



WELLINGTON 2040

The future of our central city

A 30-YEAR FRAMEWORK FOR WELLINGTON'S CENTRAL CITY

Risks, Opportunities and Priorities Facing Wellington's Central City
Feedback: September–December 2009 / SUMMARY REPORT



Absolutely
POSITIVELY
We have no choice
Wellington City Council **Wellington**

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Introduction

Wellington City Council (WCC) is developing a strategic plan for Wellington's central city. The *Wellington 2040 – The Future of Our Central City* ('Wellington 2040') project is a holistic and integrated initiative to provide strategic direction for the growth and enhancement of Wellington's central city over the next 30 years. The project recognises that the success of the central city is vital to the success of Wellington and the region as a whole.

Wellington 2040 will act as both a reference point and a strategic programme of work for all investors (both public and private sector) in Wellington's central city. Its development works towards four key objectives:

- To provide coordinated direction to the Council's management of the central city
- To identify issues currently facing the central city in the short and longer term
- To identify an appropriate future direction for the central city, including the roles of its constituent parts
- To identify opportunities to add value, leverage investment, improve outcomes and generally add to the success of the central city.

As part of the initial stages of the Wellington 2040 project, an invitation was issued to all Wellingtonians and the city's stakeholders to consider the future of our central city. Feedback was requested regarding the vision for the central city and the key risks, opportunities and priorities facing it today. The invitation focused around a questionnaire that formed part of the consultation brochure (refer Appendix 1).

The engagement campaign used a number of different tools and methods to encourage people to participate including, a consultation brochure, a central city poster campaign, items in the Dominion Post *Our Wellington* page, direct mail-out to over 500 key contacts, Council web pages, a W2040 Facebook page, press releases and radio coverage.

In addition to the questionnaire, six public 'drop-in' sessions were held inviting members of the public to speak with the project team; there was also a series of meetings and presentations with individuals and organisations.

Executive Summary

As part of the initial stages of the Wellington 2040 project, an invitation was issued to all Wellingtonians to consider the future of the central city. People were invited to provide their feedback on what they think the key issues facing Wellington's central city are and the key threats, opportunities and priorities heading into the future.

154 feedback submissions were received from a range of organisations and individuals. In addition to the questionnaire, six public 'drop-in' sessions were held, as well as a series of meetings and presentations with a number of individuals and organisations.

The feedback received covered a wide range of issues, including for example, the role of the central city, quality of the built environment, transport, infrastructure capacity, retail and economic development. The comments vary in detail, yet they provide a clear indication of the key issues Wellingtonians see for the future of the central city. Most issues raised relate to ongoing concerns around transport and infrastructure. However there are more global concerns emerging such as climate change and its potential implications for the central city, as well as ensuring Wellington's international competitiveness on the world stage.

Of primary concern to submitters is the management of transport to, from and within the central city. In the face of growth, pressure on the public transport system and inner city streets is already at a level where many submitters feel that urgent action needs to be taken if the city is to cope. Improving the bus service by increasing capacity at peak times and creating more bus lanes are seen as short term solutions. Long term it is felt that solutions should involve better quality public transport systems, as this would greatly improve movement within the central city.

State Highway 1 and the other main arterial routes through the city are particularly disliked by the majority of submitters, however many also acknowledge their current necessity. In the long term, many submitters would like to see private vehicle access to the central city minimised. Suggestions for achieving this included trenching current roads and providing park and ride facilities on the city fringes. Many people also want to see more encouragement by the Council of active transport modes like walking and cycling. This will have a spin-off benefit of a healthier populace.

A loss of economic vitality was also raised as a concern by submitters, many believing that a lack of quality commercial and residential property in the central city will impact negatively on economic growth. With the predicted population increase, submitters see a key role for Council in attracting and retaining private sector businesses and employees by creating an attractive and vibrant environment. Focus should be on providing strong incentives for development but also ensuring that the arts, culture and events within the central city are of a high quality to ensure sense of place and well-being.

Concern was also expressed at the potential over-development of the central city. Development of the waterfront was of particular concern as it could potentially privatise an asset that should be accessible by everyone. Rated by submitters as one of the 'most favourite' places in the central city, the waterfront is appreciated for its openness, and its variety of spaces and activities. It is considered a unique feature of the city which has a strong role to play in its ongoing success.

The feedback also raises concern at the ever-increasing pressure on already stretched infrastructure. Many submitters feel that improving the maintenance schedule and the

funding system should be the main priorities for the Council. The potential impact of climate change also needs to be considered in planning for the future. Many submitters feel that the Council, and the region as a whole, has the opportunity to lead the country on sustainable measures in areas such as transport, urban development and urban living; this needs to be facilitated by Council.

Wellington's central city is seen by submitters as playing a very important role in the region, and nationally, as the seat of the nation's Government. It is felt that retaining and celebrating the public sector, as well as ensuring that investment in the central city supports the growth of the region as a whole, will create a positive and vibrant city that capitalises on its unique characteristics and strengthens its identity for the next 30 years.

Questionnaire Responses

154 feedback submissions were received during the Wellington 2040 consultation period which ran from September through to December 2009.

The majority of the feedback was from individuals, with additional feedback received from the following organisations:

- 350 Aotearoa
- Centreport
- Co-Design Architects Ltd
- Cycle Aware Wellington
- Greater Wellington Regional Council
- Island Bay World Service
- Living Streets Wellington
- McDonalds Restaurants (NZ)
- Mount Victoria Residents Association
- Mirama/Mapua Progressive Association
- Mon Ami
- Ngaio Progressive Association
- NZ Bus
- NZ Historic Places Trust (Central Region)
- Property Council New Zealand
- Regional Public Health
- The Civic Trust
- The Wellington Company
- Unicef
- Wellington Airport
- Wellington Architectural Centre Inc.
- Wellington Regional Chamber of Commerce
- Wellington Waterfront

Only a fifth of submitters reside within the boundaries of the central city (33/154); the majority of respondents reside within the greater Wellington region and several nationally and internationally.

Feedback Summaries

The public feedback received on Wellington 2040 is divided into five key parts as follows:

- **Part 1** - summarises the feedback received from people who completed the consultation brochure questionnaire – either in its printed form or electronically via the Council’s website.
- **Part 2** – summarises the feedback that was provided as general comments rather than specific responses to the seven questions posed in the brochure, the second part of the feedback summary analyses the general feedback received against the fourteen issues flagged in the consultation brochure (for example, role of the central city, quality of the built environment, transport, retail, economic development etc).
- **Part 3** – summarises the feedback received from the series of stakeholder meetings and presentations held during the consultation process.
- **Part 4** – summarises the feedback received during the six public drop-in sessions held during the consultation process.
- **Part 5** – provides a brief summary of the key issues raised via the Wellington 2040 Facebook page.

In combination these summaries provide a thorough record of the opinions, experiences and suggestions expressed by Wellingtonians and other stakeholders and interested people on the Wellington 2040 project and the future of the central city.

Consistent themes coming out of all five parts of the feedback summaries include for example:

- the central city’s transport and infrastructure, particularly how these can cope with future population growth and challenges such as climate change (e.g. improving and updating public transport systems)
- ensuring the central city remains (and becomes even more) pedestrian friendly
- ensuring (and improving even further) the quality of the central city’s built environment (includes residential development as well as business and office developments)
- making more of Wellington’s capital city status
- building on the city’s reputation as the nation’s arts and cultural capital
- ensuring the central city remains a vibrant and diverse place
- general concerns about climate change and its potential implications for the central city
- concerns about ensuring Wellington’s international competitiveness on the world stage.

Part 1: Summary of questionnaire feedback

The following is a summary of the feedback received from people who completed the consultation brochure questionnaire (Note: a copy of the consultation brochure's questions is contained in Appendix 1).

Question 1. What's your favourite place in Wellington's central city? Why? Is there anything we could do to improve it? What is your vision for this place in 2040?

Respondents indicated a number of favourite places within the central city. The top three were the Wellington Waterfront, Cuba Mall and the Golden Mile, in particular Manners Mall, Lambton Quay and Courtenay Place. These places were appreciated for their vibrancy, variety of spaces and activities and their compact form. Suggestions for improvement include upgrading the pedestrian and cyclist access and amenities, reducing vehicle presence and replacing the urban fabric. Apart from these interventions the vision for these places in 2040 is largely unchanged.

The majority of respondents to this invitation for feedback indicated that the waterfront was their favourite place in Wellington's central city (78/154). This is a large area and some sub-areas within it were also nominated as particular favourites, Oriental Parade (10/78), Waitangi Park (9/78) and Frank Kitts Park (3/78). The main reasons given for the waterfront as the overall favourite place were its proximity to the CBD and water's edge, and the variety and size of spaces contained within this area of the central city. The waterfront is considered a vibrant place, with areas for a variety of outdoor activities, and well considered and appreciated public art. 'It is so beautiful, a mixture of architecture, art and creatively built structures and the wonderful harbour' (# 66).

There were many suggestions for improvements to the waterfront – such as providing more performance space, allowing for more licensed cafes and public entertainment in the evenings. With current and proposed development, emphasis upon improving the amount of activity occurring at the street level of a building (often known as 'active edges') and maintaining the buildings already on the waterfront was strongly desired. Respondents vision for the waterfront in 2040 features all the above improvements with the addition of reduced vehicle traffic and increased pedestrian activity, low scale buildings and more family-focused activities, 'entertainment on summer nights such as night markets (street food etc) would be great' (# 13).

However, of greatest concern to respondents who commented on the waterfront are the developments proposed for it. Their concern centred on the height of the proposed buildings and also their cumulative effect of privatising the waterfront. One improvement repeatedly raised was to prioritise pedestrian access to the waterfront promenade, as at present Aotea, Jervois and Customhouse Quays and Cable Street are seen as barriers. 'Currently Customhouse Quay totally cuts off the city from the waterfront and this could be a wonderful boulevard of pedestrian areas, apartments and open air dining if this six lane highway was put underground or diverted' (# 33).

Other favourite central city places identified by respondents included the major shopping and entertainment areas: Cuba Street (21/154), Manners Mall (8/154) and Lambton Quay (4/154). These areas are well-liked for their vibrancy, open space and proximity to workplaces. Suggestions specifically for improvements included an upgrade of the urban fabric (materials that make up the visible surfaces and objects in the street), more trees

and public seating and reduced vehicle access, 'improve it by taking out some parking and widening footpaths and adding some street trees south of Cuba Mall' (# 2).

The vision put forward for 2040 of these streets are places of pedestrian priority, with major arterial routes underground or rerouted (many suggesting the creation of a ring road), more green and open space, less alcohol-focused activity and more cultural events. Other concerns for these areas identified in this section included increasing development and the loss of heritage value, 'improvements would be achieved by conserving the period architecture and increasing concept [pedestrian mall] to include end of Cuba, Manners and any lanes, alley etc' (# 85).

Question 2. What's your least favourite place in Wellington's central city? Why? How could we improve it? What is your vision for this place in 2040?

