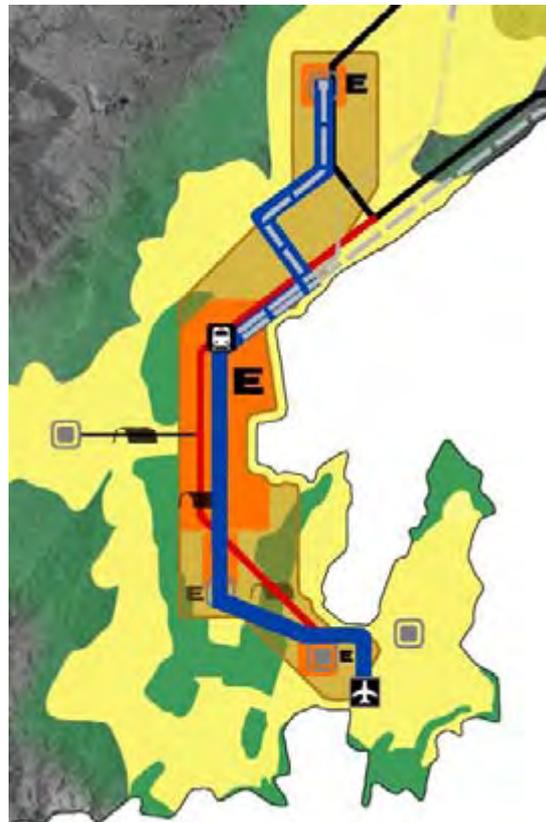


# Transport Strategy

*Providing quality connections*

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Wellington City Council

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# 1. Introduction

Wellington is a dynamic and growing city, and transport has an important part to play in supporting and directing that growth. Transport is more than just about getting around: it affects the liveability of the city, it affects economic growth and it influences where people choose to live. Ultimately, these factors affect our international competitiveness, and our long term future as a city.

Council's 1994 Transport Strategy recognised the limited capacity of our roading system and deliberately set out to encourage use of alternative transport modes and some mode shift away from the private car in particular for peak commuter travel. Council's focus on a contained urban form reinforced this strategy. This combined approach has been successful in contributing to the reversal of a long term decline in passenger transport use. Since the early 1990's public transport and active modes have gained mode share despite significant overall increase in transport demand.

On many indicators, Wellington' transport system is performing well: our traffic congestion levels are lower than many comparable cities and our public transport ridership is higher. We are a compact city with short travel distances and a good level of connectedness.

Nevertheless, other aspects of the transport system are less positive. Imbalances exist in our strategic roading network, resulting in choke points from Ngauranga to the CBD in the north and between the airport and the CBD in the south. The historic underinvestment in roading infrastructure that has occurred nationally is nowhere more apparent than in Wellington where we have not had a major new road built since the motorway in the 1960s. Road space in our CBD is at a premium, and choices need to be made about competition for that space amongst private cars, buses, cyclists and pedestrians. In common with the rest of the developed world, we have challenges regarding the sustainability of our transport system.

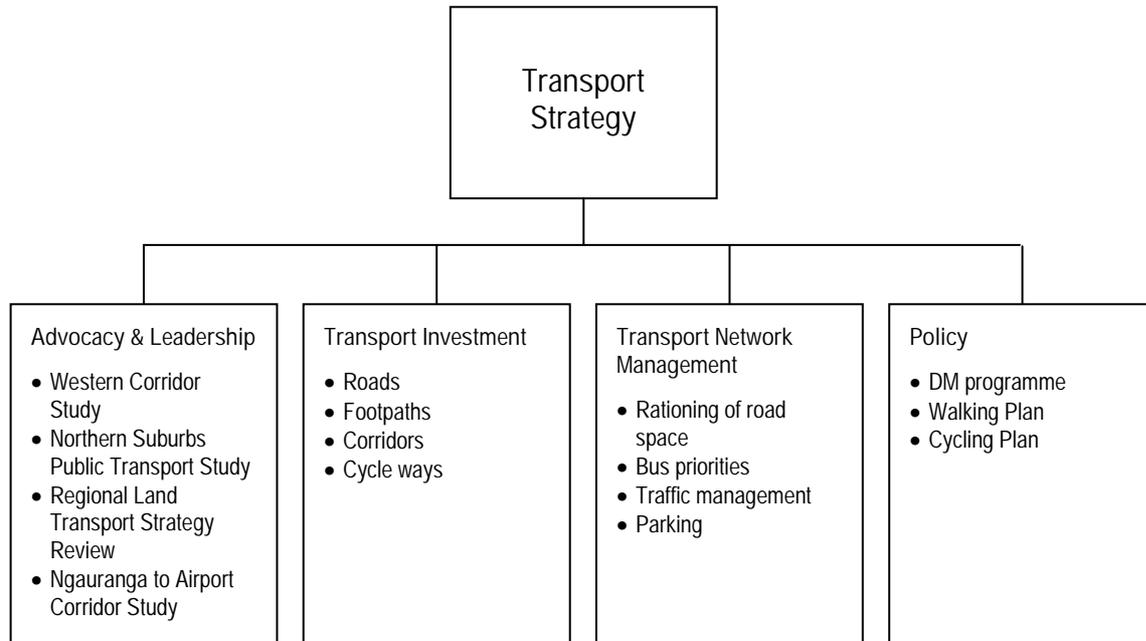
A major issue for transport is the need to support the city's land use and urban form objectives as embodied in our Urban Development Strategy, and the two strategies have been developed in parallel and are closely integrated.

