

Keeping Wanganui moving forward



Wanganui District Council

URBAN TRANSPORTATION STRATEGY

OCTOBER 2011



FOREWORD

This Wanganui Urban Transportation Strategy sets out the direction for our transportation network over the next 30 years. This document will be an important tool in shaping Wanganui's future.

We as a community want a positive future. To be a place which is "Family Friendly" and sustainable with economic prosperity for our people.

We recognise in this Strategy that our transportation network is not just about building roads – it is also about healthy communities, consolidating land use, and efficiently using existing infrastructure through the District Plan, before we need to expand into new infrastructure, and the associated cost. Our existing transport infrastructure can easily accommodate significant future growth, particularly if we take action to encourage walking and cycling.

The actions detailed in our strategy will enhance the existing network to support this community's aspirations.

Over the lifetime of the Strategy (and beyond) we will also continue to manage the road network and ensure ongoing maintenance, safety and network improvements to ensure best use of the existing infrastructure and appropriate levels of service.

The Strategy has been developed using six areas of focus (themes), each with associated objectives and actions. Our Strategy is aligned with national transportation objectives and will form the basis of information for NZTA financial assistance and submissions to future Regional Land Transport programmes.

This draft Strategy is also aligned with our community's other strategies for economic, social and environmental outcomes for the District that will guide transport infrastructure investment. We now need to hear your views as key stakeholders and members of our community.

Tell us if you think Council is heading in the right direction with this Strategy.



We appreciate your input and expertise.

A handwritten signature in black ink, reading "Annette Main".

Annette Main
Mayor of Wanganui



INTRODUCTION

The Wanganui Urban Transportation Strategy (WUTS) identifies key transport objectives and the actions Council, and its community, plan to take to support Wanganui's wider strategic goals. We, the Wanganui community, want to grow our city and improve economic prosperity by:

- Making it a safe and pleasant place for us all to live;
- Attracting more people to live and work in Wanganui (Family Friendly Strategy 2008);
- Growing the industrial food production/processing base (draft Economic Development Strategy 2010);
- Expanding the tourism sector (Visitor Strategy 2009)

The Wanganui Urban Transportation Strategy (WUTS) is a guiding document for sustainable integrated planning of the transport network serving all modes of transport. The Strategy seeks to provide real transport choices for the community. It sets out the main areas of focus in relation to factors affecting or affected by the quality and design of the transport network of the future. The Strategy takes into account the community's expectations, aspirations and knowledge about the future, and recognises that some aspects of the future are uncertain.

The Strategy links with the Long Term Plan and other Council strategies and statutory plans.

The provision of transport infrastructure and services can support these activities by:

Making it a Safe and Pleasant Place to Live and Attracting New Residents and Visitors

- Improving the amenity of the central area and first impressions of Wanganui;
- Improving personal safety for walkers and cyclists throughout the urban area, making Wanganui easy to get to and easy to navigate around for all modes of transport;
- Improving the amenity of residential areas, particularly areas close to the central area.

Growing Industry

- Improving the efficiency and effectiveness of freight movement;
- Improving access to employment and employees (making it easier for people to get to work); and
- Improving access to and movement around the city centre area for all modes.

We, as a community need to commit to implement the Strategy for it to succeed. Successful implementation relies on all key stakeholders, including Council, playing their part.

Two technical reports support this Strategy. The first report (Scoping Report) was released in October 2010. It contains an analysis of the Council's existing wider strategic framework, an analysis of existing transport issues, and future trends for Wanganui. A second report (Options and Packages Report) followed in November 2010. It outlines the options to address issues or to achieve transport objectives also outlined in this report. This report also details the links between the various options and recommends a specific strategic approach.

VISION

"A transport system that supports a sustainable, healthy and prosperous family friendly Wanganui"

The Urban Transportation Strategy will:

- support environmental sustainability
- assist economic development
- provide transport infrastructure to meet the city's long term needs
- enhance and promote public health and personal safety
- facilitate real transport choices including improved access and mobility
- integrate transport systems and land use planning.