Respondents indicated a number of least favourite places within the central city. The top five were the Wellington Waterfront, Manners Mall, Courtenay Place, Taranaki Street and Cuba Mall. These places were disliked for their run-down appearance, the nature of certain businesses and evening activities and the volume of vehicle traffic, specifically on the waterfront quays. Suggestions for improvement focused upon increasing the safety of certain areas in the evening, including more pedestrian and cyclist priority spaces and rejuvenating the urban fabric. The vision for these places in 2040 is greener, safer and more vibrant.

In contradiction to the response to Question One, the area respondents identified as their least favourite place in Wellington was also the waterfront (29/154), although the smaller proportion is noted. The focus of much of the discontent was with the areas identified above as needing improvement, namely the major arterial routes affecting pedestrian access to the waterfront from the Golden Mile, as well as specific areas of concern such as the Port area, Queens Wharf, the Outer T wharf and the Overseas Passenger Terminal.

Improvements proposed for these areas focused upon making pedestrian and cyclist access a priority. Specific suggestions included reducing vehicle traffic on the Quays, and creating tree-lined boulevards with widened footpaths, cycle lanes, active edges, and more shelter for pedestrians, 'my vision for the area is for edges of these two roads to be enlivened with retail and hospitality functions' (# 87). Of concern to many, was the site where the cruise ships and ferries dock; an upgrade was requested, in order to make it more attractive and welcoming to visitors. The vision for the waterfront in 2040 includes the potential development of the Port Area into a residential and commercial hub and the overall upgrade of the waterfront, to include less concrete paving and more public facilities.

Other areas identified by respondents as their least favourite places in the central city were Courtenay Place (12/154), Manners Mall (11/154) and Cuba Street (9/154), primarily due to their run-down appearance. The common improvement proposed for Manners Mall was the re-introduction of bus traffic, 'get rid of [Manners Mall] and continue the bus route through the centre of Wellington' (#12). Another area of concern is the perceived quality of some of the businesses operating along these streets and the number of alcohol-based night time activities, that often result in the area being viewed as unsafe and untidy.

Other specific improvements suggested for Cuba Street and Courtenay Place included upgrading the street fabric and controlling the type of businesses that operate within this area. Respondents' vision for 2040 is a pedestrian friendly space with better links between the waterfront and Courtenay Place and the extension of Cuba Mall through to Civic Square, 'what needs to happen is for the Council to create pedestrian fingers from the city to the waterfront' (# 83).

SH1 and other major arterial routes, such as Taranaki Street and Kent and Cambridge Terrace, were also of concern (16/154). These major routes that pass through the city are disliked for their run down appearance and motor vehicle priority, '[the bypass] facilitates cars not people' (# 53). Suggestions for improvement included introducing more cycle ways and planting trees and other greenery to soften the pedestrian spaces. By 2040 the vision for this area is an underground road system that has improved public space above, 'I'd like to see more nature taking hold in the city, and Taranaki St would be a good place to do this' (# 56).

Question 3. What makes Wellington's central city work well? Why?

Reasons given for the success of Wellington's central city did not vary from the well documented compact physical nature of the main shopping and business quarters. This compactness is greatly appreciated as it allows for a great variety of activities to occur within close proximity of each other. This is the main factor for the vibrancy that gives Wellington its character.

Respondents stated that it is the size and scale of the central city that is the primary reason why it works well (77/154). The central city is viewed as compact, at a pedestrian scale yet in close proximity to large open spaces such as the green belt and the waterfront. '[The central city] is small and compact. I can turn and see the harbour on one side and the green belt on the other side of the business area. I can conduct varied pieces of business in one lunch hour' (# 12).

However, there were some suggestions made to increase the amount of pedestrian priority in the city and also to improve the spaces we do have, namely by reducing clutter, increasing lighting and maintaining the active street edge, 'improve on it by making more pedestrian areas and better lighting, maybe solar?' (# 7). Another factor noted in its success is the vibrancy of the central city. This was identified as a result of a good mix of residential and commercial uses, public art, and cultural activities. Wellington has 'an individual character which hasn't succumbed to corporate international branding blandness' (# 57).

Question 4. What do you think is the main opportunity and the main threat facing Wellington's central city now or in the future? Why?

The main opportunity identified by respondents was to build on the successes already evident within the central city – the vibrancy, compact nature of business and shopping quarters and Wellington's role as the central city in the region. There were a number of successes identified as outlined further below. The primary risk identified by respondents, is the need for the Council to take greater leadership in future planning and infrastructure maintenance and provision. The Wellington 2040 project was seen as an important step in alleviating many of the concerns of respondents.

Despite a low response to this part of the question ('no comment' provided by 69/154), the main opportunities identified relate to improving the aspects of Wellington's central city that we know already work well - namely its vibrancy, compactness and ease of mobility. There was strong recognition of an opportunity to increase Wellington's stake in the international tourism market through promoting these characteristics.

Increasing the arts and cultural events that Wellington already houses was one opportunity identified by respondents (24/85). Wellington 'needs to build on its Arts, events reputation – it brings people to the city and makes it an exciting place to be' (# 78). Others included increasing the amount of public space in the central city and increasing the areas where

pedestrians have priority (21/85). The ‘main opportunity is to build on the compactness and develop more walking friendly environments’ (# 11).

Closely relating to this is the predicted residential population increase, which is also seen as an opportunity by several respondents (10/85). The resulting economic impact on amenities such as public transport, retail and entertainment services are believed to be positive. Respondents also noted that Wellington has the opportunity to lead the country on sustainable transport measures, such as cycle lanes and an environmentally friendly public transport system (8/85). Equally so, the role of the Wellington City Council to improve infrastructure and place stricter controls upon development within the central city is seen as a key opportunity (10/85).

The main threat identified in this feedback where the demands that will be made on infrastructure, with the predicted increase in the inner city residential population (38/154). These include transport concerns, such as the proposed Basin flyover and the extension of the airport runway. In general the access for vehicles, cyclists and pedestrians to and within the central city is of primary concern to respondents, ‘road projects designed for the benefit of people in the suburb to drive through the city make the city centre less attractive as a place to live, work and shop’ (# 2).

The majority of the remaining threats identified are associated with the role of the Council (34/154). In terms of the urban environment, overdevelopment and the loss of heritage value is of concern. Many new apartment buildings and commercial buildings proposed, for the waterfront in particular, are viewed negatively by submitters. The shift of retail to outer suburbs is also a major concern, as it may affect the Golden Mile, ‘main threat is to the “Golden Mile” by the Council’s approval of mega shopping malls’ (# 64).

The threat of natural disaster and climate change is of concern to some submitters (19/154). They feel that there is a lack of leadership on these issues: ‘lack of leadership in addressing the effects of uncontrolled climate change and peak oil’ (# 52). The perception of lack of leadership was also noted from the threat of economic and cultural activity moving to Auckland resulting in a loss of vitality in the central city (12/154). Another perceived threat was a potential change in the affordability of the central city, thereby changing the demographic of central city residents. The increase in alcohol-based activities and its effect on crime rates and safety in the central city is considered a threat and a deterrent to future residents and tourists.

Question 5. If you could, what is the one thing you would change about Wellington’s central city? How would you change it and why?

The top three areas requiring change, as stated by respondents, relates to improved transport, the provision of open space and finally a greater range of activities and amenities available within the central city.

The majority of areas where changes have been suggested relate to transport (73/154, 38 no comment). These included putting major arterial routes underground, limiting vehicle access in the central city, increasing pedestrian priority spaces, improving the public transport system, more parking, simplifying traffic intersections, more cycle ways, introducing a tram service or light rail system, and reducing buses through the central city. ‘Improve Wellington city’s transport infrastructure by providing alternative solutions to car use, good, fast, reliable and frequent public transport, safer options and good routes for cyclists, and more priorities for pedestrians’ (# 104).

Changes enabling increased green areas in the central city were primarily proposed for aesthetic value but also as places for people to relax during the day (15/154). This is the responsibility of the Council and places identified in particular need of improvement include the Illot Green and Te Aro Park. Planting trees along Taranaki Street and Aotea Quay was also requested as these areas were identified as being devoid of attractiveness and because trees provide shelter in public spaces, 'plant some decent native shade trees all over the city' (# 1).

Other suggestions included improving the amenities in the central city, such as increasing the number of public toilets and improving street lighting, but also providing free internet and WiFi in the library and other selected public places (26/154). Maintaining cleaner streets and improving the quality of footpaths in certain areas was suggested, as was introducing stronger liquor licensing controls. The control over development was desired to be tighter, with the focus on aesthetic improvements, making more references to our Maori heritage and reducing the 'homogeneity of businesses, loss of architectural character [and] wind tunnel streets' (# 84).

Question 6. What is your vision for Wellington's central city in 2040? What does the central city look like, how does it operate, what activities does it accommodate? What should Council's role be in this?

Respondents' vision for Wellington's central city consists of an area that is pedestrian and cyclist friendly, with the emphasis taken away from motor vehicles (35/154). Car parking facilities are provided on the edges of the central city and a monorail system runs throughout the central city, through to the hospital and airport. 'A light rail connection takes people to the city's business district, Newtown, all the way to the airport. All cars are banned from the city centre, people from outside Wellington leave their cars at parking lots on the edge of the city where regular smaller electric trams take people to the light rail connection' (# 104).

The vision expressed retained Wellington's topography, with improved pedestrian and cyclist access from the neighbouring suburbs and green belt into the city and through to the waterfront boulevard, which has been extended north and south, contributing to the Great Harbour Way. 'Wellington could be a place for people, where it is pleasant to walk and cycle. The Great Harbour Way should be a world-class asset, whose time has come' (# 89).

The Golden Mile and Cuba Street have retained their role as the primary shopping and entertainment areas in the central city and 'fingers' off these main routes are pedestrian priority spaces with pocket parks and public seating. The streets are lined with trees and are spotlessly clean, safe, well-lit and vibrant day and night. There is an emphasis within the city for arts, culture, education and sports, and events that are family-friendly and not primarily alcohol-orientated (35/154). 'In 2040, Wellington will be a face-to-face interactive city, complete with a lively events calendar, art displays and incentive to be in open-air, on the street' (# 109).

The urban form (physical form and arrangement of a city) is envisaged as a high density with a low height limit, active street edges, well-maintained heritage buildings and sites and well-considered architecturally designed buildings. The city has more residential buildings and as a result more amenities are provided, however, without compromising on the quality of the urban form (20/154). The central city attracts a large number of local, regional, national and international visitors for events housed within a new larger stadium, concert venues, a waterfront entertainment park and large conference facilities. 'Good

visitor centre during leisure times, iconic business and conference centre during business times' (# 23).

Wellington is envisaged as leading the country in sustainable living and this is encouraged primarily by the Council. The Council maintains the vision established by the Wellington 2040 framework and enables change and improvement. The Council has a strong leadership role with the central city and encourages economic and cultural growth through funding events that stimulates this, and by encouraging businesses that support this vision to locate themselves in Wellington (19/154). 'Council's role is to facilitate and enable change and improvement. It should look to leverage from private investment and provide incentives (by way of more enabling planning rules and processes) for private investment in public spaces' (# 24).

