

Public transport in Wellington has been developed as an alternative to the private car. During recent years the number of bus routes has been expanded. Dedicated bus lanes have been established and a main transport node has been created by connecting the Railway Station and the new Bus Station by an underground link. Thus Wellington enjoys a good supply of public transport and has experienced a 3-4 % growth every year.

Challenges at present are to further develop the network in order to expand the capacity and present an even better alternative to private transport. A further expansion of bus lanes and bus priority, introduction of higher quality rolling stock such as light rail, electric buses, more real time information for travelers and easy ticketing are key elements.

Another priority connected to the development of public transport is the continuous development of the pedestrian environment in order to secure good quality, interesting routes to public transport nodes and to offer safe walking routes in the evening. A well-integrated city with multiple activities taking place during the day and night can help maintain high passenger numbers on public transport and thus keep private traffic to a minimum. Public transport is part of the pedestrian landscape and needs to be promoted along with quality improvements for pedestrians.

Railway Station

The Railway Station is an important node in the city being a transit location for high numbers of commuters every day. Recent developments have created strong links between the bus station and the Railway Station offering good opportunities for interchange between traffic modes.

Pedestrian connections to and from the station

The number of pedestrians passing through the forecourt is substantial and given the present poor pedestrian connections to the forecourt a redevelopment of the area incorporating side streets and pedestrian crossings in Whitmore Street, Balance Street and Bunny Street is called for. Bunny Street is at present used as one long pedestrian crossing. People cross from the station to Stout or Featherston Streets walking via the car park opposite.

Quality of recreational space

The existing recreational quality of the forecourt is relatively low given the unfortunate division of space by intersecting vehicle access lanes.

Observations show under-used shelter areas at the sides of the square while the front area which enjoys the most sun and the best views is the most used although there is more wind. The two cafes also attract pedestrians for a quick coffee while waiting for the train. These informal waiting activities are part of the life at a Railway Station where the daily coming and going is part of the entertainment. In order to give more room for these activities and improve the quality of the forecourt vehicular access needs to be reduced.

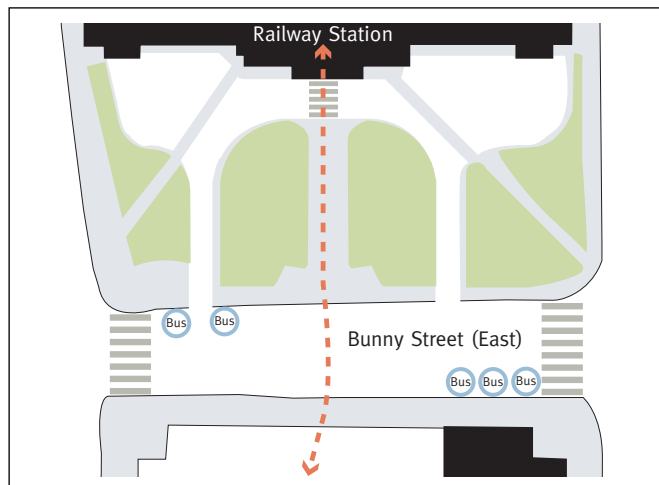


Illustration to the left: Vehicular access dictates the shape and use of the Railway Station Forecourt today.