Not all of the factors shaping our transport future are within the direct control of the Council, and even those that are will require sensitivity in working with the community to develop the best outcomes.

The intention of this strategy is to set out a clear map for the future development of our transport system. As this work cascades down into plans and budgets, details of how it is to be implemented will emerge.

## 2. Context

### Existing framework



### The context

Wellington's transport needs are continuing to increase in line with economic expansion and population growth. These changes are placing added demands on the transport infrastructure needed to support the city.

Transport exists to support wider city objectives. Paramount amongst these objectives is how the urban form of the city is to develop over the next 20-50 years, as articulated in the Council's Urban Development Strategy. The proposed transport solution is set out on the next page.

Transport will also be used as a tool to influence other outcomes, including economic development, social cohesion, health and sustainability.

Future issues will be:

- Increasing congestion providing challenges to maintaining levels of service and travel time reliability on arterial roads to and through the city
- Increased competition for road capacity from buses, cars, pedestrians and cyclists
- Providing better access to our port and airport.

### The challenge

To ensure that Wellington's transport system supports the city's vision for its future growth and function.

## The solution

### A transport strategy that supports the economic, social, cultural and environmental aspirations of its citizens

The success of transport will be measured by its ability to support the development of the city and reinforce our desired pattern of development.

This will involve defining the role of each part of the transport system in the function of the city, and developing it in accordance with this role.

Things to do:

- Develop the state highways and main arterial roads as the primary means of moving large volumes of traffic and freight to and through the city
- Develop public transport systems as the main means for the movement of people along the Urban Development Strategy growth spine
- Ensure continued access to the CBD for commuters
- Develop the port and airport as major contributors to the city and regional economy
- Develop measures to improve the energy efficiency of the city

## The pre-conditions

The successful realisation of this strategy will require:

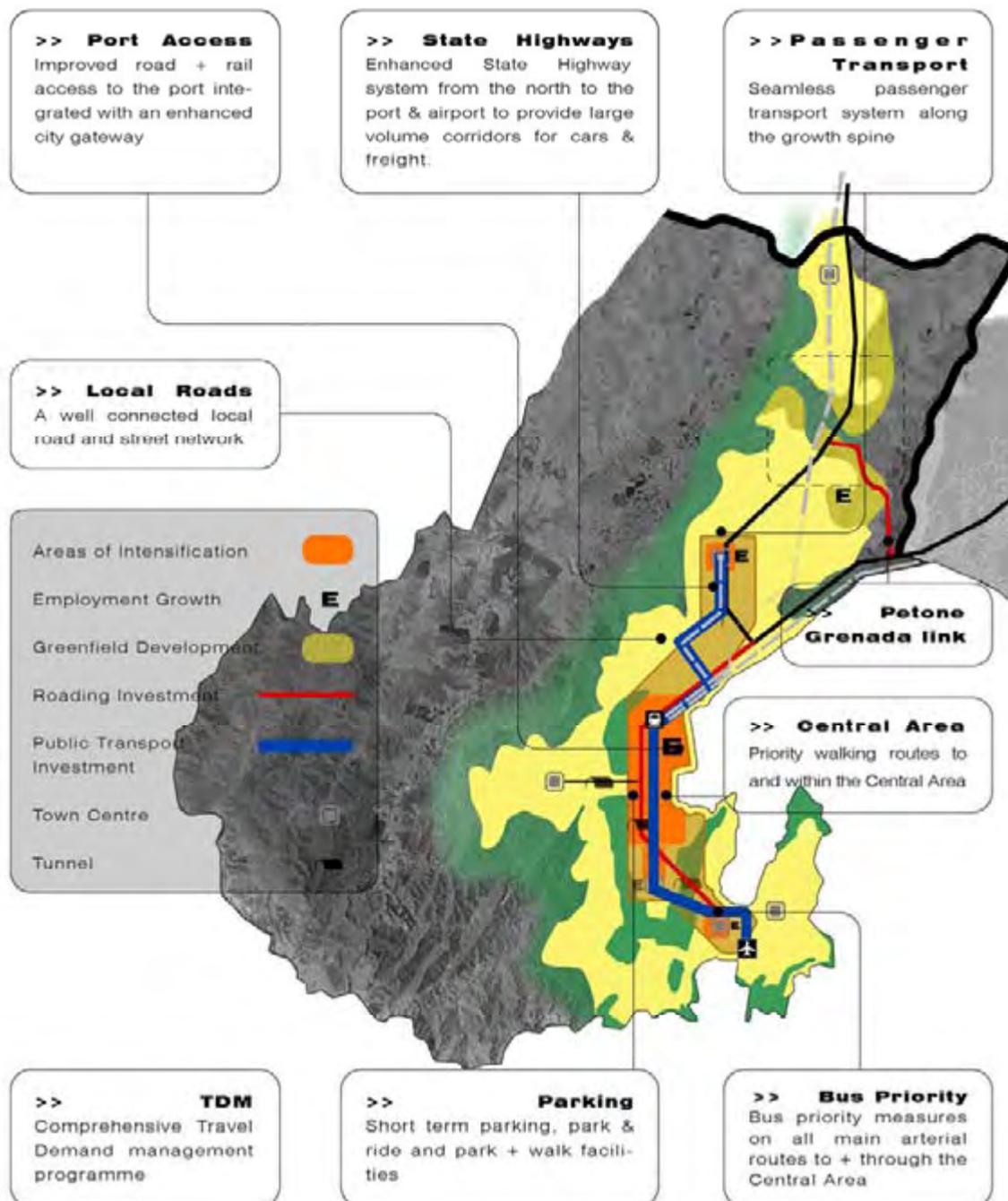
- a thorough understanding of how the city is expected to develop and the contribution transport can make
- decisions on the contributions that the various parts of the transport network can make
- targeted investment in supporting road and public transport infrastructure where required<sup>1</sup>
- making trade-offs between the differing demands for road space: bus priorities, parking, freight, taxis, cyclists and private vehicles

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<sup>1</sup> This will include taking into account the findings of the North Wellington Public Transport Study and the Ngauranga to Airport Corridor Study

### 3. Long-term direction for transport

Transport Strategy 2006-16



## Our long-term outcomes

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system.

Over the next 10 years, we aspire to the following outcomes:

2.1 More liveable: *Wellington will be easy to get around, pedestrian-friendly and offer quality transport choices.*

Good access from homes to shops and services, places of work and recreational destinations is essential in any successful city economy. Ensuring the city is more liveable will mean:

- implementing the measures in this strategy in an integrated manner to ensure that local, city-wide and regional road and passenger transport systems function effectively for people and freight
- priority walking routes to and within the central city
- balanced parking provision including short-term parking, park-and-ride and park-and-walk.

2.2 More prosperous: *Wellington will have a coherent and efficient transport system that aids economic development.*

Transport exists to support wider city objectives. Economic development implies finding transport solutions that represent the best return on the substantial investments involved. We also need to take a strategic view, which requires long-term planning and a vision that includes regional and national perspectives. Transport's contribution to economic development will mean:

- ensuring transport solutions meet identified needs
- ensuring that investment is directed to areas of greatest benefit
- designing projects that provide high-quality and efficient solutions.

2.3 More sustainable: *Wellington will minimise the environmental effects of transport and support the environmental strategy.*

We will seek to reduce negative local and global environmental effects by improving the efficiency of existing road and public transport networks, promoting alternatives to roads, and managing traffic demand. Environmental sustainability in transport will mean:

- reducing the need for travel through a comprehensive travel demand management programme
- improving traffic flow by removing bottlenecks
- increasing the use of low-energy transport options
- more efficient urban forms
- continuing modal shift of commuter traffic to public transport, walking and cycling.

