first come, first served" approach on trains and lack of facility on buses (pp. 101, 106))
9. Replace car parks with bike parks and rental bike stands (E7/8)
10. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53)
11. Fix Karo Drive so cyclists have a continuous bike lane (i.e. not interrupted by kerbs/roads); shared paths only work when they don't cross roads **[C2]**

**Walking**



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12. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53, 94)
13. We support the aim to address insufficient pedestrian crossing facilities and commend the council for identifying locations of these so they can be addressed (p. 94). We would also include the Onslow Rd intersection on the list of "lack of safe and direct pedestrian crossing points." With the removal of the 43/44 bus loop as proposed, residents of lower Onslow Road and associated streets will need to walk to and cross Hutt Road to take buses. There is currently no ability for pedestrians to do so safely. **[W1]**
14. Connect Garrett Street to Victoria Street as a pedestrian/cycle thoroughfare.

### **Travel Demand Management (TDM)**

15. Invest in regional and cities PT, cycling and walking transport models to better understand these modes and how to increase their mode share. **[TDM1]**
16. Actively discourage private car ownership, and promote car co-ops, car rentals, taxis, public transport, cycling and walking as replacements for private car travel (e.g. lobby to increase registration costs of private cars). Set specific targets (with timeframes) related to reducing car ownership.
17. Lobby central government to require all schools to have a school travel plan, and establish specific targets related to walking and cycling (c.f. p. 40, 129) (<http://www.stuff.co.nz/motoring/news/9974512/School-holidays-cut-Auckland-commute-times>; <http://www.3news.co.nz/nznews/len-brown-puts-focus-on-school-traffic-congestion-2010092815#axzz3PuA2elzY>; <http://schoolrides.blogspot.co.nz/2011/02/congestion.html>). Set targets to increase the use of walking, cycling and PT by schools students.
18. Include working with local businesses and workplaces regarding flexible working hours for employees in E3 (p. 45, also p. 129)
19. Increase the cost of car parking, and progressively limit inner-city car parks, make car parking inconvenient (p. 128). Convert carparking buildings into affordable apartments and social housing.
20. Work with WCC to: (i) encourage communal parking/garage facilities in developments as this is more efficient (in terms of both space planning and energy-use); (ii) facilitate alternative uses for existing garages (e.g. encourage existing to be remodelled as suburban apartments); (iii) review residents' parking on-street provisions where there are existing off-street parks in inner-city suburbs. Residents' on-street parking should only be available to households without existing off-street parking; and (iv) exclude parking provision on the ground floors of apartment developments in accordance with good urban design practice regarding active edge design. Related to these issues of parking design and provision, we commend the WCC for its removing the requirement to provide carparking in apartment developments. While this initiative occurred a number of years ago, it is an important and progressive aspect of our building regulations.
21. Make Wellington a net zero-emissions city and region (including a measure of embodied energy).
22. Targets should not be constrained by "expected future scenario" (pp. 40, 41) reliant on trends not proactive strategy and action. Setting targets to match what is likely to happen regardless of action is unimpressive.
23. We recommend that it is noted in I11 (p. 44) that the economic impacts (including health and environmental economic benefits) of new major transport projects need to be *comprehensively*, rather than narrowly, evaluated.

### **Urban design**

24. Respect the built environment when making infrastructure changes, whether implementing bus priority systems or motorways, or road widening. Wellington's unique character and qualities shouldn't be ill-affected by out-of-scale infrastructure, undermining the appeal of the inner city neighbourhoods

as places to live, work and walk through. This is not to say that we are opposed to all infrastructure proposals, but that some places cannot accommodate large scale infrastructure - smarter thinking about how space and time can be used is sometimes needed. Capacity and efficiency are not simply about more space, for example: information technologies can also increase transport efficiencies through information sharing (pp. 128-130), TDM can produce more efficient mode share (pp. 125ff), tidal flow lanes can make more use of road space (p. 128). Sophisticated transport modelling of all modes is needed, and may need to be better developed for active modes and PT.

25. Land use relationships to transport are not restricted to the ideas underpinning the transport spine (i.e. the ambition to co-locate high density housing and centres of employment with public transport) (pp. 128-129). Increase roading efficiency has land use implications because this encourages urban sprawl. Specifically there is a well established international average of 30min commute time; faster journey times do not result in reduced travel time (and so efficiency), but rather they encourage people to buy cheaper houses further out, because people can travel further in 30 minutes. This is to say that compact urban form is dependent on an inefficient transport infrastructure at this threshold. We consequently strongly encourage the council to document and maintain a consistent 30min travel radius for private car commuting from the CBD.

