

# **APPENDIX 1**

## **JOHNSONVILLE TOWN CENTRE PLAN**

**DRAFT**

Wellington City Council  
March 2007

# CONTENTS

|   |           |
|---|-----------|
| <b>PART I: INTRODUCTION AND BACKGROUND.....</b>               | <b>3</b>  |
| 1.1 WHAT IS A TOWN CENTRE PLAN? .....                         | 3         |
| 1.2 STUDY AREA.....   | 3         |
| 1.3 STRATEGIC POLICY CONTEXT .....                            | 4         |
| 1.4 THE JOHNSONVILLE STORY .....                              | 5         |
| 1.5 SWOT ANALYSIS .....                                       | 7         |
| 1.6 SUMMARY OF CONSULTATION AND FEEDBACK .....                | 9         |
| 1.6.1 KEY ISSUES OF CONCERN.....                              | 9         |
| 1.6.2 KEY POSITIVE ISSUES .....                               | 10        |
| 1.6.3 NORTHERN GROWTH MANAGEMENT FRAMEWORK.....               | 10        |
| <b>PART 2: FUTURE DEVELOPMENT .....</b>                       | <b>11</b> |
| 2.1 LONG TERM VISION FOR JOHNSONVILLE .....                   | 11        |
| 2.2 KEY GOALS.....  | 11        |
| 2.3 DRAFT CONCEPT PLAN .....                                  | 13        |
| 2.4 KEY ISSUES AND PROPOSALS .....                            | 14        |
| 2.4.1 SHOPPING .....  | 14        |
| 2.4.2 HOUSING .....   | 16        |
| 2.4.3 PUBLIC TRANSPORT, TRAFFIC, PARKING AND PEDESTRIANS..... | 17        |
| 2.4.4 COMMUNITY FACILITIES .....                              | 19        |
| 2.4.5 URBAN DESIGN .....                                      | 20        |
| 2.4.6 PUBLIC SPACES .....                                     | 22        |
| 2.4.7 EMPLOYMENT .....  | 23        |
| <b>PART 3: IMPLEMENTATION.....</b>                            | <b>25</b> |
| 3.1 ROLE OF COUNCIL.....                                      | 25        |
| 3.2 ACTION PLAN .....   | 27        |
| 3.3 NEXT STEPS.....   | 32        |

# **Part I: Introduction and Background**

## **1.1 What is a Town Centre Plan?**

This draft Town Centre Plan sets out a framework to guide the future development of Johnsonville. The draft Town Centre Plan sets out Wellington City Council's vision for Johnsonville and identifies how change will be managed. It is intended to be a long-term plan for the next 20 years.

Johnsonville is the largest and most significant town centre in Wellington outside the central city and plays a key role in servicing the northern suburbs. Johnsonville is at a crossroads, with significant changes proposed to its retail heart, improvements to its transport systems, and continuing residential growth – this draft Town Centre Plan seeks to harness and guide these changes to make sure that these opportunities enhance the town centre and deliver benefits to the wider northern suburbs communities.

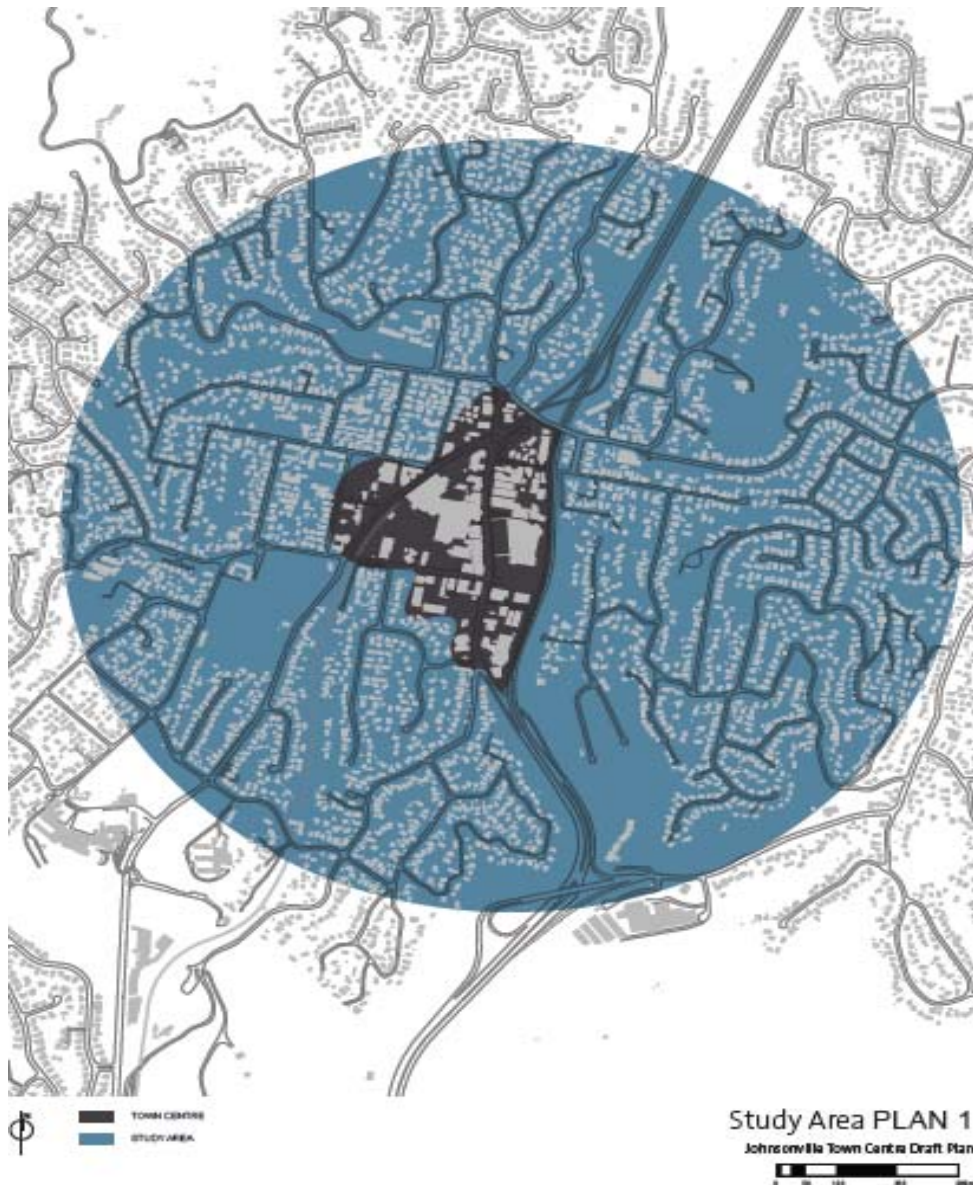
The focus of the draft Town Centre Plan is on future urban development – this encompasses shops, businesses, houses, infrastructure, community facilities and public spaces.

## **1.2 Study Area**

The study area for this draft Town Centre Plan encompasses the area zoned for 'Suburban Centre' as well as the surrounding residential areas, up to a nominal boundary of 800 metres (or 10 minutes) walking distance from the rail station. This equates to the town centre and its immediate catchment.

The town centre sits within the floor of a natural basin surrounded by the hills of the northern suburbs, which have been developed for housing. The area zoned for Suburban Centre includes all of the traditional 'town centre' uses. These are focussed around a triangle shaped block bounded by Johnsonville, Broderick, and Moorefield roads as well as land between Johnsonville Road and State Highway 1. Within these areas, shops and other commercial uses dominate, mostly in large footprint buildings of 1-2 storeys with extensive areas of surface car-parking. The highest building in this area is currently 4 storeys.

The surrounding residential areas comprise a mix of housing styles - most is single-storey although there are pockets of infill housing of 2 storeys, especially in the areas closest to the town centre. There are few other land uses present in these areas apart from community facilities. The 400 and 800 metre areas represent 5 and 10 minute walking distances respectively. These are generally accepted as being the areas within which higher proportions of people will walk to public transport facilities or to use the town centre.



### 1.3 Strategic Policy Context

**Wellington Regional Strategy:** The draft Wellington Regional Strategy (2006) seeks to mature the identified sub-regional centres throughout the region, including Johnsonville. Action areas include completing a centre vision for each of the sub-regional centres; developing a transport investment programme for these centres; and developing regionally consistent principles for the management of big-box retail.

**Northern Growth Management Framework:** The Northern Growth Management Framework (2003) also seeks to strengthen the existing town centre of Johnsonville by consolidating land use and expanding park and ride facilities.