Question 7. Do you have any other comments or suggestions, particularly in regard to the issues mentioned in the 'Looking Ahead' section on pages 6-8 of this brochure?

Due to the nature of this question the responses varied greatly and many respondents offered no comment. The top five issues that were responded to were: the quality of the Built Environment, Transport, the role of the Council as infrastructure provider and leader, the Waterfront and Climate Change. The following is an elaboration of the issues that were identified and specific solutions suggested by respondents.

Responses to this question reiterated that the central city should be more pedestrian and cyclist friendly, in particular making the Golden Mile free of private vehicles. 'The freeing up of the "golden mile" shopping precinct from heavy vehicular use will give greater rise to pedestrian friendly activities and increase the vibrancy of city centre' (# 46). An increase of parking supply was desired, with the revenue generated fed back into the economy to improve the public transport system, pedestrian and cyclist facilities.

Other specific suggestions include widening the spread of trolley buses throughout the city and subsidising the use of electric cars; both these modes were supported by respondents due to their environmentally friendly status. Other transport initiatives suggested included changing the priority at lights in favour of pedestrians and cycles. Respondents also stated a desire for additional public spaces to be introduced in more areas in the central city. 'Council should promote open spaces, maximise green spaces, pedestrian and cycle-friendly areas, creating an environment for citizens' initiatives' (# 89).

Other suggestions made to improve the central city included reducing the width of Customhouse and Jervois Quays and Cable Street (to facilitate pedestrians crossing from the city to the waterfront), and controlling the development along either side of these roads to respect the view shafts and retain views of the green belt. Height limits were also suggested to be strictly controlled throughout the rest of the central city, as to not block sunlight or overcrowd heritage buildings. New buildings should be architecturally designed with careful consideration of heritage.

Several respondents proposed that along the entire coastline of Wellington's harbour the Great Harbour Way should be continued and the beaches kept clean. One respondent proposed that the Freyberg pool be turned into an open air, salt water pool, while others declared it a 'blight' on Oriental Parade. Consideration was also requested for the predicted rise in sea level and the effect this would have on Wellington's coastline, 'would the waterfront be redeveloped to include a sea wall with the city centre below sea level?' (# 2) Preparation for this and other climate change effects was called for, including implementing the suggested eco-friendly transport initiatives and support for green development throughout the central city.

In terms of other development within the city, respondents recommended mixed-use occupancy, as many felt that commercial clients ensured the upkeep of buildings, and also a measure of day-time activity. A mix of residential developments was desired in order to introduce a range of living arrangements for the varying demographics that will want to live within the central city by 2040. Another suggestion included providing a home for 'high quality music events, larger than San Francisco Bath House but smaller than the State Opera House' (# 81). It was proposed that the big attractions that are housed within these and other venues around the city be funded from commercial rates.

In terms of economic development, respondents proposed that the Council should encourage independent businesses to locate to Wellington, and promote those whose presence supports the key characteristics of the central city and the wider Wellington region. Respondents stated that the Council should also aim to understand and reverse corporate consolidations to Auckland. There was a desire for developments to have 'a well-conceived purpose and be designed with users in mind. This is why the Mojo/Wagamama in the Meridian building work well but Queen's Wharf Shopping Centre did not' (# 81).

This question generated further discussion concerning the role of the Council in the central city. Feedback suggests that respondents feel the Council needs to further support community and economic development. Suggestions for how this is to be achieved include actively engaging with community groups and undertaking more transparent consultation. Some respondents stated that economic development involves aiding developers and improving the quality of the urban environment. There were many suggestions for the latter, particularly relating to improving access into and within the central city.

Respondents proposed that more Maori input is required within the city and it was suggested that 'Te Aranga', the Maori Cultural Landscape Strategy, be adopted, 'better representation of Maori culture in the inner city' (#48). Another suggestion was to implement a Genuine Progress Index, of which the focus is to provide a picture of the well-being of the region, as Greater Wellington Regional Council has begun this year. This is based upon the outcomes set by the Wellington Regional Strategy committee. Another suggestion, broader in nature, was to focus on fewer, higher impact improvements to the central city, primarily fixing the ageing infrastructure.

The importance of leadership within the central city was repeatedly stated as a key issue. The current regional mode is considered outdated, as 'the proliferation of local bodies stultifies growth of greater vision of population mobility' (# 49), and the current three year cycle is considered too short for maintaining a long term vision. The relationship between the Council and Greater Wellington Regional Council was also discussed in this section at some length by several respondents. They feel that there needs to be greater co-operation between the two authorities.

Question 8. What are your main reasons for being in Wellington's central city? (NB: not restricted to a single response)

The results for this question reveal that the top five reasons for people being in the central city are (in order of the number of responses received – refer Figure 1):

1. for entertainment
2. to shop
3. for work
4. to eat out
5. for recreation.

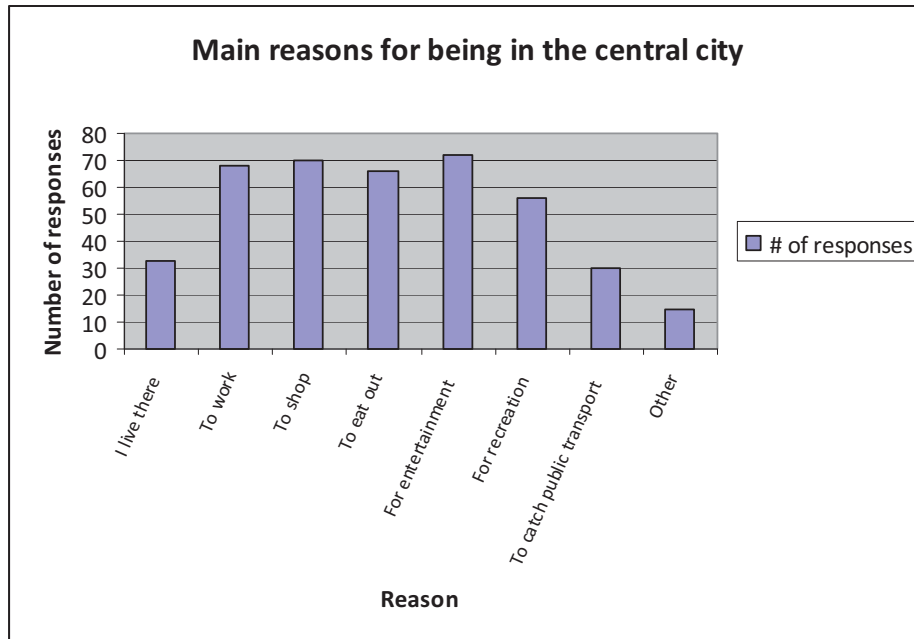


Figure 1: Question 8: Main reasons for being in the central city

Question 9. How do you usually get to Wellington’s central city? (NB: not restricted to a single response)

The results for this question reveal that the three most popular modes of travel for getting to the central city are walking, by bus and by car; cycling and taking the train were the next most popular methods of travel (refer Figure 2 below).

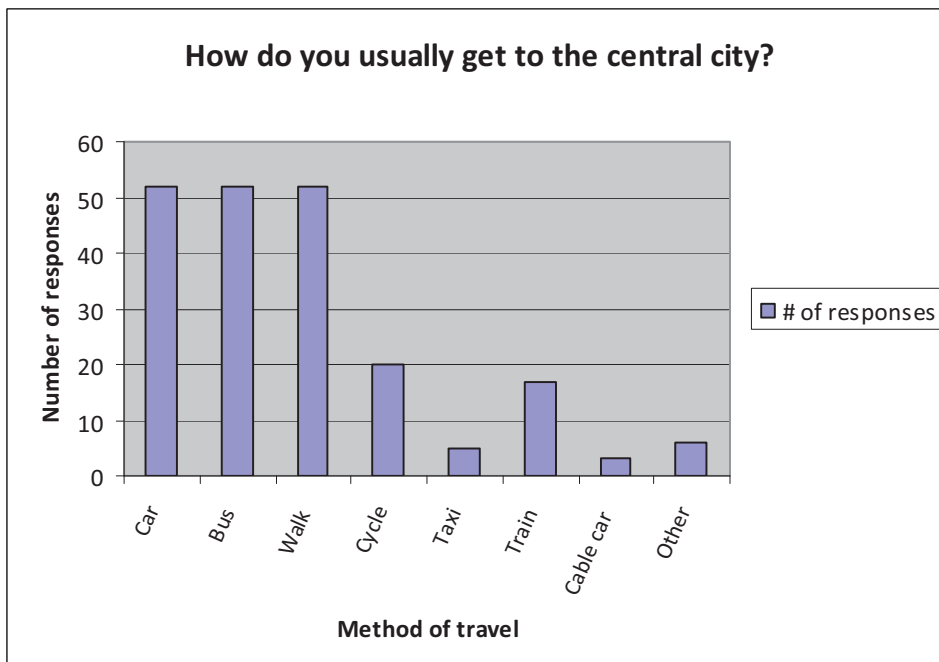


Figure 2: Methods of travel to the central city

Part 2: Summary of feedback by key issue

The following is a summary of the overriding issues that emerged from the more general feedback received during the consultation, i.e. feedback that was not directly related to the questions in the brochure. This feedback has been summarised under the 14 key issue headings as provided in the consultation brochure.

Role of the central city

The majority of respondents who commented upon this theme agreed that Wellington's central city is also the region's central city. It is felt that the central city is the primary economic and commercial hub of the Wellington region. Its role is to provide office and retail space for this purpose, but also to cater for the wider environmental needs of those who work and reside within commuting distance.

It was commented that the central city 'receives sustenance from the large urban body of greater Wellington' (# 141) and that "this body" may suffer as result of protecting the central city. One suggested step to prevent this is to ensure that the development of the Wellington 2040 framework works also as 'a mechanism to promote the policies in the Wellington Regional Strategy, the Regional Land Transport Strategy and the proposed Regional Policy Statement ... the identified issues [in the W2040 discussion document] provide a good starting point for this process' (# 120).

Respondents confirmed that the pivotal role of the central city is its role as New Zealand's capital city, and thought that the best way to maintain and enhance this position was to ensure the continuation of economic and cultural activity in the central city. This will also encourage regional, national and international visitors, with the added activity increasing the attractiveness of the central city as a place where business can thrive, and quality of life is high.

The central city's role as 'a pedestrian-friendly place of business, arts and culture' is also supported by many respondents. Other important roles identified include entertainment (72 out of 154 responses), shopping (70/154), eating out (66/154) and other recreational purposes (56/154). It is felt that the central city needs to maintain its visitor attraction, as well as provide an exciting and diverse lifestyle so that people want to stay here and contribute to the city's cultural vibrancy.