KEY THEMES

The Strategy has six key themes:



Theme 1 - **WAYFINDING IS EASY**



Theme 2 - **A VIBRANT CENTRAL AREA**



Theme 3 - **RIVERFRONT ENHANCEMENT**



Theme 4 - **ENHANCING FREIGHT MOVEMENT**



Theme 5 - **REAL TRANSPORT CHOICES**



Theme 6 - **INTEGRATING LAND USE AND TRANSPORT PROCESSES**



Key Objectives

- 1.1 Traffic management and road design matches its function in the roading network:**
 - a. Local streets are safe with slower vehicle speeds. Vehicles give way to people. High quality local street amenity and a sense of neighbourhood are prioritised.**
 - b. Collector streets circulate traffic in local areas and link to arterial roads. They balance this with pedestrian and neighbourhood values. Access for all modes of transport is a priority.**
 - c. Arterial roads move traffic throughout the urban area. Safe and efficient movement for through traffic and heavy vehicles is prioritised.**
- 1.2 Gateways and key routes around the urban area are easily understood by visitors and locals and for all modes of transport. They welcome, inform and inspire visitors.**
- 1.3 Off-street parking in the central area is easy to find, safe and convenient to use and provides for the needs of visitors and locals.**
- 1.4 Pedestrian and cycle routes and facilities are easy to find, safe and convenient to use and provide for the needs of visitors and locals.**



wayfinding is easy.....

Providing **clear and informative city entrances** will help us, as residents, and visitors find our way around. Entries should link to an easily understood and consistent road hierarchy.

Council and NZTA have recently completed the Southern Gateway project. This Strategy proposes to build on that success and enhance the gateway experience for residents and travellers arriving from both the west and north of Wanganui. It is noted that cycle tourists may approach the city along the river pathway rather than on SH3, and visitors also arrive at the airport, so signage and information sources also need to be applied to these routes in a consistent manner.

Visitors approaching Wanganui from the south arrive on SH3. The new gateway roundabout directs visitors along the eastern bank of the Whanganui River to the City Bridge. Approaching the city on this bridge, visitors have a good view of the new i-Site and the riverfront precinct. Decorative arches on the City Bridge signal entry to the central area. To enhance the gateway experience, **directional signage will be added** at this entry to help visitors understand where basic facilities, such as effluent disposal sites, and attractions are located. In addition, signs directing residents and visitors to off-street car parks, potentially with occupancy indicators (e.g. full or spaces) will further reduce the stress of arrival. The SH3 approach to the city from the west, and the approach along the river from the north would benefit from similar signs. The WDC Urban Landscape Policy (March 2002) sets out design criteria for the two remaining entranceways to be upgraded. A revised layout to improve the legibility of the SH3/Victoria Avenue/London St Intersection is shown in Figure 1.1. As well as simplifying this gateway to Wanganui, this option will reduce the risk of crashes at this location.

“Residents must be able to walk, cycle and drive to and from their homes safely and in a pleasant environment”

Improvements to the marketing, safety and quality of off-street parking areas, making them convenient to use and easy to find, will encourage increased turn-over of parking spaces by visitors and locals. Provision for safe and convenient off-street parking for larger tourist vehicles such as camper vans is required near the i-Site. The principles of Crime Prevention Through Environmental Design (CPTED) will be used to **review and upgrade existing parking facilities** and be incorporated into the design of any new parking facilities. This supports the city gateway theme and is essential if there are changes to the central area parking strategy.

Some of us use London Street as a rat-run between Somme Parade and Great North Road / Victoria Avenue. Traffic management measures such as those shown in Figure 1.2 plus the reconfiguration of SH3 Great North Rd / Victoria Avenue / London Street Intersection, will prevent the use of London Street as a through route whilst maintaining access for all modes of transport. Motorists diverted from this route will instead use Glasgow Street.

Currently in Wanganui there is little to differentiate between roads that are intended for through traffic and roads intended for residents. In residential areas the streets should be primarily for local residents. These streets need to provide access to our properties and act as a path for movement from our homes to work or other destinations. We, as residents, must be able to walk, cycle and drive to and from our homes safely and in a pleasant environment. The living streets / traffic calming concept will be suitable in many parts of residential Wanganui but should in the short term be focused on Collegiate, Laird Park and Wanganui Central. An example of the potential measures is shown in Figure 1.3 which would divide Smithfield Road (east) creating “no exit” or cul-de-sac streets. The change would mean that only local residential traffic would use Smithfield Rd and the rest would have to use Jackson St as intended. This would also reduce SH3 crashes that occur at this SH3 Intersection. Pedestrians and cyclists would be permitted to travel between the two parts of Smithfield Road.