**Urban Development Strategy:** The Urban Development Strategy (2006) seeks to concentrate additional growth along a 'Growth Spine' from Johnsonville through the CBD to the Airport. This will be supported by

promoting a high quality public transport system as the main means of movement along the growth spine. Improvements to the quality of development as well as better integration with supporting facilities and services are also key objectives.

Johnsonville is a key growth node in the Growth Spine and is the first of 3 key centres to be the subject of a town centre planning process. The centre planning process started in July 2006 with an initial phase of public consultation on issues and futures. The purpose of the centre plan is to 'mature' the centre and accommodate growth in residential, retail and business activities. Completion of the plan will enable the Council to direct and prioritise its resources and encourage and direct private and public investment in the town centre.

**North Wellington Public Transport Study:** The North Wellington Public Transport Study (2002-06) reviewed the provision of passenger transport services to Johnsonville. It considered four options including retaining and enhancing rail; creating a busway on the rail corridor; running buses on street and replacing the rail line with a walking and cycling track; and light rail on an extended rail line through the CBD. The final preferred option was the retention and improvement of rail.

**District Plan:** The operative District Plan identifies the town centre as having a Suburban Centre Zoning. This is a permissive zone that allows a range of activities to occur, including retail, industrial and residential. There are few provisions that relate to building design. The allowable height limit is 12m and site coverage is unrestricted. There is no requirement for parking to be provided. Proposed Plan Change 52 provides for additional design assessment to be imposed on buildings with over 500m<sup>2</sup> gross floorspace. The surrounding residential areas are zoned Outer Residential. There is no minimum lot size that applies to this zone.

#### **1.4 The Johnsonville Story**

In 1840, Frank Johnson arrived on the sailing vessel Adelaide in Port Nicholson, and established a timber mill near the centre of what is now Johnsonville. At the time, the suburb was on the Maori track from Wellington to Porirua and it became known as Johnson's Clearing. Johnson's Clearing, literally a clearing in the thick bush, was on the western side of the present day Johnsonville Road.

It is believed that during a picnic of two couples who had walked to Johnson's Clearing, one of the ladies suggested to Mr. Johnson that the locality needed a better name. Mr. Johnson took a piece of charcoal from the picnic fire and wrote "Johnsonville" on a piece of wood and nailed the board upon the trunk of a tree. There have been two unsuccessful attempts to change the name since.

The settlers initially felled timber for the sawmill, but after a few years of clearance, employment was dominated by pastoral farming and Johnsonville became a service centre for farms in the district. Johnsonville was also a

popular stopping point for horses travelling north. There were four hotels in the area including the Rifle Volunteer and Ames Arms in Johnsonville.

A small wooden church was built in 1847 to provide for the community, with the first post office being established in 1871. The town took official shape in 1874 when it was proclaimed a local board district and the first election for its five members was held in the public school.



*Images 1 & 2: Johnsonville (Wellington City Archives)*

The coming of rail in 1883 made a big difference to the growth of Johnsonville. Suddenly Johnsonville was on the main line to the Manawatu and Wellington and it started to grow more rapidly. Before that the journey to Wellington had taken two hours by coach.

Around 1894 Freeman R. Jackson and Co. established the saleyards next to the railway station making it the chief stock station on the Wellington-Manawatu Railway line and a main supplier for the Wellington Meat Export and Freezing Works at Ngauranga.

However the opening of the Tawa Deviation on the Main Trunk Line in 1937 reduced Johnsonville to a terminus on the suburban railway and it lost stock traffic from the north. This, coupled with rapid population growth, which steadily reduced available farm land, saw Johnsonville's role as a farming service centre diminish.

Amalgamation with Wellington was officially proposed in 1921 by the town board, but it was not until 1953 that Johnsonville finally amalgamated with the City of Wellington.

Johnsonville today is one of Wellington's largest town centres outside of the central city, containing over 634 businesses employing almost 2684 people (Stats NZ 2006). Employment is dominated by the retail, construction and service sectors. It also has a wide range of community facilities including primary and secondary schools, recreation facilities, library and community centre.

Johnsonville enjoys excellent transport services, including a suburban rail service to the central city, extensive bus services and direct access to State Highway 1. The average journey to the central city today takes just over 25 minutes by rail. Public transport accounted for 14.9% of all journeys to work each day from the northern suburbs with 37% of these trips by train and 63% by bus.

The suburb of Johnsonville is home to 25,000 residents (or 9200 households), and has experienced significant growth in the last few years. Between 1991-2001, Johnsonville had a 9% population increase, with a further 4.2% increase between 2001-2006. In recent years Johnsonville has been one of the more affordable suburbs in which to live, however recent price rises have seen houses reach an average of \$429,000 in December 2006 in the northern suburbs.

The last 160 years has seen major change in Johnsonville, as it developed from a clearing in the forest to a major shopping centre and residential suburb. The next 20 years will continue this process of change. Johnsonville has the potential to develop further into a multi-functional town centre serving the whole of the northern suburbs and to provide attractive opportunities for more affordable apartment living outside of the central city. It has the 'bones' to make this work but what it currently lacks is the vision and will to make this happen. The aim of this draft Town Centre Plan is to steer change to maximise the gain for the wider community and Wellington City.

### **1.5 SWOT Analysis**

The following table summarises the Strengths, Weaknesses, Opportunities and Threats of Johnsonville town centre.

**TABLE 1 – SWOT ANALYSIS**

**Strengths**

- Strategic location at the centre of the northern suburbs
- One of the largest town centres outside of the central city, with a good range of shops
- Continued population growth expected across the northern suburbs through 'greenfield' development and infill
- Excellent transport connections to SH1, a suburban rail line and the bus network
- Good range of community facilities including schools, recreation facilities, library, childcare facilities
- Compact town centre
- Extensive family housing that is more affordable than other Wellington City suburbs
- Flexible planning regime that does not restrict land uses

**Opportunities**

- Expand multi-functional town centre to serve northern suburbs
- Make Johnsonville pedestrian friendly
- Provide for more housing choices including apartments and townhouses
- Develop residential uses within the town centre
- Positive vision for the future development of Johnsonville
- Facilitate investment in Johnsonville
- Improve overall urban design quality
- Provide a more active street edge along Johnsonville Road
- Create a new central public space
- Develop alternative routes for through traffic
- Improve the capacity of key intersections
- Develop a high quality rail and bus interchange integrated into adjacent development
- Provide for more intensive development within the town centre
- Make Johnsonville a distinctive place with positive identity
- Improve provision for cycling

**Weaknesses**

- Employment dominated by only a few sectors (retail, construction and services)
- Conflicting role of Johnsonville Road major motorway off-ramp and mainstreet
- Roads carry high traffic volumes and some intersections are close to capacity
- Lack of housing choice
- Community facilities not well integrated and some require further investment
- Town centre dominated by vehicles, road infrastructure and surface car parking
- Urban design quality of town centre poor
- Limited catchment population for rail station due to low population density
- Poor rail and bus interchange
- Pedestrian routes through the town centre not well defined and some unsafe
- Not a strong business association
- Planning regime provides little clear guidance on desired outcomes or quality
- Limited connections across motorway to eastern suburbs
- Limited entertainment and night-time activities
- Exposed in all weather conditions
- Limited land available for expansion
- Lack of a community focal point or central public space

**Threats**

- Growth in traffic will increase congestion and decrease pedestrian amenity
- Increased parking provision will visually dominate the town centre
- Internalised mall redevelopment does not integrate with the rest of the town centre
- Investors in other sub-regional centres use statutory processes to delay retail redevelopment
- No agreement to proposed improvements to SH1 interchanges
- Increased infill development results in poor urban design and stymies opportunity for more comprehensive redevelopment
- Lack of investment
- Lack of future vision
- Lack of investment in rail network, station facilities or park-and-ride
- Lack of implementation mechanisms
- Lack of political will and community consensus to achieve vision

## 1.6 Summary of Consultation and Feedback

Public consultation on Johnsonville town centre was held throughout September to November 2006. This consultation included:

- a letterbox campaign to all residents, businesses and community organisations in Johnsonville suburb (approx 5000) using a purpose designed leaflet
- an internet information page and information at libraries and service centres
- a telephone and field survey of most businesses (195) in Johnsonville town centre
- three public drop-in sessions held at Johnsonville Community Centre in October
- meetings with local community organisations
- a workshop with the owners of the Johnsonville Mall
- consultation with public-sector agencies and infrastructure operators
- formal submissions of which 201 were received.

### 1.6.1 Key Issues of Concern

The consultation revealed a number of key issues of concern to the community, which are outlined below. The strongest consensus was around transport issues, including providing adequately for vehicles, public transport and walking. Almost 80% of submitters mentioned transport issues as one of their top priorities.