To celebrate Wellington's status as a capital city, it is been suggested that the icons symbolising this role are preserved and promoted. This primarily concerns the parliamentary areas of the central city, but also the sites of early Maori and European Settlement, and the location (in National Archives, Murphy Street) and related functions of the Treaty of Waitangi. In terms of the future of the central city, it was commented that the government sector may represent a smaller proportion of the Wellington economy than it does today. Despite this however, it is felt that the central city still needs to provide the quality office space that this sector requires.

Wellington's status is also intrinsically connected to its topography. Much of its attraction lies in the compact and accessible nature of the central city, and thus future investment to maintain and enhance this is seen as critical. One submitter stated that 'the central city will be the major focus of most visitors and will be a thriving retail centre and location of many attractions' (# 139).

Quality of the built environment

The forecast increase in the residential population within the central city will have a definite impact on the demand for open space and parks. Respondents considered this impact an opportunity, many indicating that an increase in the number of parks and open space was required. This increase would have a positive effect on the quality of the built environment but also on the lives of inner city residents, and would be a draw card for visitors to the central city.

Parks and other open spaces made up the majority of places nominated by respondents as their favourite places in the central city: the waterfront, Cuba and Manners Mall and Waitangi Park. However the comments made identified several key issues with these places, primarily relating to pedestrian safety, aesthetic qualities and concern with ongoing maintenance. It was felt that any future parks and open spaces created within the central city should be of a similar nature to those currently identified as “successful”.

The areas of open space that were identified as favourites by respondents were the Waterfront, Frank Kitts Park and Waitangi Park in particular, Cuba Street and Manners Mall. Aside from the key issues identified above, also of concern to respondents were the proposed development of new or existing parks and open spaces. Greater transparency was requested and greater public consultation; one recent indication of respondents’ discontent was Variation 11 of the District Plan, and more recently the Golden Mile restoration to include Manners Mall.

The key characteristics of these favourite areas are openness, variety of activity and human scale of surrounding development, all indications of a successful built environment. Therefore intensification of the central city should be sympathetic to these qualities current. Planning controls such as height limits and rules on views are considered by the majority of respondents as appropriate as they retain the desired openness, views of the green belt and harbour and an appropriate scale of development. The ‘high low city’, supported by Jan Gehl in 2004, continues to be regarded as a successful scheme for intensifying the central city.

However, one concern identified was that any control over the development potential of a site has a material impact on the value of the land affected. One respondent states that ‘height must be negotiable in our city until we are confident enough to set maximum intensity and population limits. Our buildings need to achieve more flexible futures’ (# 117). Related to this is the current excess stock of office buildings/space. Suggestions made included converting office space to residential use and rental subsidies so that smaller businesses can afford to occupy floors.

More general suggestions to improve the built environment across the central city include improving pedestrian and cyclist amenities and reducing the priority of all motor vehicles on the golden mile. One submitter noted that ‘political will is required to create an environment for people and not for traffic’ (# 90). Particular initiatives for pedestrians include weatherproof walking avenues, more trees for shelter on the waterfront, undergrounding utility wires in inner residential suburbs and streamlining routes through parks and on high pedestrian-use streets.

The promotion of alternative methods of transport is considered by respondents as one of the main focuses of the Wellington 2040 project. The main benefits of this are not only for the aesthetic quality of the built environment but also to improve the health of inner city residents and those who come to the city for work and recreational purposes. It was

suggested that assessment needs to be undertaken by Council to determine the potential impact of policies and planning proposals on the health and well-being of the population.

It was well acknowledged by submitters that the quality of the built environment is a driver of economic success. Submitters believe that the Council needs to encourage good design principals throughout the central city to sustain this. However this theme introduced a number of contrary suggestions. Many respondents believe that relaxing district plan rules is not a good incentive, while others stated that 'existing controls tend to inhibit this desirable freedom of expression' (# 134). Another submitter stated that any development that is neglected or poorly contributes 'to the streetscape adequately ought to attract punishing rates' (# 117).

A main consensus was that the Council should promote 'green buildings' and encourage the retrofitting of older buildings, this included support expressed for Council's Earthquake-prone Buildings Policy. One respondent stated that 'the re-use of heritage buildings would be greatly enhanced by the Council offering more encouragement in their adaptive reuse' (# 134). However once considered for redevelopment, it was suggested that the proposed changes to the heritage building be considered by an independent review panel. Retaining heritage value and identifying further sites of significance would be appreciated by residents and visitors alike.

Arts, Culture and Events

The city's art and cultural sector was identified by a large number of submitters as an important aspect of the central city's success. The variety of these activities, and the fact that they take place within a compact city centre, lends the central city a vibrancy that is an important characteristic of the Wellington region as a whole. The variety of public art and cultural and sporting events is a boost to the regions economy, attracts tourists and is essential for the city's international competitiveness. Other key terms used to characterise the central city's success were diversity and multiculturalism.

To continue its success, submitters had several suggestions that would strengthen the sector. It was observed that there are a lack of mid-sized venues within the central city, and also outdoor performance space. Others noted a desire for more funding for small to medium sized events. Other concerns included the focus on alcohol at many events, and the consequent safety issues that emerged. The Courtenay entertainment precinct in particular was seen by many as being unsafe. The desire by most was to increase family-friendly events, in particular in the evenings.

The attributes of a thriving entertainment sector play a huge role in supporting the image of Wellington and immensely improve Wellington as a place to live. How such suggestions are to be funded generated a mixed response; some respondents indicated that private businesses should be encouraged to provide more sponsorship, yet others stated that they should be funded completely by those who benefit. One respondent suggested that all that may be required is free promotion on the Council's weekly page in the Dominion Post.

The zoning of areas in the central city as having particular characteristics was well-liked by respondents; these 'character areas' can be reinforced through signage and co-ordinated street fabric. Key sites of the city yet to be completed, such as Memorial Park, are also seen as important cultural places. Sites such as these and retaining heritage value within the central city are important aspects of our cultural vibrancy. Their value should not be underestimated in terms of drawing people to holiday, live and work within the central city.

The long term vision of the central city should firmly focused upon the attraction, retention and nurturing of the creative class. This area has created numerous employment opportunities in the past, for example the Weta Workshop and Weta Digital. Another focus was to continue marketing Wellington as a tourist destination, with the ideal outcome being increased trans-Tasman and long-haul flights departing from Wellington International Airport. Wellington already has a high international and national reputation for cultural and sporting programmes and events.

Retail

The retail sector within the central city is strongly supported by one of the best shopping high streets in the country, a favourite with many of the submitters. For long term sustainability and health of this area of the central city, the Council must ensure that 'our shops are better, more efficient, stay open longer and trade strongly' (# 117). To a large majority of submitters the construction of the Johnsonville Mall and other similar structures near the central city is expected to detract from its success. Respondents state that developments such as this should not be built in close proximity to the central city without an economic impact assessment being undertaken.

The nature of the shopping experience in the central city is identified as the main contributing factor towards the retail sector's success. The ease of access for pedestrians, the compact nature and the quality of street fabric of the golden mile area were referred to by many of the submitters. Several recent developments throughout the central city have added to this success, of particular note the redevelopment of the Kumutoto wharf area. To further improve the retail sector in the central city, submitters had several suggestions including the erection of a permanent market space, making the golden mile a pedestrian priority space and encouraging small independent businesses to relocate to the central city.

Transport

Transport is the primary concern of respondents as the majority of feedback has indicated. Issues with the public transport system were particularly focused upon, as this is considered the main mode in which people will get into the central city in the future. Some particular comments to improve the current service include providing a transport hub that improves the ease of exchange of the various modes. Other suggestions included real time schedules, integrated ticketing, more bus lanes and the city circular bus reinstated.

In terms of access to and within the central city there were a number of suggestions made to improve on the current situation. The concern expressed here was to improve services for pedestrians and cyclists and minimise vehicle access to the central city; this needs to be achieved without compromising upon the city's economic and cultural vitality. Large parking facilities on the fringes of the central city and well-connected public transport from these, the airport and the Cruise ship berth are all important aspects of a well integrated transport network.

Any future population growth was predicted to have a major impact on traffic management within the central city. One key issue for the period leading up to 2040 is whether the volume of traffic will increase, with many respondents believing this will not be the case due to peak oil and the effect of a potential tax on carbon emission. One submitter noted that congestion has an impact upon the city 'in terms of economic efficiency, lost businesses and a decline in liveability of the city' (# 132).

Several measures in improve transport issues were suggested by respondents including making provision for a light rail system, in preparation for when there is the population in the city to support it without massive subsidies from the Council. In the mean time

improving the current public transport system and the promotion of walking and cycling will maintain and enhance the region's economic and lifestyle advantages. Should congestion remain an issue, then the adoption of road user chargers is a measure that was proposed in order to reduce congestion at peak times.

The major arterial routes throughout the city are viewed by many as unattractive and prohibitive to development. However, their necessity was acknowledged by many submitters. Suggestions to improve their appearance and functionality included trenching and then widening the bypass, a second Mount Victoria tunnel and Terrace tunnel and support for the initiatives proposed in the Ngauranga to Airport Corridor Plan. Smaller scale improvements such as Manners Mall and the introduction of more bus and cycle lanes were suggested in order to improve access to the central city.

Economic Development

The principal economic driver for Wellington as identified by respondents is the commercial office market, which needs to be sustained through positive growth. This key opportunity is identified by a number of respondents who stated that the focus should be on minimising the perceived obstacles. Obstacles identified include high taxes and rates and 'excessive regulation and policy impositions' (# 134). These obstacles are set in place by Council as a means of controlling development within the central city. Relaxing these, some respondents believe, will encourage economic growth.

Many respondents believe further incentives may need to be provided to attract businesses to Wellington. Suggestions ranged from increasing the number of international flights from the airport, to profiling Wellington as a business centre at future World Expos. Here the information required by businesses to make a judgement on the suitability of Wellington should be provided as an information package. It should include such information as 'land availability, rates postponement, fibre optic cable availability, demographic make up of work force, cultural attractions in the city etc.' (# 128).

Respondents commented that attracting and retaining businesses and their employees involves aiding developers and improving the quality of the built environment, in particular office space and central city apartments. It is also considered essential for extra-curricular activities to be available to provide a high quality of life. Arts and cultural events, as well as sporting, are also important for a good work/life balance. It was felt that there needs to be greater emphasis placed upon providing support for these events by Council. Education providers should also be supported as they are educating tomorrow's workforce.

Placing emphasis upon the unique characteristics of the central city was also identified as an opportunity to maximise economic growth. Wellington's compact environment is a clear contributor to its success. Respondents feel that the Council is in a strong position to capitalise upon this characteristic by providing large sites within the central city that can be developed to include quality office space and residential apartments. Adopting this method would result in any profit that is made being returned to the community as opposed to the developer. Many respondents feel that adopting these suggestions will strengthen Wellington's position as a nationally and internationally competitive city.

Living in the central city

The feedback under this theme focused upon what is valued within the central city, and the impact on this from an increase in residential population. The majority of respondents believe that this increase will be accommodated by market forces. However it was felt that key considerations such as the size and location of apartments, and the extra amenities required, will be managed through the District Plan. There was some concern expressed

over the demands on infrastructure and the affordability for low income residents, who are often key service workers and tertiary students.