## **B. Public Transport**

1. Implement an integrated ticketing system now (p. 78). It is embarrassing that this has not been done. It is incomprehensible that transfers are not automatically implemented in Snapper cards, surely within the bus system to achieve this is a matter of programming (and perhaps negotiations between competing transport providers), rather than a difficult technical issue or needing supply of physical infrastructure of any kind. We consider this to be an extremely high priority and must include a daily cap on expenditure for users, and an automatic 2 hour intermodal transfer.
2. Advocate for public transport to get a higher share of the land transport money.
3. Price PT to reflect the public good of its de-congestion benefits (We have the highest and least subsidised bus fares in NZ (<http://www.stuff.co.nz/dominion-post/news/wellington/10090979/Bus-fare-rise-ruled-out-as-patronage-increases>)). We note, with respect to PT fares, that consideration of cost needs to occur beyond the individual passenger to consider comparative costs between PT and other modes at a couple and family unit scales. Currently it is cheaper and much more convenient for a couple to take a car into the CBD and pay for parking, than it is to pay for two bus fares from many parts of the city.
4. Extend the PT priority spine (from Wellington Railway Station to Newtown/Kilbirne) to Wellington Airport (p. 75) **[PT1]**
5. Buses and trains need to be far superior and attractive than cars to effect mode shift - the current muddling around the edges won't work. Link the GWRC's Chair's salary to mode shift targets, remove all council car parks, and give councillors bus/train passes for travel related to council business. The decision-makers need an intimate awareness of the system.
6. Include a policy ambition regarding the design and interior of the PT (beyond "safe, comfortable"). Coffee carts, free wifi and furniture and cabin/car design could improve the attractiveness of PT (p. 42).
7. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
8. Provide real-time information and route maps at all transport stops (e.g. bus stops).

## **Buses**

9. We do not support the proposal to buy diesel hybrid buses, and see this as a step back from the current electric system (for reasons of embodied energy as well as sustainable operational energy-use) (p. 77). In addition to global environmental issues, diesel is bad for the health of nearby cyclists and pedestrians, and diesel engines are noisier than other bus engines.
10. Get better bus stops (which are positioned to shield patrons from the dominant wind direction); who wants to die of pneumonia waiting for a bus in the Wellington wind and rain? Perhaps the GWRC and WCC could jointly run a design competition, or commission different architectural and design firms to design bus shelters around the city. A recent example of innovative bus stop design can be seen in high profile Kulture Krumbach initiative in Krumbach, Austria. While this project aimed to promote tourism (rather than weather-protection), a similarly structured proposal aimed at improving the quality of our bus shelters could be productive.
11. Ensure bus frequency along the Golden Mile between the Embassy and the Railway Station is 3-5minutes. We do not support a reduction of frequency through the CBD below this.
12. We support bus priority measures, dedicated bus lanes and high quality, and excellently-designed bus stops and interchanges (p. 76) **[B1]** We note that in Melbourne tram priority is also evident at tram stops, where cars stop to allow passengers to cross the street from central median tram stops.
13. Schedule the airport bus to align with the time period that planes arrive and depart. Currently many planes arrive/depart outside the airport bus' hours of operation.

## **Trains**

14. Extend the current train timetable to enable people working late, or meeting friends, or seeing a film in the CBD to get home at night.
15. Explicitly consider our regional train network within the framework of a potentially more sustainable, affordable and viable national network.

## **Light Rail**

16. Provide a light rail route from the Wellington Train Station to Wellington Airport. **[LRT1]**

## **Ferries**

17. Introduce a regular commuter ferry route from Petone to the CBD (with park and ride, and bike locker facilities) to increase alternatives to private car commuting. **[F1]**

## **Taxis**

18. Create a network plan for taxis, and shared cars (including the location of terminals/taxi ranks). These could be an important mode of public transport which reduces car ownership.
19. Facilitate models of shared taxis (common overseas e.g. in parts of the Middle East, rather than simply an elaboration of our airport shuttle system) to provide a service operating between the flexibility of the current taxi system and conventional public transport with respect to multi-trip destinations, including the ability for taxi drivers to pick up other passengers mid-journey.