- **Traffic** – reduce congestion, improve road layout/flows, improve footpaths and cycle lanes, safer pedestrian crossings, improve motorway on and off ramps, reduce pressure on Johnsonville Road by removing through traffic, access to community facilities, lack of enforcement, improve intersections, improve signage
- **Parking** – improve park and ride, reduce commuter parking on residential streets, improve mall car parking, continue free parking, provide multi-storey parking, provide employee parking
- **Public Transport** – upgrade rail, create public transport interchange, improve waiting areas for rail and bus, coordinate bus and train timetables
- **Shops and Services** – improve range and quality of shops and services, need a department store, improve Johnsonville Mall
- **Urban Design** – improve overall character of Johnsonville, need for design controls on new development, create a community gathering space, respect heritage, improve design coherence, retain a family/community feel, improve pedestrian spaces, provide green spaces in town centre, encourage 'boutique' shops, improve mainstreet, provide weather shelter for pedestrians
- **Community Facilities** - expand Johnsonville Library, improve community centre, upgrade swimming pool, improve public toilets (61% of submitters said new/improved community facilities are needed in Johnsonville town centre)
- **Entertainment** – need a cinema, more youth activities, improve leisure activities, need a children's entertainment venue, more cafes

- **Housing** – provide apartments in the town centre for professionals, too much infill development on small sites
- **Safety** – range of areas identified as unsafe in and around the town centres, reduce vandalism and graffiti

### 1.6.2 Key Positive Issues

Consultation also identified a number of areas where people felt Johnsonville already delivered, which are outlined below. Research also revealed that many users of the town centre tend to be very loyal, visiting several times a week for shopping, recreation and transport purposes.

- **Support for redevelopment** – support for the expansion of Johnsonville town centre, continue population growth
- **Compact centre** – compact and accessible nature of Johnsonville town centre, ease of walkability
- **Shopping** – variety of shops and services, one-stop shop
- **Sense of community** – family friendly, slower pace than central city
- **Accessibility** – easy commute to central city, access to SH1, choice of train or bus
- **Location** - proximity to Wellington central business district , Lower Hutt and Porirua city centres, visibility from SH1, sophisticated and loyal customer base, continued population growth
- **Parking** – free parking
- **Community facilities** – access to a range of facilities including library, community centre, swimming pool

### 1.6.3 Northern Growth Management Framework

An extensive community consultation exercise was undertaken as part of the development of the Northern Growth Management Framework in 2002-03. One of the key conclusions of this consultation was that there should be no new town centre and that new growth should be directed to strengthen existing centres. For Johnsonville, the Framework proposed to intensify in and around the centre to assist the viability of the rail system, improve park and ride provision, and investigate new motorway on and off ramps at Helston Road.

## **Part 2: Future Development**

### **2.1 Long Term Vision for Johnsonville**

Johnsonville will become the 'capital' of the northern suburbs and Wellington City's second largest centre. It will provide a wide range of employment opportunities, quality shopping and leisure experiences and be a great place to live.

Johnsonville will become an even better place to visit, with an outstanding choice of shopping and community facilities. It will boast new shops, entertainment and leisure facilities that will make it a destination day and night. Its excellent transport connections will be brought up to today's standards and better interconnected to benefit residents, businesses, commuters and visitors alike.

Future growth will be unlocked to provide much greater housing choice with apartment living in the town centre and different housing styles in the surrounding area - making Johnsonville an attractive home for young professionals, families and the older generation. The local economy will be also be boosted by the growth of small dynamic companies.

As Johnsonville matures into a multi-functional town centre it will develop its own distinctive identity. Its streets will be reclaimed for the pedestrian and spaces provided for the community to meet. New buildings will celebrate its character and provide a solid foundation for its future prosperity.

### **2.2 Key Goals**

The following key goals are proposed to guide the future development of Johnsonville Town Centre:

#### ***Key Goal 1 - Facilitate and manage growth***

Wellington is continuing to grow, with around 33,000 more people expected by 2026. This will mean a demand for around 19,000 new dwellings, of which over two-thirds will be apartments or townhouses. Johnsonville is one of the City's main centres and has significant opportunities to grow its residential population as well as the number of jobs. Johnsonville's share of the growth over this period is estimated to be around 2,000 people, 1000 new dwellings and 3500 new jobs. The challenge is to direct and manage this growth to provide the greatest benefits to the wider community. The current approach would see a majority of this residential growth accommodated through incremental infill as well as increases in mainly retail jobs. This draft Town Centre Plan proposes a more integrated approach to managing growth that delivers wider choices, better quality and greater sustainability.

#### ***Key Goal 2 - Encourage more people to live in and around the town centre***

Johnsonville and the rest of the northern suburbs currently provide very limited housing choice, dominated by low-density detached houses. This does not reflect the diverse lifestyle needs of the community and in particular limits

the choices for young professionals/couples and for older people. Research has shown that the majority of future demand in Wellington will be for other forms of housing such as townhouses and apartments. Johnsonville has the potential to provide an attractive town centre location for apartment and townhouse living and, as it has for the central city, this can bring extra vitality and vibrancy to the centre, improve safety, encourage a wider range of facilities and services, improve walkability, increase the viability of public transport and assist in providing more affordable housing choices.

***Key Goal 3 - Develop Johnsonville Road as the 'mainstreet'***

Successful town centres often have a focal point based around a street or public space. This is usually where the highest rents are achieved and where pedestrian traffic is the highest. The focus of activity in Johnsonville is along Johnsonville Road, however this key street is compromised by the very high traffic volumes (around 30,000 vehicles per day) and by its low urban design quality. The intensity of activity along this street is also reduced by the historical development pattern which has resulted in many single-storey large-footprint buildings with surrounding spaces often used for surface car parking. Enhancing its mainstreet role will help to provide a focal point for the town centre.

***Key Goal 4 - Improve design quality and sense of place***

Wellington's success as a city is closely related to its strong sense of place and quality of urban design – it is important that this is carried through to Johnsonville. The current buildings and spaces in the town centre are at best unremarkable and at worst of a very low quality. There is little to distinguish the place as distinctly Johnsonville. Key elements will include ensuring high standards of urban design, celebrating heritage, building a unique sense of place and encouraging environmentally sustainable building design.

***Key Goal 5 - Develop a fuller range of town centre functions***

Mature town centres typically have a wide range of shops, entertainment and recreational facilities, a thriving night-time economy, and a better defined civic function. Retail is already well represented in the town centre, however there is potential to increase the range of shops, services and other facilities and make it more than just a place to shop.

***Key Goal 6 - Retain a compact town centre***

A compact urban form has significant advantages in terms of public transport efficiency, walkability, energy-use, greenhouse-gas emissions, and the ability to create a vibrant centre. Johnsonville town centre is already compact and easily walkable, and it is important that future development and any changes to road layouts are designed to maintain and enhance this, including locating major activities within the existing town centre.

***Key Goal 7 - Maximise the potential of the public transport systems***

To justify investment in new heavy-rail infrastructure, population densities of over 40 dwellings/hectare are usually necessary. Johnsonville is currently about half this density, so it is very lucky to have such excellent access to both rail and bus public transport systems. The rail line provides a direct link to the Wellington Rail Station and a range of bus services provide access to

and from the central city and the rest of the northern suburbs. Some improvements are proposed to these services to enhance levels of service, but there is also a need to provide better integration between the different transport systems. The redevelopment of the Mall and future redevelopment in the town centre provides a unique opportunity to better utilise the investment in this transport infrastructure by increasing the population catchment around the rail station and by building public transport usage into the design of new facilities.

#### ***Key Goal 8 - Managing traffic better***

Much of Johnsonville's growth over the last 50 years has been designed for the private car, despite the excellent access to public transport. Vehicular traffic volumes in the town centre are high and several key intersections are at capacity. Improvements may be needed to improve capacity at key points to allow for future growth in the town centre and surrounding areas. Parking also needs to be carefully managed to support town centre activities whilst not encouraging unrestrained vehicular use. Alternative solutions to direct through traffic away from Johnsonville Road will need to be explored.

#### ***Key Goal 9 - Improve community facilities***

Locating quality community facilities in accessible and integrated locations will add to the overall vibrancy of the town centre, encourage walking and assist in making multi-purpose trips viable.