Many respondents felt that social housing will have increased emphasis placed upon it by 2040, and will continue to be a major concern for the Wellington City Council. More families will be living within the central city and accordingly more schools, childcare centres and safer transit to these places will be necessary. Alongside this, there was concern over a lack of community spirit where neighbourhood interaction is low. Several solutions suggested included maximising the use of existing space and using approaches that invest in community gardens, pocket parks, and multifunctional spaces. It was suggested that involving communities in the design of spaces would make them culturally and locally relevant.

In terms of where growth is to be located, most suggested intensifying the Te Aro flats with commercial development. However, this needs to be done carefully as any new commercial development must be augmented with complimentary uses, such as residential and retail, to make it not so desolate at night. The construction of apartments also has a strong impact on the commercial office market. One submitter states that the 'increasing trend towards mixed-use residential and commercial activity is a major contributor to the city's vibrancy' (# 139). The majority of comments generally supported focusing increased residential development in and around Lambton Quay; 'the office worker that walks to work from his apartment is the golden goose and at the heart of the Wellington story' (# 117).

From the feedback it is obvious that residents place value upon being in close proximity to amenities, enjoy having green open spaces, and priority being given to pedestrians and cyclists. Also having access to public transport, a variety of arts, culture and events, and feeling safe at night are all features of the central city that residents place value upon. The growth in the central city population is strongly seen by submitters as an opportunity to improve upon these features. An identified threat is the potential loss of vitality should these amenities not be maintained or improved in line with residential growth.

Sense of Place

Submitters identified a strong sense of place as a key issue of importance and the feedback strongly aligns with the ten characteristics identified by the Wellington City Council in the 2004 'Sense of Place' study. The consultation has reiterated that these characteristics are continuing to be relevant and that they have a strong importance to the central city. Of having particular effect on our sense of place the recognition of the heritage value of symbols, images, places and buildings of our city is important; many respondent feel that there are many at present unidentified or mismanaged.

Council's role as infrastructure provider

Respondents feel that as the inner city population increases and there are more visits by residents from the wider region, there will be greater demands on the infrastructure within the central city as well as demand for new infrastructure. This impact will require the Council to plan and implement measures to secure funding, in addition to the rates and planning policies used currently. One submitter stated that 'the city has potential revenue streams that need to be explored' (# 117) and that the Council should adopt a business plan that illustrates that any funding for future infrastructure needs can be met for by the growth of central city population.

Another concern of respondents was that the Council should 'carefully prioritising its expenditure, so as to ensure that basic infrastructure is effective and up-to-date, before spending on other, often more glamorous, projects' (# 93). There was considerable praise

for this project, with many believing that future planning bodes well for the growth of the central city. However, there was some concern that outer suburbs would suffer from the focus being placed solely on the future of the central city. The majority of respondents greatly appreciated the opportunity to provide comment through this forum.

Other concerns identified by respondents included the current structure of local government, and how it is considered out-dated and inefficient. Strong leadership is felt to be missing and public opinion often ignored on issues concerning the infrastructure of the central city, many alluding to Manners Mall's reopening to buses as case in point. The impact on infrastructure as a result of issues such as climate change and the threat of natural disaster, many feel are not being addressed sufficiently, and therefore indicate there is little worth to be associated with a future planning project such as this unless it makes addressing the impact a priority.

Overall feedback on the Council's role as infrastructure provider is mainly critical of their past effort, citing a lack of leadership and poor past performances as an indication of a lack of planning. Many feel that a key step would be to improve interaction with the Greater Wellington Regional Council. This would ensure that both organisations have compatible and mutually reinforced plans for the future development of areas falling under their purview. Above all the central city must retain its 'competitive edge as a centre for retail trading and public and private sector administration' (# 141); this is seen as one of the central city's main roles.

Climate Change

In terms of climate change and its effect on the central city, feedback purported that it is a very real threat to future growth. Sea level rise and carbon emissions are felt to present a danger to the environmental and economic sustainability of the whole region. To combat this submitters believe that strong leadership should come from the Wellington City Council and a goal for carbon neutrality should be set as part of the Wellington 2040 plan. This would 'enhance the resilience and adaptive capacity of the community and subsequently reduce the impact of climate change on health and wellbeing' (# 113). The Council needs to demonstrate energy efficiency within the organisation and champion energy efficiency throughout the central city.

Respondents feel there is an opportunity for Wellington to lead the country on addressing issues relating to climate change. The compact nature of the central city lends itself to sustainable forms of transport, which in turn are linked to better health and well-being, and the proximity of the green belt and harbour provides opportunities for eco-themed events. Green roofs on existing structures and ensuring all future development is 'green' (which can be encouraged through providing incentives that recognise and reward developers) are two further suggestions put forward by respondents.

Other initiatives suggested by submitters included allowing the micro-generation of energy a permitted activity in the District Plan; ensuring pedestrian weather protection measures are implemented within the central city; and ensuring that future city drainage network installations are designed (if practical) to accommodate some sea level increase. Making provisions for the recycling of organic matter should also be a priority, as is the provision for garden space for central city residents. The majority of submitters believe that the environment is the city's greatest asset and should be given a high focus.

Waterfront

The Wellington waterfront is the focus of the majority of the feedback submitted. Interestingly it was identified both as ‘the favourite’ and ‘least favourite’ area in the central city. However, it is agreed by the majority of submitters that it is a large component of the central city, with the feedback suggesting that different parts of it require more attention than others.

The main waterfront issue raised is the development proposed for the northern end. The feedback received, stressed that the buildings proposed for this area are at odds with the role and purpose of the waterfront, particularly for central city residents and other visitors. It is felt that the waterfront has its own distinct identity that should be retained.

It is considered to be a significant and valuable public space with public amenities and well defined open spaces. It was felt that the greatest enhancement would be to improve pedestrian and cyclist access, and minimise private vehicle and business use. The current green spaces are well-liked and any improvements should be focused on maintenance. The heritage buildings, places and symbols are appreciated, although there could be more recognition of Maori heritage. The public art and the promenade are extremely popular and there is strong desire to extend these around the rest of the harbour.

Submissions highlight that the demand on the waterfront will increase, primarily as the main open space within the central city, but also as the CentrePort area is one of the last parcels of reclaimed land relatively underdeveloped. Submitters commented that over the next 30 years the land required by CentrePort will no doubt change and the potential for development may emerge. A primary concern for this area will be ensuring that connections with SH1 and rail to the central city remain a priority, and focus is placed on this area as the main gateway to the rest of the region.

In the feedback it is often stated that the development of the waterfront should be strictly controlled by the Council. There were many suggestions for its future use, namely a new sporting or entertainment venue, a large park, a residential development, city-fringe parking buildings with a tram connecting to a city circuit, and a large conference facility. Overall it was felt that by 2040 the waterfront will be more intensively occupied, be better connected, and form a vital part of the city.

Partnering

There was not a large degree of feedback related to this theme however there was some commentary concerning the nature of the relationship between the Council and private development in the central city. Some respondents felt that the Council is too lenient towards developers whereas others think it places too many controls over new development. One main consensus was that private businesses need to be more actively involved in the promotion of the central city, through either providing funding directly or their rates directed towards this area of expenditure. Those that provide promotional measures already should be rewarded for their efforts, through either reciprocated promotion by Council or rates relief.

The relationship between the public and private sectors and central and local government was also indirectly discussed in the feedback through particular examples that indicated a failing in these areas. The Te Aro Bypass was subject to much criticism and was one of the least liked areas of the central city. Another unpopular area was the cruise ship dock on CentrePort land; also considered very inhospitable. The postponed Gateways project to be located in this area, was raised as another indication of a breakdown in important partnerships.

These relationships result in a coordinated agenda for promotion, so are important for the future of the central city. It was suggested by respondents that current successful partnerships be adopted as models for the future; the primary example given was the significant minority interest the Council has in the Wellington International Airport. Respondents also felt that the partnership between WCC and GWRC needs to be strengthened, particularly around infrastructure and transport. One intermediate step suggested for the long-term goal in improving partnerships, could be the establishment of a steering committee that focuses on a set of pre-determined outcomes for the central city.

Investment

On the theme of investment, a number of submitters feel that public revenue generated is not being spent on areas of primary importance, namely public transport, infrastructure and residential amenities. With the residential population of the central city predicted to be 12000 by 2040, a programme that focuses on ensuring the expansion of these core services would be appreciated by the current resident population.

Another concern expressed by respondents is that the current rating system and policies are impacting negatively on the economic viability of the central city. Suggestions from respondents for minimising this impact included adopting an effective low-carbon policy that reinforces the desirability of concentrating medium density development within the central area along arterial public transport routes. It was felt that this takes full advantage of the compact nature of the central city and would encourage development of an appropriate scale and nature.

Whether the Council invests in new developments upon strategic sites within the central city is subject to mixed views by submitters. Some feel it is necessary for the Council to take on this role as it is in the prime position to consolidate areas of land within the central city for development. Others consider this should not be a priority; instead the Council should focus solely on public infrastructure. In addition there was mixed feelings about the level of contribution from the region to the progress of the central city. The majority of submitters resided out of the central city and were concerned about their suburban centres not retaining vitality.

Priorities

From this initial summary the current priorities in the central city as seen by respondents are transport issues – primarily improving the public transport system, pedestrian and cyclist access throughout the city, providing car parking facilities for regional visitors on the city fringes, an improved ‘gateway’ for international and national visitors at the northern edge of the city, and better access between city and airport, city and hospital. Other priorities identified include ‘greening’ many of the main city streets, and increasing the number of pedestrian priority spaces. It was felt that as the population in the central city increases the demand on council services will grow and provision for this demand requires sound future planning.

The longer term priority for the central city as seen by respondents is to retain its role as the centre for government and attract further commercial interest. Many suggestions are put forward by submitters (as highlighted by this summary), however the most common suggestion was providing an attractive environment for the private and the public sector.

Part 3: Summary of feedback from stakeholder meetings and presentations

As part of the Wellington 2040 consultation process, Council also conducted a series of informal discussions with individuals representing various organisations and interests throughout the central city. These individuals all have strong experience or opinions of/for the central city, together with great passion and commitment to its future. Whilst speaking as individuals, they represented a range of sectors and interests, including property development, tourism, industry and the arts.

A summary of the informal discussions with these individuals and organisations is provided below, again summarised against the 14 issues identified in the Wellington 2040 consultation brochure.

From the discussions, it is apparent that there are several common areas of concern to stakeholders – these include:

- Improvements to the transport network are required. Focus is requested around reducing vehicle traffic volumes, increasing patronage of public transport (as a result of improvements to the system) and continuing to enhance the ‘walkability’ of the central city
- There is a desire for greater assurance of quality in future development within the central city
- There is ongoing support for the central city being a multi-faceted place, providing for all sectors of the community and a multitude of activities
- Growing office vacancies and the conversion of B and C grade office buildings were flagged as requiring attention; the response to this issue needs to result in good outcomes for the central city
- An opportunity exists to increase/introduce Maori cultural references to the design of the central city
- Arts and culture should continue to be a dominant focus of the central city
- Infrastructure is critical to supporting the growing central city population and must be planned for and introduced.