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Arterial roads look very similar to residential streets. This is a function of the historic development of the road network grid. Arterial and local roads have similar cross sections and houses are set back the same distance from the street. This has naturally led to the dispersal of motorised traffic across the road network and inappropriate traffic flows in some residential streets. Where this occurs, the street environment can become unpleasant for us as residents to gather together, play or walk. Even where traffic flows remain low, wide straight streets do not afford the same level of amenity to residents that narrower “calmed” streets do.

When specific visual and road design features are used consistently within a hierarchy of road types, called Self Explaining Streets, this allows us as drivers to identify the road type correctly and automatically apply the correct driving behaviours. For example, as drivers we will want to use arterial streets to get across town, and will drive slowly in local streets and only use them to get home. Priority will be given to retrofitting this design approach in a number of central residential streets to make them more attractive for people living in them and for residential redevelopment. The approach will also be applied to arterial routes, conversely **making them the most attractive routes for through traffic** and heavy vehicles, clearly distinguishing them from local and collector roads. The Strategy supports implementation of the Fitzherbert Avenue Extension providing more direct access for Castlecliff residents and the western end of Heads Road.

WAYFINDING IS EASY




Figure 1.2 Halswell St / London St Layout



Figure 1.3 Smithfield Rd / Carlton Ave Layout






Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ²
1	1.2 & 1.4	Gateway Signage <ul style="list-style-type: none"> Review existing signage at the northern & western gateway entrances, including cycle and airport routes. Identify signage requirements for each location. Design and install signage including welcoming, positive and informative directional signage and a map style directional sign at or in advance of City Bridge gateway to direct motorists to destinations such as the i-Site, Waimarie Paddle Steamer, Historic Tramshed, City Centre and short stay and off street car parking, to suburbs and other city destinations. 	Priority: High Timing: Short Links: Prior to riverfront development. Links to Action 8	\$3,000 – \$5,000 each Liaise with NZTA and tourism representatives.
2	1.4	Improve Central Area Pedestrian Legibility <ul style="list-style-type: none"> Make central area layout easy to understand (use landmarks and structures as place markers, use signage to increase legibility). Strengthen sense of place by promoting key shops and landmarks for easy reference and utilise river as a reference point. 	Priority: High Timing: Short Links: With riverfront development & Action 1 	\$3,000 – \$5,000 per sign WDC Property Manager.
3	1.2	Beautify Key Routes and City Entrances <ul style="list-style-type: none"> Review landscaping and quality of gateways to the city, identify landscaping and enhancements required. Develop a plan for implementation of landscaping and enhancements. 	Priority: High Timing: Short- Medium Links: Action 1	Variable WDC Property Manager in liaison with NZTA.
4	1.1 & 1.2 & 1.4	Self Explaining Streets (SES) <ul style="list-style-type: none"> Review the design features of local, collector and arterial urban roads in consultation with residents. Confirm and adopt a revised roading hierarchy and update the District Plan. Define appropriate road design features for each level of the road hierarchy, applying SES principles. Establish visual and physical features allowing road users to easily identify the type of road and behave accordingly. Retrofit the SES design features in the central residential area. Retrofit other roads in the hierarchy to clearly align design and function. 	Priority: High Timing: Short (review & design)- Medium & Long (implementation) Links: Prior to District Plan review. 	\$160,000 – \$220,000 per 100m
5	1.2 & 1.4 & 4.1	London Street/Victoria Avenue Intersection <ul style="list-style-type: none"> Undertake detailed design and construction of SH3/London St/Victoria intersection improvements to improve the legibility and safety of the intersection. 	Priority: High Timing: Short Links: 	\$25,000 – \$35,000

¹ Rough timing for the Strategy actions: Short term is 1-5 years, medium term is 6-15 years and long term is 16-30 year time frames

² Infrastructure Manager has responsibility for implementation of actions unless otherwise stated. Costs are rough order only