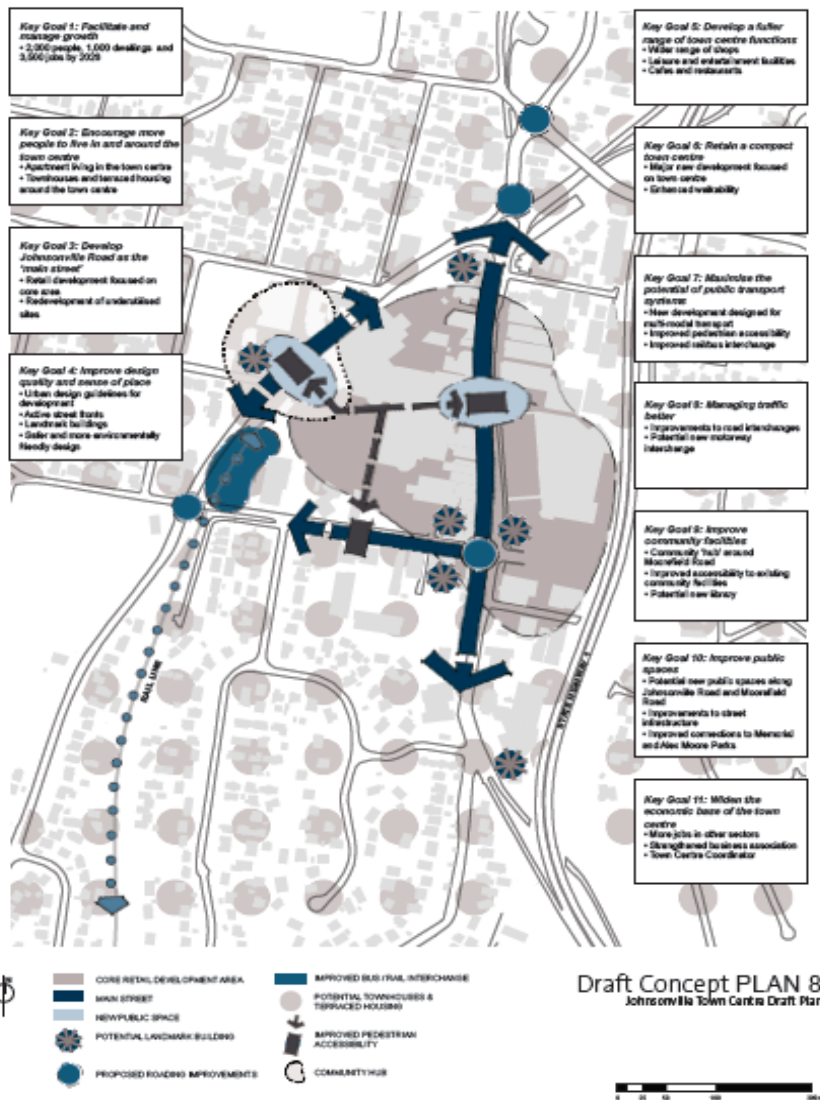
#### ***Key Goal 10 - Improve public spaces***

Public spaces provide focal points for community interaction as well as places for people to relax and recreate. They often form an important component of a city's sense of place and are the stage for important public and civic events. Johnsonville lacks a town square or public space in an accessible central location and public space on many streets is often compromised by high vehicle use.

#### ***Key Goal 11 - Widen the economic base of the town centre***

The northern suburbs currently have an imbalance between people and jobs. This results in large numbers of commuters and consequential transport congestion and adverse impacts on the environment and health. It is important that growth in residents is more than matched by growth in jobs in the local area. Redevelopment of some of the retail areas will provide more jobs but for a more sustainable local economy jobs in a wider range of sectors are necessary. This will reduce risk in any economic downturn and maximise the growth in job creation.

### **2.3 Draft Concept Plan**



## 2.4 Key Issues and Proposals

### 2.4.1 Shopping

#### Issues

Johnsonville is a well-developed shopping destination for northern suburbs residents and has a large number of loyal customers, with consultation revealing that approximately 57% of people visit Johnsonville four or more times a week often for shopping. Currently the mix of activities is limited, with for instance few opportunities for eating and drinking, recreation or night-time activities in the town centre

There is potential for significant retail redevelopment and intensification in Johnsonville. In particular, the owners of the Johnsonville Mall have advanced plans to significantly expand the number of shops and to develop additional land for other related uses.

Many of the largest shopping buildings (including Johnsonville Mall, Countdown, Woolworths and the Warehouse) are currently poorly integrated

with surrounding spaces in the town centre, do not provide active edges to the street and are surrounded by large areas of surface car parking

### ***Proposals***

- Work collaboratively with the owners of the Johnsonville Mall to ensure that any redevelopment proposals maximise the benefits to the community, including:
  - Providing a range of shops, facilities and apartments
  - Achieving quality urban design
  - Enhancing access to the rail station and providing a bus interchange
  - Providing for shopper parking and park-and-ride
  - Improving public access and safety
  - Providing a new public space and focal point
  - Providing facilities that stimulate a night-time economy
- Ensure that any new or redeveloped shopping buildings provide active frontages to the street and any public spaces and reduce the visual impact of car parking
- Encourage the development of leisure and entertainment facilities in the town centre
- Encourage the development of cafes, restaurants and bars
- Ensure that new development reinforces the role of Johnsonville Road as the shopping 'mainstreet' with a continuous street frontage and active edges.



## 2.4.2 Housing

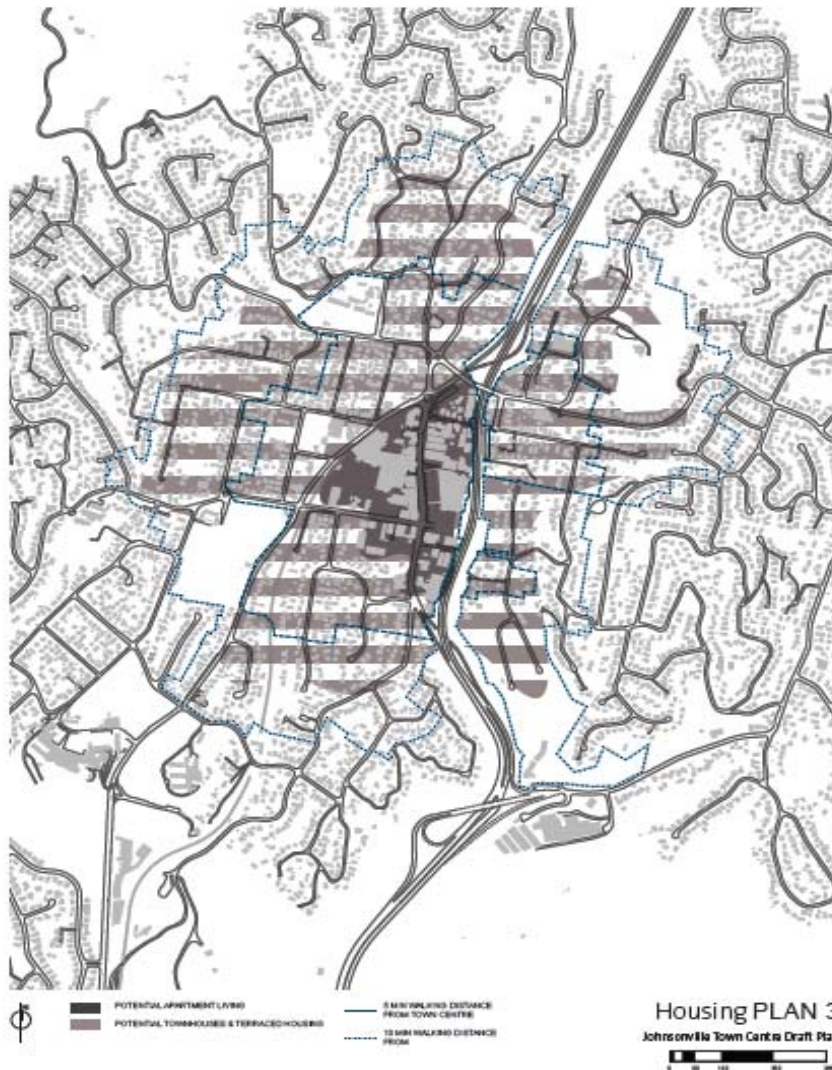
### *Issues*

Johnsonville has quite a limited range of housing choices that doesn't reflect well the diversity of the community and future needs. The town centre itself lacks any residential uses which would increase its vitality and safety, and help maintain a wider range of services, and the surrounding residential areas are characterised by low density family housing (approximately 20 dwellings/hectare), which don't take advantage of the opportunities provided by walkable access to a large town centre and good public transport systems.

There are however growing levels of infill development occurring throughout Johnsonville and potential for further incremental infill development. This form of development may not always deliver the quality of urban design desired or deliver much of an increase in overall density. A growing issue in Johnsonville and the northern suburbs is the cost of housing, which is making this area increasingly unaffordable to most first-time buyers.