## **Shared cars**

20. Facilitate a car rental/car share system similar to Goget (<https://www.goget.com.au/>) to replace private car ownership (p. 129)

21. Encourage the provision of shared cars (to replace car ownership) in residential developments as a residential facility. This could be linked to any provision of car parking in residential developments.

### **C. State Highway Improvements**

22. Include "Use by strategic traffic (primary)" in the list of Priority Focus for Strategic Road: SH1 (p. 83, fig 23). Inter-regional PT, freight and HOV should be prioritised on SH1 over other traffic.
23. Eliminate single-occupant vehicles on state highways/strategic roads during peak times (p. 125).
24. Remove car parking from strategic roads (specifically National High Volume Roads, and National Roads).
25. Support intelligent transport systems to optimise the road network

### **Freight**

26. Study and model the impact of 3D printing on freight traffic (c.f. impact of email on postal services) (p. 129).
27. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45)

### **D. Local Roading**

28. Support intelligent transport systems to optimise the road network
29. Fix the lack of east-west permeability from Kent/Cambridge (e.g. extend Barker St; reverse Jessie St)

### **Private cars**

30. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
31. Remove generic aims to reduce congestion. The evidence presented in the draft RLTP is that congestion is reducing or is at a maintained level in recent years - not increasing; and that (like our PT use) congestion levels in Wellington are better than Auckland and Christchurch (pp. 25, 26). If a target regarding congestion is to be established, and given the fact that average congestion has "remained relatively unchanged" between 2003-2013 (p. 25), with a decrease in levels from 2010-2013 (p. 26), it would appear that the current level (represented by the range experienced between 2003-2013) would be a sensible congestion level to maintain.
32. What are the deterrents to driving private cars that will be proactively pursued? (E4, p. 45)

### **REGIONAL PROGRAMME [pp. 133-179]**

Proposed additional projects, and qualifying comments added in red.

| <b>Rank</b>                      | <b>Project</b>   |
|----------------------------------|--|
| <b>Walking &amp; Cycling/TDM</b> |  |
| 1.                               | Develop cycling and walking transport models [TDM1]                                |
| 2.                               | CBD Cycling/Shared space network [C1]  |
| 3.                               | Ngauranga to Petone Cycleway/walkway   |
| 4.                               | Remediate identified pedestrian severance [W1]                                     |
| 5.                               | Fix the Karo Drive cycle way [C2]  |
| <b>Public Transport</b>          |  |
| 1.                               | Wellington Integrated Fares and Ticketing  |
| 2.                               | Implement a LRT route from Wellington Railway Station to Wellington Airport [LRT1] |

|                                    |   |
|------------------------------------|---|
| 3.                                 | Wellington City BRT Infrastructure Improvements [including the extension of the PT priority spine to Wellington Airport] [PT1]    |
| 4.                                 | Regional Rail Plan - Passenger Rail Improvements (RS1)  |
| 5.                                 | Design & build high quality, and excellently-designed bus stops and PT interchanges (perhaps a national design competition?) [B1] |
| 6.                                 | Introduce a ferry route from Petone to Wellington CBD [F1]  |
| <b>Local Roothing Improvements</b> |   |
| 1.                                 | Remove car parking from strategic roads [SH1]   |
| no rank                            | Kapiti Road Relief Route  |
| no rank                            | Cross Valley Link   |
| <b>State Highway Improvements</b>  |   |
| 1.                                 | Remove car parking from strategic roads [SH1]   |
| 1.                                 | Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication [use tunnel for LRT; include provision for cycling; see above]           |
| 1.                                 | Wellington Regional Resilience Programme (SH1 and SH2)  |
| 1.                                 | Wellington Port Access Improvements   |
| no rank                            | Wellington RoNS (3) - SH1 Terrace Tunnel Duplication - delay until eastbound (Vivian St route resolved)                           |
| no rank                            | SH2 Corridor Improvements (Ngauranga to Upper Hutt)   |
| no rank                            | SH1/SH2 Petone to Grenada Link Road   |
| no rank                            | SH2 Rimutaka Programme  |
| no rank                            | SH58 Safe System (Grays Rd to SH2)  |
| no rank                            | SH2 Moonshine Hill Road to Gibbons Street Safety Improvements   |
| no rank                            | Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway   |

Thank you again for this opportunity to comment on this draft Regional Land Transport Plan 2015. If you have any questions please do not hesitate to contact me.

Yours faithfully



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