

## Let's Get Wellington Moving: Statement of Objectives

The Let's Get Wellington Moving programme is targeted at improving the outcomes of liveability, economic growth and productivity, safety and resilience. It is taking a whole of system approach to examining the transport system between Ngauranga and the Airport, and its interaction with land use.

Wellington is a great place to live, work and visit, and there is significant opportunity to capitalise on the compactness of Wellington's CBD and its natural, social and cultural assets. However, the transport system is starting to impact on Wellington's liveability, and its economic growth and productivity. Improvements are needed to make the transport system work for people and businesses and realise the outcomes identified above.

Wellington's transport system is constrained by geography and shaped by previous investment decisions. As a result, the current transport system has:

- A small number of constrained corridors
- Competition for limited road space (both across modes and parking space)
- Cross-directional movements creating conflict, and
- Through traffic that must traverse through the CBD.

These characteristics result in the following issues:

- Increased congestion and unreliable travel times
- Poor and declining levels of service for all modes
- Safety issues, especially for active modes
- Vulnerability to disruption from unplanned events.

Key routes into and through the CBD often heavily congested, resulting in delays and unreliable journey times for people and goods accessing the CBD and other important regional destinations like the Port, Airport and Hospital. State Highway 1 runs through the CBD to Wellington International Airport, creating conflict in a high growth area with high pedestrian activity. Some bus priority is provided along the Golden Mile but it is not consistent across the CBD or wider city, and bus travel times are unreliable.

Whilst Wellington's compact urban form encourages pedestrian activity, there are many potential points of conflict with vehicles. Infrastructure for cycling in the central city is currently almost non-existent, resulting in safety issues and a very poor level of service for cyclists. Network constraints in terms of space and limited alternative routes mean that the transport system has poor resilience, contributing to delays as a result of unplanned network disruptions.

If action is not taken, travel conditions in and around the Wellington CBD are likely to get worse as population and employment grows. The CBD will also continue to be the main employment centre of the region with at least 20,000 more jobs expected in the next 30 years. Wellington City Council is planning for 50,000 more people to live in the city over the next 30 years, with approximately 15,000 of these living in the CBD. A continuation of recent growth trends would result in even stronger levels of employment and population growth.

Continued growth will depend on the competitiveness of the city and its ability to attract people with the talent and range of specialist skills to create a labour market that will encourage business investment and support the prosperity of the wider region. The 'liveability' of central Wellington is

critical for this to happen. To improve Wellington's liveability, the transport system must fit with our natural and urban environment and enable people to get around safely and easily by all modes

Let's Get Wellington Moving provides the opportunity to develop a Wellington transport system that delivers on this. **The objectives of the programme are to have a transport system that:**

- **Enhances the liveability of the central city**
- **Provides more efficient and reliable access for users**
- **Reduces reliance on private vehicle travel**
- **Improves safety for all users**
- **Is adaptable to disruptions and future uncertainty**

An important part of Let's Get Wellington Moving will be understanding and resolving the trade-offs that will need to be made between these objectives.

