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## **Report 02.277**

22 May 2002

Files: TP/3/1/4

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Report to the Regional Land Transport Committee  
From Nick Sargent, Senior Transport Planner, Transport Policy

## **Wellington CBD Corridor Study**

### **1. Purpose**

To update the Committee on the Joint CBD Transport Study being conducted by the Transport Policy Department, in conjunction with Wellington City Council. This report will also raise some key questions concerning policy choices, and proposes a consultation timetable.

### **2. Background**

At previous meetings of the Regional Land Transport Committee reports 01.215 and 01.438 were considered. Report 01.215 outlined the terms of reference for the project, whilst report 01.438 specified the approach to be adopted in initial strategy testing.

To briefly remind the Committee the area under investigation in the study is bounded by the Ngauranga merge in the north and the Basin Reserve in the south. This includes consideration of SH1, the Central Business District and the Waterfront Route. The RLTS 1999-2002 Realistic Transport Choice, identified the following needs and issues for this area:

- Serious peak period road congestion (SH1)
- High accident rates (SH1 - urban motorway)
- Peak period and weekend road congestion
- Inadequate penetration of passenger rail services into the CBD
- Inadequate pedestrian connections from the CBD to the railway station
- Inadequate interchange between bus and rail at Wellington Station
- Bus services are caught in road congestion
- Poor pedestrian travel conditions
- Car parking management and supply

The Joint CBD Transport Study will identify strategic proposals designed to address the needs and issues identified above.

The Technical Steering Group for the project has met and completed the assessment of the Stage I tests. The assessments are being recorded in a series of technical notes. As a result of these assessments the second stage of strategy testing was devised. These tests are currently being completed together with the assessment of their performance by the group prior to briefing sessions with key stakeholders.

Six combined tests were devised for Stage II testing:

- Test A: Rooding Focus
- Test B: Restricted Rooding Focus
- Test C: Balanced
- Test D: Business as Usual
- Test E: PT Focus - Bus and Rail
- Test F: PT Focus - Light Rail

### **3. Comment**

#### **3.1 Policy choices**

There will be a presentation at the meeting which will cover the process to date. Reference will also be made to key issues and policy choices. Briefly these are described below.

- 3.1.1 Highway Choices - Highway improvements have the potential to increase the efficiency of the highway system but to encourage extra trip by vehicles into the CBD. In any future transport plan for the CBD the role of individual roads and their place in any hierarchy of rooding facilities will be important. How does each individual road or scheme relate to the rest of the transport system. What is the future role of the Urban Motorway, the Waterfront Route, and central city streets, how do they contribute to the RLTS and WCC objectives. What is the role of pricing in demand management.
- 3.1.2 Public Transport Choices - Public transport in the region plays a key role. The efficient movement of people to and through Wellington CBD will be an important issue to be addressed. What role should be played by the 'Golden Mile' in delivering people to the city centre and what modes should pass along it? Can a case be made for a high frequency public transport corridor and can such ideas accommodate the need to deliver goods and people to all parts of the city. Investment in rail, light rail and buses are not all affordable in the short term, where should our resources most efficiently be targeted?
- 3.1.3 Pedestrian Choices - Pedestrian travel is important in Wellington City both as a primary means of travel and as an access or egress mode associated with public transport. Key routes in the city experience very high pedestrian flows, these may exceed those travelling via the same route in vehicles. In such circumstances what is the correct allocation of urban space between all those who seek access to the city? What value should be placed on a journey on foot compared to a journey in a vehicle?

### 3.2 Consultation Strategy

It is recommended that public consultation on the Joint CBD Transport Study takes place after that of the Hutt Corridor Plan. This would suggest a consultation period in September 2002. As there are a number of important issues and policy choices to be made it is essential that the key stakeholders have an opportunity to for input prior to the formal consultation process. It is proposed that a workshops be conducted with stakeholders in the July - August 2002 period, at a time and location convenient to them.

## 4. Communications

There are no relevant communication matters.

## 5. Recommendations

1. *That a workshop be held with each affected agency to brief them and seek their input in the July - August 2002 period.*
2. *That formal public consultation on the Joint CBD Transport Study take place in September 2002.*

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