### *Proposals*

- Promote the opportunities for 'mixed-use' development in the town centre with apartments on upper storeys, including through increased maximum building heights and other incentives
- Provide for the development of high quality medium-density housing (ie townhouses and terraced housing) in areas with good walking access to the town centre and restrict opportunities for incremental infill housing
- Improve the urban design quality of infill housing through better planning controls and through promoting more comprehensive redevelopment.



### 2.4.3 Public transport, traffic, parking and pedestrians

#### *Issues*

Johnsonville has excellent access to public transport and the potential to become a model 'transit-orientated town centre'. However the current rail station and bus waiting areas are in need of improvement and the interchange between rail and bus is poor. There is also a shortage of park-and-ride facilities in close proximity to the rail station and vehicles are instead being parked on nearby residential streets

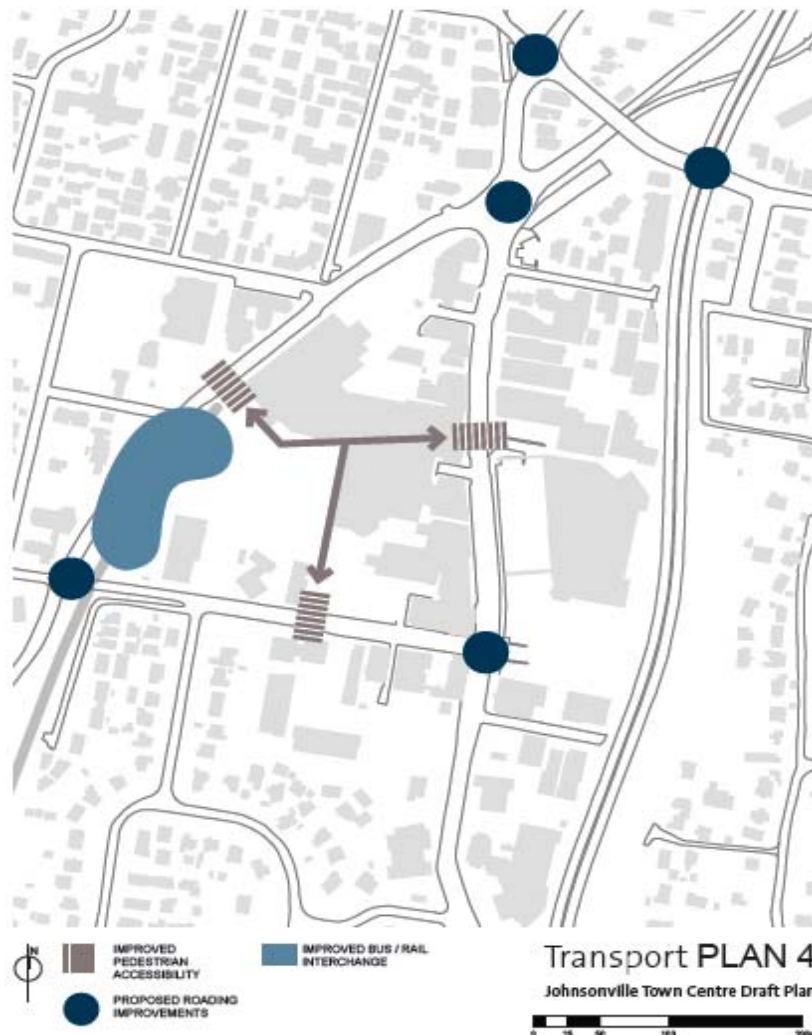
Johnsonville Road, Broderick Road and Moorefield Road carry large volumes of traffic and several of the key road intersections are close to capacity. This causes congestion and delay. Traffic levels are likely to increase significantly as a result of proposed redevelopment. Johnsonville Road forms the 'mainstreet' of the town centre, yet this role is compromised by the high traffic volumes, including through traffic exiting from SH1.

Whilst the town centre is compact, many of the key roads are difficult to cross and in some cases unsafe for pedestrians. The motorway forms a major barrier to the east, and limits the connections between Johnsonville east and west. A high proportion of people visiting the town centre walk (approximately 31%) yet there is little priority given to pedestrians. There are limited bike parking facilities in the town centre, and several areas where people feel unsafe, especially at night.

### ***Proposals***

- Ensure that any new development is designed to be serviced by multi-modal transport options, including public transport, walking and cycling as well as private vehicles
- Undertake additional modelling of traffic flows to gauge the likely traffic growth in and around Johnsonville town centre and its likely impact on congestion
- Work with Transit NZ to investigate the feasibility of an additional motorway interchange at Helston Road. This could significantly reduce through traffic on Johnsonville Road and provide additional capacity to cope with the expected traffic growth resulting from the Mall redevelopment
- Improve the key road intersections along Johnsonville Road, Broderick Road, Moorefield Road and Middleton Road
- Improve pedestrian accessibility throughout the town centre including road crossing opportunities across Moorefield Road and accessibility to the north of the town centre
- Work with the owners of the Johnsonville Mall and Greater Wellington Regional Council to facilitate the provision of additional park-and-ride facilities close to the rail station
- Work with the owners of the Johnsonville Mall, Greater Wellington Regional Council, OnTrack and Toll to facilitate the improvement of the rail station and related facilities
- Work with the owners of the Johnsonville Mall, Greater Wellington Regional Council and Mana Buses to facilitate the improvement of rail/bus interchange and bus set-down and pick-up areas
- Improve the safety of the pedestrian underpasses under SH1 at Burgess Road and Disraeli Street
- Undertake a safety audit of the town centre and identify any remedial measures that may be required

- Investigate the potential to install additional bike parking facilities on streets and encourage developers to incorporate bike parking within individual development proposals



## 2.4.4 Community Facilities

### *Issues*

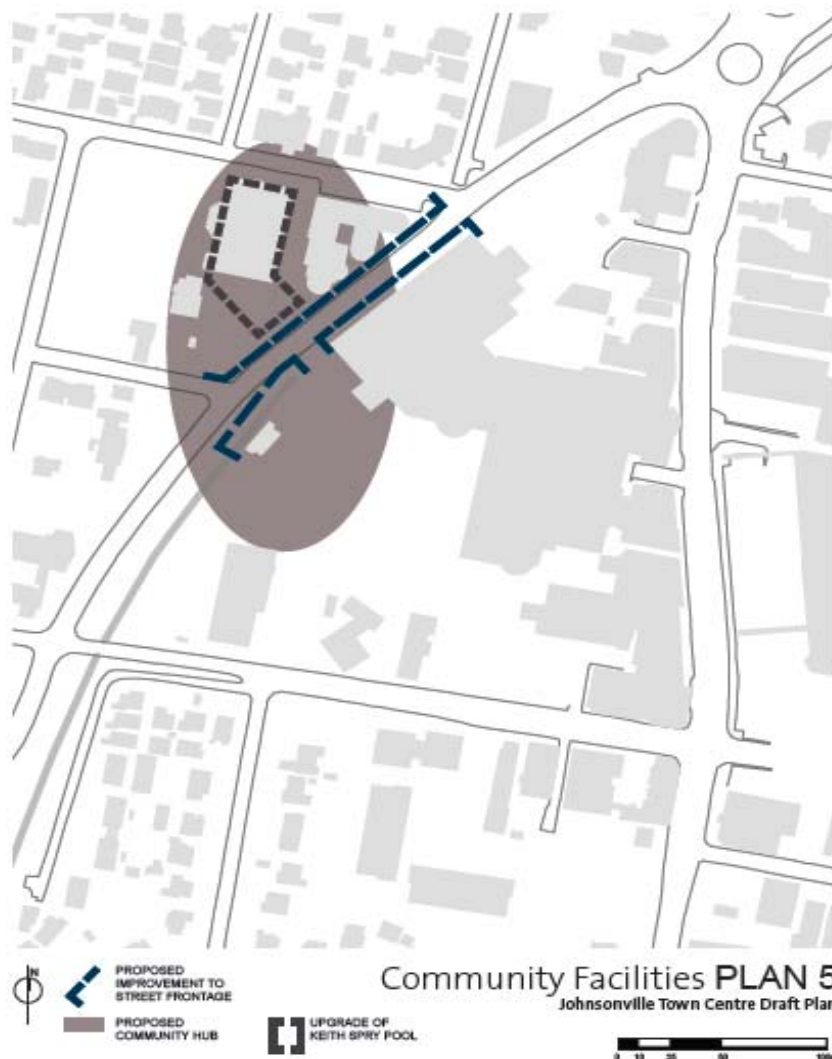
There are number of well-used community facilities in and around the town centre, however they are not well integrated together. Many of the key facilities are located on the edge of the town centre and separated by a busy road with poor pedestrian crossing facilities, and the current library building is too small to properly serve the local population.

Overall there is a lack of an obvious civic function in the town centre.