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ²
6	1.2	St Hill St/Taupo Quay/City Bridge Intersection Changes <ul style="list-style-type: none"> Undertake detailed design and construction of improvements to St Hill St/Taupo Quay intersection. Adjust Taupo Quay/City Bridge intersection lane allocation and signal timing. 	Priority: High Timing: Medium & Short Links: After Dublin St works & tram decision. 	\$180,000 – \$220,00 \$8,000 – \$10,000
7	1.2 & 1.3 & 1.4	Information and Marketing of Parking Facilities <ul style="list-style-type: none"> Improve user information and marketing of parking facilities for use by visitors and locals. 	Priority: High Timing: Short Links: Actions 1 & 8 	Operations Budget Liaise with Mainstreet Wanganui.
8	1.2 & 1.3 & 2.3 & 2.4	Review Public Off-Street Parking Provision <ul style="list-style-type: none"> Complete a review of existing public off-street parking areas against CPTED principles and industry best practice. Undertake works necessary to ensure existing public off-street parking areas adhere to CPTED principles and adopt as far as practicable industry best practice. 	Priority: High Timing: Short (review) Medium & Long (Implementation) Links: Actions 2 & 7 	Costs to be confirmed after review. WDC Property Manager in liaison with property owners, Mainstreet Wanganui and Strategy and Development Manager.



THEME TWO: A VIBRANT CENTRAL AREA



Key Objectives

- 2.1 Traffic management and road design in the central area³ prioritises pedestrian movement and the high quality amenity values of the area.
- 2.2 Walking and cycling is easy, safe and convenient around the central area.
- 2.3 Short and long term parking is easy to find, convenient to Victoria Avenue and mostly off-street.
- 2.4 Strong pedestrian links exist from Victoria Avenue to Queens Park, the riverfront and Cooks Gardens.



a vibrant central area

The Strategy supports Council's goal to make Wanganui a Family Friendly City, a great place for us to live, that will attract visitors and new residents. Creating a vibrant central area will contribute towards meeting this aim.

Quality of life is recognised as an increasingly important factor in modern business and employee location decisions. **Enhancing the quality and liveability of the central area**, needs to be a key objective if Wanganui is to be a safe and pleasant place to live, to attract more visitors and residents and to grow business over the next 30 years.

The central area in this context, extends generally from the River along Victoria Avenue to the intersection with Ingestre Street. It includes surrounding streets and landmarks that link to the main pedestrian shopping precinct. With implementation of the riverfront redevelopment, the central area is expected to expand over time to include this section of Taupo Quay north of Victoria Avenue. It should also be accompanied by on-street parking time restrictions of 60 minutes or less; to increase turn-over of spaces which creates vibrancy in the shopping area.

³ Refer to Aerial Map – purple area for definition of Central Area

A preferred tram route needs to be confirmed. We, the community must decide, with some urgency, whether to realise this project or forgo the opportunity, as a number of key strategic actions cannot proceed without a decision on the future of the tramway.

Initiatives to support a vibrant central area are highly related to many items in the Wayfinding theme and in many cases require completion of the Wayfinding actions to maximize their effectiveness. For example, for increased parking off Victoria Avenue to be used, it is important for directional signage to be improved so that motorists can easily locate the alternative parking. Provision of **quality off-street parking** is promoted as an alternative to existing on-street parking. This encourages people to park in one spot and then walk between their destinations in the central city, and ensures adequate parking facilities if capacity on Victoria Avenue is reduced.

In Wanganui the road network provides sufficient capacity for motor travel. This often comes at the expense of people focused amenity and makes the central area feel dominated by cars and parking. Improving the “walk-ability” of the central area will make Wanganui more **Family Friendly** and a more pleasant place to be. Reduction of on-street parking will provide more space for pedestrians and enable disabled and older people to move around the central area more easily. It will also reduce conflict created by reversing vehicles and with other footpath activities such as outdoor seating, stalls and entertainers. This change of parking layout will require a cultural shift and notable changes in travel behaviour. Any reduction of on-street parking needs to go hand-in-hand with provision of additional off-street parking facilities and promotion of other forms of transport. A high profile, centrally located bus terminus will contribute to the vibrancy of the central area.

Motor vehicles are needed in the central area as they add to the vibrancy. As shoppers, we need the opportunity to park relatively close to their destination. Less mobile members of our community and elderly people may rely on motorised transport to access the central area facilities. However a balance must be achieved between providing for vehicles and creating a more liveable centre. The Strategy promotes greater emphasis on ensuring a **quality pedestrian environment** in the central area.