Role of the Central City

Discussions confirmed a desire for Wellington to continue to be ‘many things to many people’, essentially building upon the central city’s current strengths and continuing a focus on what makes Wellington unique within New Zealand. This included emphasising the central city’s advantages in education, film, topography, connectivity and sustainability. This was viewed as providing a significant opportunity for both tourism and economic development promotion. As a consequence of being home to many activities and uses, the accompanying infrastructure requirements were flagged for attention and of specific mention was the importance of soft’/social infrastructure.

The Capital City Initiative was seen as a great starting point for maintaining and enhancing Wellington’s pivotal role as New Zealand’s capital city. At present the story of Wellington and New Zealand is not obvious within the central city and suggestions to better celebrate it included following Washington’s example of the Smithsonian and raise the profile of the national science and arts institutions located in Wellington region. An example is facilitating better public accessibility to organisations such as GNS (Geological and Nuclear Sciences).

A concern was shared regarding the current office vacancy rates throughout the central city, accompanied by a desire to reverse this trend. To do so requires a continued focus on providing a high quality of life and the elements of a successful 'world-class' city that large organisations (especially internationals) expect.

Consensus between individuals regarding the future of the port activity and land wasn't reached. Opinions ranged from strongly supporting continuation of port activities within the central city when others saw great potential for residential and commercial development of the large parcel of land currently in port ownership.

Discussions confirmed the central city as the focus point for Wellington's arts and culture sector and encouraged this to impact upon / exist throughout all of the central city.

Individuals acknowledged the continual balancing act required to provide for the competing demands of all central city users, specifically in regards to accessibility. Council was encouraged to consider these multiple needs at all times.

Quality of the built environment

The quality of the built environment was viewed as critical to the future of the central city. A key issue raised by commentators was the quality of development and the accountability of developers and architects in achieving such.

Several recent developments in the central city were seen as successful in terms of both finding the right tenant and involving the Council in the redevelopment process. Chews Lane was referred to here, as was the addition of ground floor activity in many parts of the central city. However, this does not detract from poor quality development that still occurs throughout the central city. And in regards to the active ground floor uses, greater flexibility was requested to ensure requirements were realistic.

The future use of the central city's B and C grade office buildings that resulted from the 1980's property cycle was raised as an issue. Concern centred on how these will be converted / utilised in the future and looked for reassurance that W2040 will consider the impact of this. Examples of successfully transformed buildings (and their reputation) were given, including the 'Pravda' effect on Customhouse Quay.

The issue of height limits was raised by several individuals, one in particular focusing discussion on heights around heritage buildings and the importance of responding appropriately to this typically low height context.

The value of Council's involvement in catalyst development was supported, including by identifying parts/blocks of the central city for specific development. The idea of Council actively converting a variety of heritage buildings to illustrate their potential was floated by one individual and another noted that large interventions by Council are required, rather than ongoing 'tinkering'. The redevelopment of the old BNZ building and Civic Square development were noted as positive Council interventions.

The value of landmark buildings was expressed by one individual and W2040 was seen as an opportunity to [re]test Wellington central city stakeholder's appetite for such.

It was noted that at present land developers and architects are not required to consider/include Maori influences in their design processes – reversing this was viewed as an attractive opportunity for Wellington's central city.

Concern was raised regarding the risk of the ‘sanitation’ of creative and vibrant cities (and specifically ‘artistic precincts’ etc) through urban design. Several international examples of cities attempting to upgrade the urban form resulting in displacing creative communities were shared as a ‘warning’ to Wellington’s central city (e.g. Amsterdam).

A greater level of creativity was desired for the (re)development of the northern part of the central city specifically, in order to ensure the objectives for its regeneration are not linked solely to development profit.

Many individuals expressed a desire for the empty buildings around the bypass to be filled with activity – uses proposed focused around small/start-up businesses and the arts community.

Arts, culture and events

Wellington, and the central city more specifically, is well known for its thriving arts, cultural and entertainment industry. This focus was confirmed by the series of stakeholder discussions. However, queries were raised regarding how this reputation/reality will be retained in the future. One threat identified was that some of the main entertainment areas are becoming less attractive to the wider community, namely Courtenay Place and parts of Cuba Street. This issue was linked to the dominance of alcohol-related activities in these locations.

Other observations of the current state of the hospitality sector included the lack of boutique accommodation within the central city, and that while many of the central city’s top-end entertainment providers and restaurants are doing well, many of the middle to bottom providers are struggling with rising costs and increasing consumer options.

One individual (with an in-depth knowledge in this field) considered Wellington’s arts/culture infrastructure of lower quality than that of Auckland and Christchurch. This was identified as a problem as Wellington needs to compete with these two cities in this arena. New/revised convention venues and a stadium for indoor sports/events of equivalent quality to Auckland and Christchurch’s were both identified as required. Other venues were also requested – ranging from rehearsal, set construction and performance spaces, at a variety of scales. In this regard, the central city was considered the right part of Wellington to locate arts/events infrastructure in – as it is “where people want to live their lives”.

A desire was expressed for ‘arts and culture’ to inform all parts of the central city – the waterfront was given by several individuals as an example of a place that is currently ‘bland’ and could be enlivened. However this opinion was contradicted by others.

Council was urged to see greater value in the arts community, rather than just as providers of entertainment. An example of Brisbane recognising and utilising the strategic value of the arts sector in urban regeneration was given and notions of tax relief and offering support for artistic activity based on factors other than just economic return were posed.

A lively ‘poster culture’ was considered a sign of a healthy arts community, with comment directed at Council’s facilitation of such by providing space for posting. Related comments were in regard to the opportunity to coordinate promotion and advertising of arts/culture events occurring throughout the central city (such as the London example of ‘Time Out’ magazine) and the value of Council leading such an approach.

The economic reality of artists being drawn to places that provide employment/income was flagged as a risk, with Auckland continuing to be a competitive threat towards Wellington. This is considered to be as a result of the dominance of the television industry in Auckland.

Retail

It is often acknowledged that high street retail is fragile. Therefore, the quality of the built environment that it operates within was identified as crucial to its success. Stakeholders proposed that shopping should be considered as more than a utilitarian experience and that the central city must consider the requirements/desires of different sectors of the community and therefore look to provide elements such as safety and shelter in the high street.

Transport

A large focus of discussion by the majority of individuals was transport and the desire to reduce vehicular traffic in the central city. Many suggestions were made as to how to achieve this, including reducing the number of car parks available in the central city and positioning parking buildings on the outskirts of the central city, supported by public transport running people into the centre.

Individuals expressed an ongoing desire for further improvements to the public transport system and specifically the interconnectedness of its many parts. One opportunity identified for assisting this was the adoption of a common payment method. A further suggestion made was to replace the diesel buses with hybrid/electronic buses or a light rail system from the railway station to the airport.

Mixed support for the proposed 'shared space' in Lower Cuba was expressed. The proposal achieves people's desire for increased walkability in the central city but it also generated concerns regarding potential conflicts between different users/modes. In relation to conflict between users, Oriental Bay was given as an example of where subtle delineation between cyclists and vehicles occurs successfully.

Overall, there was a strong desire expressed to continue to support the 'walkability' of the central city, specifically in contrast to the dominance of private vehicles. The notion of 'walkability' was seen as supportive to many different sectors/activities, including the arts community and their patrons.

Attention was requested for all 'gateways' to the central city, in order to improve the experience of arriving in the central city from any direction.

The value to the central city of an international airport was repeatedly stated.

The issue of light rail was raised by several individuals. Some comments were in great support, urging Council to ensure planning decisions made now protect the ability to introduce light rail in the future, some were very sceptical of whether Wellington will ever see light rail, due to our topography and investment base and others were less wedded to light rail specifically, encouraging Council to identify a Wellington-appropriate solution to high passenger volume / high frequency public transport.

The purpose of the 'Ngauranga to Airport' strategy was acknowledged and primarily supported by most (with significant support/emphasis from some). One individual identified it as the tool from which to consider the central city's response to alternative fuels and ability to introduce a high speed / high frequency transport system to the area.

However, others urged that the implementation of the strategy within the central city must not result in severance of one part from another. Other 'barriers' identified within the central city were the harbour quays, which an innovative solution was desired for.

The sentiment of many was summed up by one person's statement that "if we are touting Wellington as an international city, it needs an international transport system".

Economic development

A major focus of W2040 desired by the stakeholders was ensuring the economic vitality of the central city. Some predicted that in five to six years 10% of the offices in the central city will be empty and that therefore the focus on attracting business to Wellington to fill this space should be a priority. This needs to be a regional focus as it was predicted that office supply in the Hutt Valley and Porirua cannot achieve full tenancy if Wellington has vacancies.

This also relates to the issue of the oversupply of B and C grade buildings. However, it was predicted that a result of the surplus, prices will fall for this office accommodation and smaller business will be able to afford to take over central city tenancies. Individuals urged that the urban fabric of the central city must support a range of business sizes/types. In regards to the existing trend of converting some of the B and C grade buildings to apartments, stakeholders warned that this must be viewed with caution, both in regards to quality and so as to not reduce the economic 'carrying' capacity of the central city.

Several individuals noted that for larger companies to choose to locate in Wellington, which is considered as an objective for the city, it is often the attractiveness of the lifestyle options provided that influences decision making. Ongoing marketing of Wellington as a lifestyle destination would support this observation.

Many discussions predicted a change of use of the port land in the future. Opinions varied between retaining the ability for the port to exist in its central location, to preparing plans for mixed-use development of both the port and the railways land.

Activity/use along the stadium concourse was noted as an opportunity, with the suggestion of markets and small retail units that can be flexible at times of events.

The economic opportunity provided by tourism markets continued to receive support and the quality of the central city was viewed as vital to this. Current arrival points around the ferry terminal and port area (for cruise ships) were identified as needing improvement. In considering the central city's offer of activity and experience for tourists, it was noted that the only 'cultural experience' currently provided in the central city is at Te Papa and that therefore a clear opportunity for Council was to facilitate greater opportunity for visitors to engage with Wellington and New Zealand's cultural identity.

One interesting opportunity noted during a stakeholder interview was the potential of Wellington building a strong reputation regarding creation/provision of 'heritage' office supply.

Living in the central city

Significant growth in the amount of inner-city residents was predicted by the majority of stakeholders. This was primarily seen as a positive opportunity, providing a greater revenue base, increased diversity and adding more activity to the area. It was predicted that with this change, so too will the amenities required by inner city residents. Generation X, Y and Z were predicted to be living more in the public realm and spending less time in

their private homes and families, people with pets, and people wanting garden space will all be moving into central city apartments.

A shortage of larger family sized apartments was noted. One suggestion to remedy this was that when converting some of the excess B and C grade building stock into apartments; ensure large or multi-bedroom apartments are constructed.