### *Proposals*

- Focus community facilities in close proximity to the existing community centre and Keith Spry Pool site to form a 'community hub' in this part of the town centre

- Improve the active street frontage and visibility of existing community facilities to Moorefield Road and the town centre as part of any redevelopment proposals
- Work with the owners of the Johnsonville Mall to open up public access through the Mall site towards Moorefield Road and to locate activities that complement the existing community facilities close to Moorefield Road
- Examine options for the location of future investment in the library, including options for more appropriate premises in closer proximity to other community facilities
- Upgrade the Keith Spry Pool



## 2.4.5 Urban Design

### *Issues*

Johnsonville has a generally low quality of urban design, including many of its buildings, streets and other public spaces. Some street improvements have been made to Johnsonville Road in recent years but these have not been

matched by improvements to adjacent buildings and spaces. The placement of buildings on the larger sites in the town centre has not provided a consistent street edge and there are large areas of surface carparking as well as blank frontages and poor pedestrian accessibility. The site coverage averages only 29% across the town centre, which is very low for a major town centre.

Whilst there are a number of heritage sites and places with significant historical interest in and around the town centre, they are not well interpreted or respected by adjacent development. The lack of a strong sense of place is compounded by the considerable visual clutter from signage, particularly along Johnsonville Road, and the limited landscape planting or recognisable landscape features. Vehicles, car parks, roads and signage dominate many areas of the town centre - this contributes to the lack of intensity of activity and to poor pedestrian accessibility in some areas.

There is a lack of accessible public spaces in the town centre - the Mall provides only an internalised environment and doesn't relate well to the surrounding places.

The community has identified a number of areas where there is a perception that safety is compromised

### ***Proposals***

- Undertake an urban design assessment of the town centre to identify key features, key character elements and areas for potential improvement
- Work with landowners and developers to encourage redevelopment of underutilised sites and to relocate parking away from street frontages
- Develop design guidelines for Johnsonville town centre to form part of the District Plan – these would aim to provide clear guidance to developers on appropriate design to improve overall urban design quality
- Undertake an audit of signage and related infrastructure in the town centre and identify potential management options including:
  - Reviewing and if possible rationalising Council street signage and related infrastructure
  - Improving interpretation of heritage sites and events
  - Working pro-actively with landowners and tenants to encourage better quality signage
- Work with the owners of the Johnsonville Mall to ensure that the redevelopment of the Mall provides a more open and permeable building that enhances public access through the town centre
- Work with the owners of the land situated immediately to the east of Johnsonville Road to encourage redevelopment of quality buildings on the street edge
- Work with the owners of the Johnsonville Mall to facilitate development that provides appropriate activity to support the public environment

- Encourage the development of landmark buildings on key sites within the town centre, including making provision for increased heights where appropriate
- Ensure that crime prevention through environmental design (CPTED) principles are applied in any future development proposals
- Encourage new buildings to incorporate environmentally sustainable design.



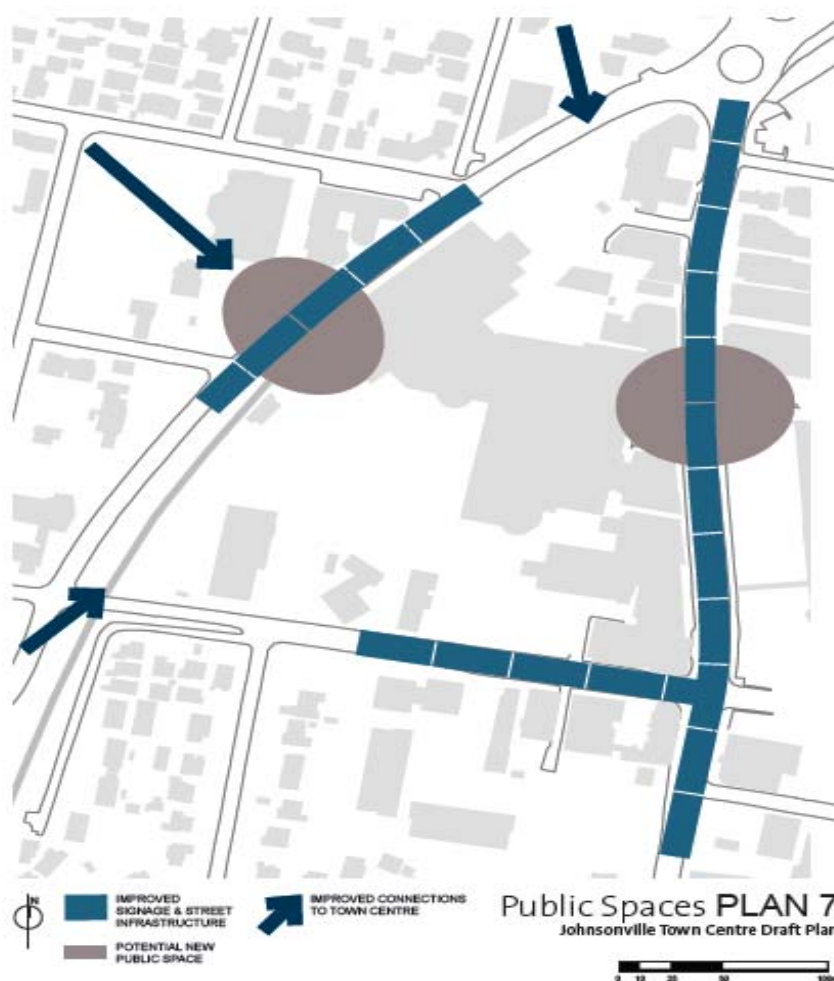
## 2.4.6 Public Spaces

### *Issues*

The town centre lacks a public space or a community focal point. Memorial Park is not currently well connected to the town centre or the adjacent community facilities. The key streets (Johnsonville Road, Moorefield Road and Broderick Road) are designed to be functional road corridors with less consideration to their role as public spaces. The Johnsonville Mall provides only internalised spaces which are of limited value as public spaces.

## Proposals

- Work with the owners of the Johnsonville Mall to provide a new public space as part of the redevelopment proposals, this could be located to the east of Moorefield Road or adjacent to Johnsonville Road. Any space should be co-located with active retail and entertainment facilities and designed to enhance public safety
- Investigate the potential to provide a small public space to the western side of Moorefield Road as part of any redevelopment of the community facilities
- Ensure that any road infrastructure improvement works are designed to also improve the function of the street as a public space
- Examine options to improve Memorial Park and its connection to the town centre and community facilities
- Examine options to improve the connections between Alex Moore Park and the town centre.



## **2.4.7 Employment**

### ***Issues***

Employment in Johnsonville is dominated by the retail, construction and service sectors with much lower representation in other sectors. This means it is more at risk from any economic downturn and reduces the prospects for job growth. Most of the current businesses in Johnsonville are small and employ less than 5 staff. In the future there appears to be considerable opportunities to increase private sector investment in Johnsonville and grow the local economy.

### ***Proposals***

- Promote growth in employment opportunities in the traditional strengths of Johnsonville – the retail, construction and service sectors
- Promote opportunities to grow under-represented employment sectors, including:
  - Small-scale offices
  - Start-up business premises
  - ‘new economy’ businesses
  - Creative industries
  - Tourism-related businesses
- Facilitate a strengthened local business association to advocate for Johnsonville as an employment location and to encourage private sector investment
- Appoint a town centre coordinator to facilitate the implementation of the Town Centre Plan, working in partnership with the private sector, other public sector organisations and the community

## Part 3: Implementation

### 3.1 Role of Council

Wellington City Council will play a key role in realising the future vision for Johnsonville. This role may take many forms from direct investment in public works to promoting positive change. These key roles are outlined below:

- **Leader** – developing strategy and policy, making decisions, leading by example and working with the community
- **Advocate** – encouraging and facilitating action by others towards joint goals
- **Provider** – constructing, maintaining and running essential infrastructure and community services
- **Regulator** – managing development through resource consent processes
- **Partner** – working with other organisations on joint projects and goals
- **Informer** – providing information and undertaking research and education
- **Coordinator** – ensuring integrated management of places through coordinated action by a range of public and private sector organisations

Many of the far-reaching initiatives proposed in this draft Town Centre Plan will however only be successfully achieved in partnership with a range of private and public sector organisations. These potential partner organisations are listed below:

**TABLE 2 – POTENTIAL PARTNERS**

| Potential Partners                  | Relevant Issues  |
|-------------------------------------|--|
| Greater Wellington Regional Council | <ul style="list-style-type: none"> <li>• Public transport strategy</li> <li>• Park and ride</li> <li>• Bus and rail service procurement</li> <li>• Travel planning</li> <li>• Regional planning</li> </ul> |
| Transit NZ                          | <ul style="list-style-type: none"> <li>• State highways</li> </ul>   |
| OnTrack                             | <ul style="list-style-type: none"> <li>• Rail infrastructure</li> </ul>  |
| Toll                                | <ul style="list-style-type: none"> <li>• Rail services</li> </ul>  |
| Mana Buses                          | <ul style="list-style-type: none"> <li>• Bus services</li> </ul>   |
| Owner of the Johnsonville Mall      | <ul style="list-style-type: none"> <li>• Johnsonville Mall redevelopment</li> </ul>  |
| Other landowners and tenants        | <ul style="list-style-type: none"> <li>• Development of land</li> </ul>  |
| Business and community groups       | <ul style="list-style-type: none"> <li>• Community initiatives</li> </ul>  |

|                            |   |
|----------------------------|---|
| Ministry of Education      | <ul style="list-style-type: none"><li>• Schools</li></ul>                       |
| Housing NZ                 | <ul style="list-style-type: none"><li>• Social and affordable housing</li></ul> |
| Wellington Tenth Trust     | <ul style="list-style-type: none"><li>• Kaitiakitanga</li></ul>                 |
| Te Runanga o Toa Rangatira | <ul style="list-style-type: none"><li>• Kaitiakitanga</li></ul>                 |

### 3.2 Action Plan

This Action Plan gives an overall picture of the Council's intentions and allows for coordination and partnership with other organisations. Actions have been split into potential capital works and other operational actions by Council. Both tables indicate the indicative timing for the actions, as well as relative priority and any resourcing implications. Some of the actions below are already budgeted for in the LTCCP (Council's Long Term Council Community Plan which looks ahead 10 years). Where new funding is required this is clearly indicated. The availability of funding is not guaranteed and will be determined as part of the annual planning process, when Council considers new initiatives and weighs up the priority to be given to individual projects.

Three levels of priority have been accorded to the actions:

- Priority 1      Essential
- Priority 2      Recommended
- Priority 3      Desirable

Unless otherwise indicated actions are to be delivered using existing LTCCP funding.

**TABLE 3 – DRAFT ACTION PLAN**

| POTENTIAL ACTIONS   | INDICATIVE TIMING |       |       |       | PRIORITY AND RESOURCES                     |
|---|-------------------|-------|-------|-------|--|
|   | 1-3               | 3-5   | 5-10  | 10+   |  |
| <b>Council Role: Leader</b>   |                   |       |       |       |  |
| 1. Communicate a future vision for Johnsonville to the community, other public sector organisations and the private sector                                | -----             | ----- |       |       | Essential – linked to Action 5             |
| 2. Ensure any Council infrastructure works or community facilities contribute towards the achievement of the Town Centre Plan vision and principles       | -----             | ----- | ----- | ----- | Recommended – linked to Action 5           |
| 3. Investigate the options for Council to take a more active role in facilitating redevelopment in Johnsonville, through purchasing land and facilitating | -----             |       |       |       | Recommended – part of LTCCP new initiative |

| POTENTIAL ACTIONS  | INDICATIVE TIMING |       |      |     | PRIORITY AND RESOURCES  |
|--|-------------------|-------|------|-----|---|
|  | 1-3               | 3-5   | 5-10 | 10+ |   |
| development to realise the Town Centre Plan vision and principles  |                   |       |      |     |   |
| 4. Appoint a town centre coordinator to facilitate the implementation of the Town Centre Plan  | -----             | ----- |      |     | Essential – requires new funding, proposed funding from targeted rate |
| <b>Council Role: Advocate</b>  |                   |       |      |     |   |
| 5. Work with landowners and investors to ensure new development contributes towards the achievement of the Town Centre Plan vision and goals, including: <ul style="list-style-type: none"> <li>• Encouraging a wider range of shops and entertainment facilities in the town centre and facilitating a stronger night-time economy</li> <li>• Promoting the opportunities for apartments and offices in the town centre</li> <li>• Encouraging landowners and investors to redevelop underutilised sites and relocate car parking away from street frontages on Johnsonville Road</li> <li>• Encouraging investment that creates new jobs and widens the economic base of Johnsonville</li> <li>• Encouraging developers of new buildings to incorporate environmentally sustainable design.</li> </ul> | -----             | ----- |      |     | Essential – linked to Action 4  |
| 6. Develop concept plans to demonstrate the potential for comprehensive redevelopment of selected residential areas.   | -----             | ----- |      |     | Recommended – may require new funding                                 |
| <b>Council Role: Regulator</b>   |                   |       |      |     |   |
| 7. Review and if necessary amend District Plan objectives, policies and rules in relation to: <ul style="list-style-type: none"> <li>• Quality and location of residential infill development</li> <li>• Building heights and densities</li> <li>• Mixed-use development</li> <li>• Quality urban design</li> <li>• Incentives for mixed uses on upper floors in the town centre</li> <li>• Comprehensive housing redevelopment</li> </ul>   | -----             |       |      |     | Essential – existing funding  |

| POTENTIAL ACTIONS  | INDICATIVE TIMING |       |       |       | PRIORITY AND RESOURCES                         |
|--|-------------------|-------|-------|-------|--|
|  | 1-3               | 3-5   | 5-10  | 10+   |  |
| 8. Review and amend District Plan design criteria and guidelines to achieve: <ul style="list-style-type: none"> <li>Better designed buildings and spaces</li> <li>Active street frontages</li> <li>Improved public safety</li> <li>Improved pedestrian accessibility</li> <li>Reduced visual impact of carparking</li> <li>Landmark buildings on key sites</li> <li>Safer public spaces</li> </ul> | -----             |       |       |       | Essential – existing funding                   |
| <b>Council Role: Partner</b>   |                   |       |       |       |  |
| 9. Work with Housing NZ and developers to investigate opportunities for providing affordable housing   |                   | ----- | ----- | ----- | Desirable – existing funding                   |
| 10. Work with the owner of the Mall, Greater Wellington, OnTrack, Toll and Mana Buses to enhance the rail and bus interchange and to encourage increased public transport use  | -----             | ----- | ----- |       | Essential – may require funding contribution   |
| 11. Work with Transit NZ to investigate the potential of a new motorway interchange at Helston Road  | -----             |       |       |       | Essential – may require funding contribution   |
| 12. Facilitate a strengthened local business association   | -----             | ----- |       |       | Desirable – linked to Action 5                 |
| 13. Work with the owners of the Mall and other landowners to provide a new public space in Johnsonville town centre  |                   | ----- | ----- |       | Recommended – may require funding contribution |
| <b>Council Role: Informer</b>  |                   |       |       |       |  |
| 14. Undertake traffic modelling to better understand future traffic flows in and around Johnsonville town centre   | -----             |       |       |       | Essential – existing funding                   |
| 15. Undertake a safety audit of the town centre  | -----             |       |       |       | Recommended – existing funding                 |
| 16. Undertake an audit of signage in the town centre   | -----             |       |       |       | Recommended – existing funding                 |
| 17. Undertake an urban design assessment of the town centre  | -----             |       |       |       | Recommended – existing funding                 |

| POTENTIAL ACTIONS  | INDICATIVE TIMING |       |       |     | PRIORITY AND RESOURCES   |
|--|-------------------|-------|-------|-----|--|
|  | 1-3               | 3-5   | 5-10  | 10+ |  |
| <b>Council Role: Coordinator</b>   |                   |       |       |     |  |
| 18. Ensure development and infrastructure proposals enhance the role of Johnsonville Road as the 'mainstreet   | -----             | ----- | ----- |     | Recommended – existing funding   |
| 19. Facilitate the creation of a 'community hub' through locating community facilities and other complementary activities in close proximity to the Keith Spry Pool and community centre | -----             | ----- |       |     | Essential – may require future funding (linked to Capital Work 6)          |
| 20. Improve pedestrian accessibility through the town centre   | -----             | ----- |       |     | Recommended – may require future funding (linked to Capital Works 2 and 3) |

**TABLE 4 – POTENTIAL CAPITAL WORKS**

| POTENTIAL CAPITAL WORKS   | INDICATIVE TIMING |       |      |     | PRIORITY AND RESOURCES   |
|---|-------------------|-------|------|-----|--|
|   | 1-3               | 3-5   | 5-10 | 10+ |  |
| 1. Improve the key intersections around Johnsonville, Broderick, Moorefield and Middleton Roads   |                   | ----- |      |     | Essential – requires new funding. Part funding from development contributions and LTNZ |
| 2. Improve the pedestrian crossing opportunities across Moorefield Road and Johnsonville Road     | -----             | ----- |      |     | Recommended – requires new funding and LTNZ contribution                               |
| 3. Improve the safety of the pedestrian underpasses under SH1 at Burgess Road and Disraeli Street |                   | ----- |      |     | Desirable – requires new funding   |
| 4. Upgrade Keith Spry Pool and improve relationship to town centre                                | -----             |       |      |     | Essential – existing funding   |
| 5. Examine options to upgrade Memorial Park and improve the connections                           |                   | ----- |      |     | Desirable – requires new funding   |

|   |       |       |  |  |  |
|---|-------|-------|--|--|--|
| between Memorial and Alex Moore Parks and the town centre                                 |       |       |  |  |  |
| 6. Examine options for the location of future investment in Johnsonville library          | ----- |       |  |  | Recommended – may require future funding |
| 7. Investigate the potential for additional bike parking at key points in the town centre |       | ----- |  |  | Desirable – may require future funding   |
| 8. Upgrade the trunk sewer from SH1 to Broderick Road                                     | ----- |       |  |  | Essential – existing funding             |

### **3.3 Next Steps**

We are seeking feedback on this draft Johnsonville Town Centre Plan. Your comments will be used to help finalise the Town Centre Plan and Action Plan which is due to be reported back to Council for adoption towards the end of the year.