2.4 (a) Better connected: *Wellington will have a highly interconnected public transport, road and street system that supports its urban development and social strategies.*

This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, taxis, commercial vehicles, walking and cycling). Ensuring the city is better connected will mean:

- enhancing the state highway network from the north to the airport for road freight, service vehicles (business and emergency) and high occupancy vehicles
- building the Petone-Grenada link provided that appropriate (Crown/LTNZ) funding is secured and that the environmental and social impacts are acceptable
- improved road and rail access to the port
- a well-connected system of local roads and streets, footpaths and cycleways
- a seamless passenger transport system along the growth spine
- bus priority measures on all main arterial routes to and through the central city.

2.4 (b) Healthier: *Wellington's transport system will contribute to healthy communities and social interaction.*

People's transport choices can have a significant effect on health. Lower levels of activity contribute to heart disease, diabetes and other diseases. There are also links with respiratory diseases resulting from vehicle emissions. Improving health outcomes will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme
- enhancing air and water quality and reducing exposure to transport noise through design of infrastructure and planning regulations.

2.5 Safer: *Wellington will seek to improve the safety and security of its citizens as they move around the city and region.*

Safety and security objectives will be addressed within individual modes (for example via the Council's road safety or safer streets programmes) and in developing programmes aimed at achieving modal shift. We need to recognise the safety and security trade-offs involved in encouraging people to change from one mode to another that has a different level of safety and personal security. Transport safety and personal security will be enhanced by:

- programmes aimed at improving road safety
- programmes aimed at pedestrian security.

## How we'll measure our progress towards these outcomes

To assess whether Wellington's transport system is making the city more liveable, we plan to survey residents about their perceptions of public transport convenience and affordability, and to measure vehicle and other modes peak travel times from the suburbs to the central city and from the central city to the airport.

To assess whether the city's transport system is becoming more prosperous, we plan to measure trends in the amount of cargo loaded and unloaded at the port and airport.

To assess whether the city's transport system is becoming more sustainable, we plan to survey residents to find out what forms of transport they use to get to and from the central city, and we plan to measure the total amount of fuel used each year on Wellington roads per person.

To assess whether the city's transport system is becoming better connected, we plan to survey residents about their perceptions of: how easy it is to move around the city; how easy it is to move between suburbs and the central city; whether peak traffic volumes are acceptable; and whether there are barriers to using their preferred modes of transport.

To assess some of the negative effects the city's transport system makes to residents' health, we plan to measure levels of carbon monoxide and nitrogen oxide in the air at certain points around the city.

To assess how safe the transport system is, we plan to measure the number of road accidents that occur each year, and the social cost of those crashes. We also plan to survey residents to find out their perceptions of safety levels on the city's transport network.

## 4. Our three-year priorities

For the period 2006-09, we've identified the following four priorities for our transport work. These priorities are important stepping stones towards our long-term goals.

- We will improve the performance of the city's transport system through Travel Demand Management.
- We will advocate for and facilitate investment in the city's State highway network.
- We will improve the performance of the city's passenger transport system through bus priority measures.
- We will work to resolve conflict between access to the port and access to the central area and beyond.

### How we plan to achieve these priorities

We already play a major role in running and providing the city's transport system. We manage and maintain the city's network of roads, streets, bridges, tunnels, footpaths, cycleways, roadside reserve, roadside walls and so on. Traffic safety has been a major priority in recent years. We have worked with local communities as part of our SaferRoads project, using measures such as new traffic lights, pedestrian crossings and islands to slow traffic, as well as educating motorists, pedestrians and cyclists and encouraging greater compliance with road rules. In addition, we manage the city's transport network, using traffic lights and a closed circuit camera system to minimise congestion at peak times. We provide and regulate car parking throughout the central city.

This work contributes to our overall transport objectives for the city, as well as complying with our statutory requirements and responsibilities. Over the next three years, we will keep carrying out this work to our high standard.

We also plan several new projects, such as expanding our network of bus lanes, working on infrastructure and traffic signalling improvements to reduce peak-time road congestion, and promoting public transport, cycling and walking as alternatives to private cars. We'll work with other Councils and central government agencies to ensure any future state highway upgrades meet the city's transport needs. And we'll work on a plan to enhance access to the port and ferry terminals.

## 5. Strategy Tree – Transport