The concern that the increase in inner-city living hasn't/doesn't translate to an increase in sense of community was expressed by some. To support the creation of community within the central city, different models of development were encouraged to be considered. For example, whilst apartment developments with internal courtyards may not provide the greatest economic return in comparison to other models, this was regarded as being outweighed by the amenity and cohesion opportunities that such shared 'private' spaces provide.

The observation was made that the rate of residential growth predicted for the central city is greater than that for Wellington's northern suburbs and that therefore this should focus Council on the level of attention and quality that needs to be given to the development of the central city. However, as part of this forecast, another individual proposed that the amount of residential development actually desired for the central city should be identified.

Sense of place

The common belief expressed throughout the stakeholder discussions was that Wellington central city's sense of place is strongly defined, particularly in terms of acknowledging its built heritage, culture, natural setting and topography (natural amphitheatre). The diversity of community – friendly and tolerant – was also noted. The strength of Wellington's sense of place and Wellingtonians pride in this was succinctly expressed in comparison to Auckland: *"You want to take from Auckland; you want to give to Wellington"*.

A desire was shared to increase Maori cultural references throughout the central city and W2040 was viewed as a key opportunity for doing so. Ideas for doing so included street and place names and Maori references in architecture and public art. The 'Maori Cultural Landscapes Strategy' was identified as a useful resource for establishing such.

Council's role

Discussion on this topic mostly concerned Council's role in leading the future enhancement of the central city. The existence of a leader to champion the W2040 project through to its completion and to publicly reiterate its importance was considered as extremely important.

A lot of discussion stated that Council's role should be more than regulatory, and as the role of the central city evolves the Council needs to manage the direction in which it heads. Discussion encouraged Council to take an active role in key sites within the central city, working with the private sector to ensure high quality outcomes, which in turn would act as catalysts for other development. One individual encouraged adoption of elements from the W2040 framework into the District Plan, to assist implementation.

Climate change

Individuals expressed both a desire for carbon neutrality as a goal for the central city, helping to distinguish Wellington as a global city and a consideration of the role of

communities being even more important when/if Wellington faces the challenges of climate change.

Waterfront

Many stakeholders considered the waterfront, and specifically its guiding Waterfront Framework, a successful model for the enhancement/management of the central city. However one major issue that recurred throughout discussions were the links to the waterfront from the CBD.

The port land was discussed in great depth. Consideration of the future of this area was seen as vital, as at 12% of the central city area, its future will have a large bearing on the rest of the area. Opinions regarding its future were mixed (as noted in 'Economic Development'). With any scenario, relationships between CentrePort and other organisations (especially their neighbours, KiwiRail) were viewed as vital.

Decisions regarding the future of the harbour quays are seen as having a flow-on effect to the future of the port land and the entire waterfront, specifically if the quays were to be converted to a destination route as opposed to their current arterial function.

Partnering

Several suggestions were made regarding important partnerships to be formed as part of the W2040 project, the majority of them reflected in the list of organisations met with as part of the stakeholder discussions this report summarises. In addition, CEO's and senior staff at large companies based in the central city were identified as providing valuable input e.g. banks, telecommunication companies, insurance companies and large government departments. Engaging with other local authorities, to learn from their experience of similar projects, was suggested.

The value of public/private partnerships was highlighted by many and one specific example given was the 'Marion Street Apartment' development, which originated from a concept in Council's 1994 Urban Design Strategy.

The importance of partnerships between government, business and the third sector was also raised, with emphasis on the value of contribution from the third sector in strategic work such as W2040.

In regards to development partnerships, it was suggested that Council should support developers introducing 'landmark' buildings, if it is determined that it is investment/development costs that are currently preventing such.

The opinions and involvement of 'youth' was identified as a key catalyst for the future of Wellington's central city and therefore strong engagement from this sector of the community was promoted.

Investment

In response to current discussions regarding the potential for the Wellington region to be amalgamated, individuals flagged the increased importance of transport links throughout the region, with Wellington's central city becoming in effect the region's central city.

One discussion raised the issue of the aging population forecast for Wellington (and elsewhere) and noted that Council's future investment programmes need to consider the decreasing rates-base that will occur as a result of this population change. With this will

also come an increase in demand for infrastructure and services to support this sector of the community.

When Councillors are considering how to invest public funds in the central city, one individual noted that as many of the central city's residents are tenants, rather than property owners (and therefore are not officially rate payers, whilst rates are indirectly covered by rent paid), they were urged to ensure that decisions reflect the views of 'residents' in the broader term.

Other comments/issues raised:

- Accessible Universal Design should be incorporated throughout Wellington
- A sense of optimism was expressed by some about the future of Wellington's central city in 2040, on reflecting upon the transformation that has occurred through the past 30 years.
- In regards to leadership for the central city, a 'Treaty House' system was recommended – with decisions jointly made by both a Maori and a Pakeha 'house'.
- Need for flexibility in planning for the future
- A "level playing field in terms of standards of development being delivered" is needed.

Part 4: Summary of feedback from Public Drop-In Sessions

Public drop-in sessions were held throughout September, October and November. These provided an opportunity for individuals to speak directly, and informally, with relevant Council Officers about the Wellington 2040 project and their experience of and thoughts on the central city. Discussion covered a wide range of topics and focus, a summary of which is provided below, again against the 14 themes contained in the project brochure. Due to the nature of these sessions, the range of issues individuals' spoke of was diverse and this is reflected in the wide scope of topics and opinions captured in the following notes.

Role of the central city

- Issue of Lambton Quay etc being quiet/dead in evenings/weekends
- Idea of adding leisure activities to Lambton Quay precinct
- Central city not just for residents – visitors, tourists etc. + like this about city

Quality of the built environment

- W2040 provides opportunity to achieve links between waterfront and city identified in Gehl study
- Shortest connection from Lambton Quay to waterfront should be enhanced
- Idea of elevated walkway from Terrace (Woodward St) to waterfront – with entertainment hub at centre of walkway (around Midland Park) and aquatic recreation hub at waterfront end of it
- CBD plaza proposed for Whitmore Street (Shell Station site) – potential for a ground level space, with strong edges of existing/new buildings – closest part to waterfront, start of financial district, link to parliament, close to the Golden Mile etc
- 1987 property crash lead to Te Aro as it is today
- Intensification around Harbour Quays and northern end of central city has recently/shortly been 10 fold. Therefore need to public space in that area has also grown significantly.
- Midland Park is a result of demolition of Midland Hotel – due to earthquake risk and no heritage protection
- More green spaces in the central city
- Roof top gardens
- Notion of developing a park in Te Aro – developers could be required to do it (instead of Council having to purchase land) e.g. developers required to provide a percentage of development costs for parks
- Lack of community spaces in central city and surrounding suburbs e.g. idea of developers having to incorporate a percentage of building for community use
- Area around Queens Wharf / TSB Arena = quite dead, needs to be made more active
- Crossing through Civic Square and across city/sea bridge = excellent but space around TSB Arena = not
- Promote improved connection (desire lines and dedicated paths) between Civic Square and Te Papa – at the moment many obstacles crossing NZX forecourt
- It would be good to redevelop existing derelict land and car parks into green spaces and recreational land
- Multipurpose buildings – how flexible are they – especially when planning for 30 years e.g. if people move back out of the central city to suburbs
- Maintain public spaces – especially on waterfront (should be no commercial buildings on waterfront)
- Lack of open space – consider increasing need for it

- Entrance to city – cruise ships, ferry, trains etc – need to keep welcoming visitors and consider how we do this
- Accessibility – specifically for disabled and elderly – specifically for recreation
- Consider how we use spaces e.g. if buildings demolished does it have to be used for another building or could it be a green space
- Need to ensure cumulative effect is not negative e.g. all developments not providing green space leads to no green space

Arts, culture and events

- Arts/culture very important to support
- Idea of art/sculpture changing regularly e.g. every six months

Retail

- Issue of enabling servicing of retail

Transport

- Hierarchy of streets, with focus on connections from Lambton Quay
- Traffic counts along the Quays [Customhouse, Aotea, Jervois] – daily traffic counts, predictions for Quays in 2040 = what? More/less traffic?
- Support a walking city – wide footpath, tree lined, safety, few cars
- Public transport system at sufficient standard to prevent need to have to use cars to access central city
- Idea of a city-sea walking loop
- Concern development at Harbour Quays will only extend the problem of crossing the Quays at the waterfront
- Integrated transport hub desired – ferry, vehicles, train
- Transport data on Quays post bypass – is there any?
- Impact of peak oil – will change use of cars – increase use of public transport. However public transport system must be of high standard/easy to use
- Future of petrol vehicles limited therefore decisions re roads/congestion need to consider decrease and resulting increase of public transport
- Need to ensure quality attractive public transport system - regular, comfortable, easily accessible, real time info
- Increase amount of electrification (decrease of noise). Can look at induction systems – light rail and trams, where don't need overhead wires etc
- Concern re slipperiness of paving (chewing gum, cigarettes)
- When combining cyclists and cars in particular routes, ensure speeds are low and priority given to cyclists
- Want a cycle-way map and a pedestrian map. And more publicity of such information would lead to greater use e.g. bike map re bike hire at railway station
- Price of petrol in 2040 =?
- Council could subsidise motorcyclists who are commuting on their vehicles – to minimise impact of ACC levy increases on commuters who are in less energy dependent modes (e.g. motorcycle and cycles)
- How does Council expect people to commute in to central city when peak oil has been reached (by 2040) – trains? Electrification system? Public transport corridors? People catching public transport into central city and /or more working in local neighbourhoods?
- Add extra lane to Mount Vic bus tunnel
- When we hit peak oil – how do people access entertainment in central city?