**Written comments should be submitted by .....2007 and addressed to:**

Freepost 2199  
Draft Johnsonville Town Centre Plan  
Wellington City Council  
Wellington

Further information, including an electronic feedback form, is available at [www.Wellington.govt.nz](http://www.Wellington.govt.nz) or contact the project manager, Luke Troy, phone 499 4444 or email [luke.troy@wcc.govt.nz](mailto:luke.troy@wcc.govt.nz)

You may wish to contact your local councillors – you can do this by calling Wellington City Council on 499 4444.

To help you provide your input we have developed the attached feedback form, which relate to the key goals outlined in the draft Johnsonville Town Centre Plan. We would appreciate it if you could complete this form, but do also feel free to add further information if necessary.

**DRAFT JOHNSONVILLE TOWN CENTRE PLAN**  
**FEEDBACK FORM**

---

|                       |  |
|-----------------------|--|
| <b>Your Name</b>      |  |
| <b>Address</b>        |  |
| <b>e mail address</b> |  |

**Key Goal 1 - Facilitate and manage growth**

Wellington is continuing to grow, with around 33,000 more people expected by 2026. This will mean a demand for around 19,000 new dwellings, of which over two-thirds will be apartments or townhouses. Johnsonville is one of the City’s main centres and has significant opportunities to grow its residential population as well as the number of jobs. Johnsonville’s share of the growth over this period is estimated to be around 2,000 people, 1000 new dwellings and 3500 new jobs. The challenge is to direct and manage this growth to provide the greatest benefits to the wider community. The current approach would see a majority of this residential growth accommodated through incremental infill as well as increases in mainly retail jobs. This draft Town Centre Plan proposes a more integrated approach to managing growth that delivers wider choices, better quality and greater sustainability.

**Have Your Say**

Do you agree with Johnsonville growing by 2000 people and 3500 jobs by 2026?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 2 - Encourage more people to live in and around the town centre**

Johnsonville and the rest of the northern suburbs currently provide very limited housing choice, dominated by low-density detached houses. This does not reflect the diverse lifestyle needs of the community and in particular limits the choices for young professionals/couples and for older people. Research has shown that the majority of future demand in Wellington will be for other forms of housing such as townhouses and apartments. Johnsonville has the potential to provide an attractive town centre location for apartment and townhouse living and, as it has for the central city, this can bring extra vitality and vibrancy to the centre, improve safety, encourage a wider range of

facilities and services, improve walkability, increase the viability of public transport and assist in providing more affordable housing choices.

**Have Your Say**

Do you agree that there needs to be more opportunities for apartment living and more housing choice in and around the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 3 - Develop Johnsonville Road as the 'mainstreet'**

Successful town centres often have a focal point based around a street or public space. This is usually where the highest rents are achieved and where pedestrian traffic is the highest. The focus of activity in Johnsonville is along Johnsonville Road, however this key street is compromised by the very high traffic volumes (around 30,000 vehicles per day) and by its low urban design quality. The intensity of activity along this street is also reduced by the historical development pattern which has resulted in many single-storey large-footprint buildings with surrounding spaces often used for surface car parking. Enhancing its mainstreet role will help to provide a focal point for the town centre.

**Have Your Say**

Do you agree that Johnsonville Road should be developed as the mainstreet for the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 4 - Improve design quality and sense of place**

Wellington's success as a city is closely related to its strong sense of place and quality of urban design – it is important that this is carried through to Johnsonville. The current buildings and spaces in the town centre are at best unremarkable and at worst of a very low quality. There is little to distinguish the place as distinctly Johnsonville. Key elements will include ensuring high standards of urban design, celebrating heritage, building a unique sense of place and encouraging environmentally sustainable building design.

**Have Your Say**

Do you agree that the quality of urban design should be improved and that new development should build on the unique character of Johnsonville?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |

|          |
|----------|
| Comment: |
|----------|

**Key Goal 5 - Develop a fuller range of town centre functions**

Mature town centres typically have a wide range of shops, entertainment and recreational facilities, a thriving night-time economy, and a better defined civic function. Retail is already well represented in the town centre, however there is potential to increase the range of shops, services and other facilities and make it more than just a place to shop.

**Have Your Say**

Do you agree that a wider range of shops, activities and other facilities should be located in the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 6 - Retain a compact town centre**

A compact urban form has significant advantages in terms of public transport efficiency, walkability, energy-use, greenhouse-gas emissions, and the ability to create a vibrant centre. Johnsonville town centre is already compact and easily walkable, and it is important that future development and any changes to road layouts are designed to maintain and enhance this, including locating major activities within the existing town centre.

**Have Your Say**

Do you support retaining the compact form of Johnsonville town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 7 - Maximise the potential of the public transport systems**

To justify investment in new heavy-rail infrastructure, population densities of over 40 dwellings/hectare are usually necessary. Johnsonville is currently about half this density, so it is very lucky to have such excellent access to both rail and bus public transport systems. The rail line provides a direct link to the Wellington Rail Station and a range of bus services provide access to and from the central city and the rest of the northern suburbs. Some improvements are proposed to these services to enhance levels of service, but there is also a need to provide better integration between the different transport systems. The redevelopment of the Mall and future redevelopment in the town centre provides a unique opportunity to better utilise the investment in this transport infrastructure by increasing the population

catchment around the rail station and by building public transport usage into the design of new facilities.

**Have Your Say**

Do you agree with creating a better integrated public transport hub to encourage more usage of public transport?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 8 - Managing traffic better**

Much of Johnsonville’s growth over the last 50 years has been designed for the private car, despite the excellent access to public transport. Vehicular traffic volumes in the town centre are high and several key intersections are at capacity. Improvements may be needed to improve capacity at key points to allow for future growth in the town centre and surrounding areas. Parking also needs to be carefully managed to support town centre activities whilst not encouraging unrestrained vehicular use. Alternative solutions to direct through traffic away from Johnsonville Road will need to be explored.

**Have Your Say**

Do you support road improvements to better manage traffic and parking?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 9 - Improve community facilities**

Locating quality community facilities in accessible and integrated locations will add to the overall vibrancy of the town centre, encourage walking and assist in making multi-purpose trips viable.

**Have Your Say**

Do you agree that community facilities need to be better integrated and more accessible from the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

**Key Goal 10 - Improve public spaces**

Public spaces provide focal points for community interaction as well as places for people to relax and recreate. They often form an important component of a

city's sense of place and are the stage for important public and civic events. Johnsonville lacks a town square or public space in an accessible central location and public space on many streets is often compromised by high vehicle use.

***Have Your Say***

Do you support the creation of a new public space in the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

***Key Goal 11 - Widen the economic base of the town centre***

The northern suburbs currently have an imbalance between people and jobs. This results in large numbers of commuters and consequential transport congestion and adverse impacts on the environment and health. It is important that growth in residents in more than matched by growth in jobs in the local area. Redevelopment of some of the retail areas will provide more jobs but for a more sustainable local economy, jobs in a wider range of sectors are necessary. This will reduce risk in any economic downturn and maximise the growth in job creation.

***Have Your Say***

Do you agree that jobs in a wider range of sectors need to be created in the town centre?

| Strongly Disagree | Disagree | No Opinion | Agree | Strongly Agree |
|-------------------|----------|------------|-------|----------------|
|                   |          |            |       |                |
| Comment:          |          |            |       |                |

Please return your feedback form and any additional information you wish to submit by .....2007 to:

Freepost 2199  
 Draft Johnsonville Town Centre Plan  
**Wellington City Council**  
 Wellington