- Links between W2040 and national policy e.g. road transport of goods versus coastal shipping – however this rational may/will change as price of fuel increases over time
- Issue of cycling on waterfront = an important cycle link but difficulty coming around past Events Centre etc on water edge – conflict with pedestrian use
- Idea of splitting cyclists on one side of the Events Centres and pedestrians on the other
- Idea of electric vans operating as taxi's for people with limited mobility
- Gateway site (near ferry terminal)
- Transport interchange in railway yards – ferry, cruise ships, train, bus, private vehicles – access tram system
- Park and ride in rail land
- Tram route to be a loop from rail land to airport via CBD and waterfront
- Supportive of Lambton Quay and Willis street, Courtenay Place being pedestrianised
- Instead of continuing to enable private vehicle dominance, Council should focus on public transport interchange and mix of modes
- Public transport – support pricing mechanisms to get individuals out of private transport and onto PT – prepare and respond to peak oil
- Supportive of Manners Mall decision as it will improve PT provision
- No more roads – restrict/stop spending on new roads, focus only on maintenance and then invest more in PT
- Don't support Basin Flyover

Economic development

- Support for farmers market especially as use of car parks empty in weekends etc.
- Encourage cafes etc putting tables on footpath as adds to energy in city – Council should enable/support
- Port activity still important
- Industry – role for it but central city location difficult
- Industry needs to be local (due to sustainable/climate change toxic – delivery and outputs not an option; show repair – living above shops, providing people spaces to live/work
- Craft industries

Living in the central city

- Idea/potential to add residential to Lambton Quay precinct – developers to put apartments on top of existing offices
- How to increase use of sustainable living practices?
- Importance of advocacy by council regarding sustainable living
- In recognition of pressure on infinite resources – council must have policies
- Value of increase population in central city
- Council should stronger promote importance of sustainable living, via development controls/process (in same way earthquake policies work)
- Goal should be to enable people to live with a high quality of life in the central city without using private vehicles
- Intensification – living and working in close proximity, mixed use etc – as long as amenity (incl pub/open/private space is maintained)

Sense of place

- Potential to reference Maori cultural significance of Wellington, especially the harbour

- Distinctiveness of Wellington = capital city, quality of decision making, quality output, investment of communities and stakeholders. Must be the city that succeeds

Council's role

- Value of Council leading by example – an inspirational city

Climate Change

- Ground plans for waterfront must consider sea level rise – need to have a buffer zone on waterfront
- Consider putting further development in higher land rather than in flat central city
- Not supportive of levy approach e.g. New Orleans
- By 2040 will need to be near the 85% - 90% reduction in carbon emissions in order to reach the 2 degree temperature increase by 2050 target
- Given all that is happening globally, it would be good to reassess central city with regards to climate change and disasters. Does keeping central city in its current location make sense; it could be under water in 50-60 years...
- Climate change – wind, rain, landslides, flooding - preparation and response
- Climate change and resource depletion – cities will need to respond to this – will change consumer patterns e.g. electric cars and places to park etc

Waterfront

- Indoor public pool on waterfront
- Against more development on waterfront – concerns that would become a private space as a result of private investment
- Waterfront must be a buffer in order to protect from sea level rise
- As fuel increase, importance of shipping of goods will increase and therefore importance of port and re-piling wharves is warranted – although don't know how high to build
- Oppose commercial buildings on sites 8, 9 and 10 – as is only point of waterfront where you can see waterfront from CBD
- Valuable viewshaft from quays (outside Post Office building) towards Outer T
- Thinking about future of Oriental Bay – town planning issues and character
- Waterfront – good vibe, mix of people, wellington on a good day

Partnering

- Concern about lack of coordination between Council and Regional Council
- Nelson City Council working with Nelson Environment Centre = example of voluntary sector inputting to city development
- Oriental Bay Residents Association key W2040 stakeholder
- Region-wide approach is important – so that people can't escape requirements by moving to neighbouring cities

Other

- Value of reflecting on previous work – 1960's Gabites & Beard [correct?], Bill Sutch, 1940's Te Aro Plan etc
- Architectural Centre established in 1946
- City today = far better than it was – sparkling, interesting, a delight
- Grasp opportunities now, to enable future vision
- Both small/specific view and large/long/broad view necessary
- References to High Line Park in NYC
- Basin Reserve options not available, yet very relevant to current W2040 phase

- Hastings City Council has adopted 'Natural Step' method
- Value of early community consultation in order to enable 'best' proposition to be developed – rather than community always having to oppose
- Funding of more community initiatives
- Any plans for swimming pools in central city? Potential for adding to waterfront
- Wellington should be a well managed city and this be obvious to the international scene
- Does the city have a plan for after 'the big one' hits... Not just in relation to the immediate disaster but in terms of how the city will be rebuilt...
- Need to consider full life of materials
- Need to consider food miles – access to food
- Flexible materials in buildings – so that buildings are flexible in use and not made from materials that are unsuitable
- Energy generation site – new technology
- Least favourite place: Port entrance
- Favourite place: Chews Lane, trees on Willis St, Oriental Bay
- Least favourite place: Tory Street – strip malls, low architectural value, parking lots; Manners Mall – current design is a string design not providing spaces for people to pause; waterfront
- Community engagement at beginning of process - rather than only being able to contribute when in conflict
- Council awards – for buildings development +/- remodelled
- Cuba Street – good vibe but top of Cuba St peters out
- Some spaces still need improvement e.g. Tory and Taranaki – too industrial, not attractive – need more trees
- Mount Cook has no spaces for recreation
- Consider global economics

Food Production

- Support for allotments. Council should support/advocate, rather than produce only barriers
- Allotments could be 'outside' of the central city but with ability for central city residents to access them
- Hong Kong/Singapore example of producing food/crops in large hydroponic buildings (within city)
- Use of green spaces e.g. could use the town belt for communal gardens
- Don't necessarily have to use central city as food production space, as have a lot of spaces outside of the central city for this
- Community gardens, roof top gardens – individual food production, sense of community
- People need to be able to access goods/services near where they live

Part 5: Summary of feedback from W2040 Facebook page

As an additional forum to invite comment on the Wellington 2040 project, a request for input was issued via the Council's W2040 Facebook page [search: 'Wellington 2040 – The Future of Our Central City']. Existing and new Facebook 'members' were invited to post comments on the 'wall' and/or start discussion boards. The page was not moderated; therefore comments and discussion were unrestricted. Below is a brief summary of the key themes and issues posted (as at 01/02/10).

Themes/Issues from Facebook page 'Wall' posts

- What about trams in the central city? It could add more charm to Wellington and trams belong to Wellington. A shared street like the proposals in Auckland and Europe, where trams, buses and pedestrians share their way - without so many cars.
- Any further alteration of street furniture to take into account the advent of high capacity light rail in 2 to 3 years times.
- Wider footpaths, bus and cycle lanes only through the golden mile (including through Manners St), with 30km/hr speed limit to allow easy cross flow of pedestrians. Lower and upper Cuba Street restricted to pedestrians, and electric modes travelling less than 10km/hr. Parks restricted to active modes, and electric bikes.
- Clear some of the cars out of the downtown area and make it better, easier and cheaper to get there and get around on foot, by bike and by bus/tram.
- Better footpaths heading into the city from the likes of Newtown and Mt Cook for people walking and pushing prams into the city, and the possibility of more shelter along the way, would encourage more people to walk.
- A mono rail around the city would help reduce congestion on the streets.
- A free bus service around the inner city to encourage people to shop within the inner city during the work day (rather than people driving out in the weekends to shopping centres).
- Make the city centre more pedestrian friendly. Some of the side roads should become shared spaces like in Europe (and Auckland soon).
- Most through traffic should be focused on the terrace tunnel and urban motorway route. Customhouse Quay and Kent Terrace can become Grand tree lined boulevards, leaving the golden mile (Lambton Quay, Willis St, Courtenay Place) to become public transport and bicycles only.
- A Light Rail modern tram from the station to the airport would be an excellent way to reduce congestion, improve public transport and increase higher economic benefits.
- Make Wellington pedestrian friendly - safer pedestrian crossings (and many more of them!), more sunny people spaces. Light rail/trams through the city to the southern & eastern suburbs would be brilliant
- Pedestrianise the Golden Mile from the Railway Station to the Embassy Theatre

- Make Courtenay Place a pedestrian/bus only zone.

Discussion Boards

- **Better dog facilities needed** - It's great that there are a lot of good places to walk dogs on leads in Wellington, but the off leash exercise areas are not well-suited for their purpose. They are generally small, unfenced patches of bare grass. That makes them unsafe, muddy in the winter, hot in the summer, and boring for dogs. It also means non dog owners are often not even aware that they are indeed dog exercise areas. It would help if at least some dog exercise areas were:
 - (a) Large enough to go for a walk in as opposed to just being big enough for dogs to go to the toilet and maybe chase a ball or each other. For example, what about making the whole track that runs between the wind turbine and Aro Street an off leash area? It's not very heavily used, is well away from traffic, and adjacent to a dog training school.
 - (b) Fenced - being close to vehicle traffic is dangerous for both dogs and vehicles.
 - (c) More suitable for use in a variety of weather conditions.
 - (d) Structured to include more interesting things for dogs to do. For example, a pond to splash in, tunnels to run through, etc.

Ensuring dogs can get the exercise they need is important for them and their owners, and some of the cost of doing these things may be offset by lower animal control costs. Even non dog owners would benefit from having a clear indication of where the dog exercise areas are (so they can avoid them if they wish to), and from having their canine neighbours be well-exercised since well-exercised dogs tend to be well-behaved dogs.

Better arrangements for dogs throughout Wellington would make Wellington a better city. The great cities of the world are pedestrian-friendly, and they are dog-friendly. Wellington's dogs and their owners find themselves sealed off from much of the life of the city, and this is bad for Wellington as a whole. My spouse and I know more of our neighbours (and large numbers of the local children) because we walk most places with our dogs, and that's good, as far as it goes. However, we have no nearby off-lead area, and are effectively banished from the city centre except at night. It is a fact that if the city centre were more dog-accessible, it would be more of a living neighbourhood than it currently is.

- **The golden mile** – some opposition to reopening Manners Mall to buses; will have adverse effects e.g. congestion, costly impact on retailers, noise, pollution and reduction of amenity, negative impact on Cuba St and Manners St premises, increased risk of collision with pedestrians, slowing of travel time for retail pedestrians and office commuters.

APPENDIX 1: WELLINGTON 2040 FEEDBACK FORM QUESTIONS

Wellington 2040 Feedback Form

About you (optional)

Where do you live (please tick one): [box] Overseas – where:
[box] New Zealand – where:
[box] Wellington region – where:
[box] Wellington’s central city

Age (please circle one): under 20 20-39 40-59 60+

[box] If you would like to be added to our mailing list so you can receive regular updates on this project, please tick the box

Please indicate your preference for receiving information.

- Please post information to me at the address below
- Please email information to me at the address below

Post:

Email:

Please return your feedback form and any additional information you wish to submit by Monday 30 November 2009.

Privacy statement: All feedback (including name and contact details) may be published and made available to elected members and the public. Personal information will also be used for the administration of the project discussion process. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington. Respondents have the right to access and correct personal information.

Give us your views

Question 1. What’s your favourite place in Wellington’s central city? Why? Is there anything we could do to improve it? What is your vision for this place in 2040?

Question 2. What’s your least favourite place in Wellington’s central city? Why? How could we improve it? What is your vision for this place in 2040?

Question 3. What makes Wellington’s central city work well? Why?

Question 4. What do you think is the main opportunity and the main threat facing Wellington’s central city now or in the future? Why?

Question 5. *If you could, what is the one thing you would change about Wellington's central city? How would you change it and why?*

Question 6. *What is your vision for Wellington's central city in 2040? What does the central city look like, how does it operate, what activities does it accommodate? What should Council's role be in this?*

Question 7. *Do you have any other comments or suggestions, particularly in regard to the issues mentioned in the 'Looking Ahead' section on pages 6-8 of this brochure?*

Question 8. *What are your main reasons for being in Wellington's central city?*

I live there To work To shop To eat out For entertainment
For recreation To catch public transport Other

Question 9. *How do you usually get to Wellington's central city?*

Car Bus Walk Cycle Taxi Train
Cable car Other (specify):

Feel free to attach additional information.