A review of Council’s parking charges is required to encourage people to consider using alternative transport modes, and a priority is to ensure that parking is available for short stay customers and not monopolised by workers parking all day on Victoria Avenue. This will encourage us to walk within the central area, adding to the vibrancy and


promoting good health outcomes. Opportunities also exist to more efficiently utilise existing private parking areas by working with owners to identify ways parking can be shared. Actions to manage the location and pricing of short and long term parking will encourage walking in the central area and reduce demand for long stay parking on Victoria Avenue. Provision of appropriate visitor parking in the vicinity of the new i-Site is also required, including spaces for over size vehicles such as campervans.

Provision of **well linked public off-street parking areas** adjacent to Victoria Avenue rather than requiring each site to provide for its own needs, is likely to support a vibrant pedestrian focused outcome. This will encourage motorists to park and walk to their destinations rather than moving their car to each business’s private car park. Land owners would continue to fund the provision of parking, through the District Plan, but maintenance would be the responsibility of Council who would own the facilities. Alternatively where this is not feasible, a reduction in the maximum number of parking spaces that can be provided for each site would reduce private parking. It would also encourage greater use of alternative transport and provide Council with more control over travel behaviour.

These actions will **improve the liveability, vibrancy and attractiveness** of Wanganui’s central area and riverfront area as places to live, work and play, enabling our city to successfully compete with other regional centres, for business, visitors and residents.



Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ⁴ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ⁵
10	2.1 & 2.5	Decision on Future of Historic Tram System <ul style="list-style-type: none"> The community must decide, with some urgency, how to realise this project or forgo the opportunity, as a number of key strategic actions cannot proceed without a decision on the future of the tramway. Investigate business case, feasibility and funding options. If to proceed, complete detailed design for the tram route. 	Priority: High Timing: Short (Decision) & Medium–Long (Implementation) Links: Prior to riverfront redevelopment.	WDC Councillors and Chief Executive.
11	2.1 & 2.3	Revised Victoria Avenue Parking/Shared Space <ul style="list-style-type: none"> Undertake detailed design and construction of works to create a shared space layout in Victoria Avenue between Guyton Street and Taupo Quay. Reduce some angle parking in Victoria Avenue, replace with parallel parking, and widen footpaths. 	Priority: Medium Timing: Medium Links: With Actions 10 & 12	\$3.7 - \$4.7 million/100m Liaise with Property Manager and Strategy and Development Manager.
12	2.3	New City Centre Car Parks/Parking Building <ul style="list-style-type: none"> Identify and acquire off-street public parking areas or building close to Victoria Avenue. Design and construct additional public off-street parking area/s or building. Identify and negotiate with owners of private parking areas for public use eg UCOL and church sites. 	Priority: High Timing: Short (shared private spaces) Medium (new parking) Links: Prior to Action 11	\$20,000 - \$33,000/car park ⁶ . Liaise with Property Manager and Strategy and Development Manager.
13	2.3 & 5.4	Develop and Implement a Parking Strategy. <ul style="list-style-type: none"> Review and adjust the parking pricing to encourage use of other modes of transport and better utilise short term parking facilities. Improve parking pricing systems to make it more convenient. Review supply of parking demand for short/long term parking and encourage walking within the central area by managing the location and charges for short/long term parking. 	Priority: High Timing: Short (review) Links: Prior to Actions 11 & 12 	Operational Budget. Liaise with Customer Services Manager, Strategy and Development Manager and UCOL and UCOL Students Association, aged and disabled representatives.

⁴ Rough timing for the Strategy actions: Short term is 1-5 years, medium term is 6-15 years and long term is 16-30 year time frames

⁵ Infrastructure Manager has responsibility for implementation of actions unless otherwise stated. Costs are rough order only

⁶ Land acquisition may increase this cost, also dependent on size of car park building desired

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ⁴ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ⁵
14	2.1 & 2.3	District Plan Review-Shared Space Parking Provision <ul style="list-style-type: none"> Discourage the provision of on-site parking but seek financial contribution towards shared parking areas where appropriate. Reduce existing parking maximum standards for each site in the Central Commercial zone. 	Priority: High Timing: Short Links: As part of District Plan Review.	District Plan review budget. Strategy and Development Manager.
15	2.3	Improve Parking Enforcement <ul style="list-style-type: none"> Ensure motorists comply with the implemented parking measures. Ensure appropriate staff resources are available to enable enforcement. 	Priority: High Timing: Short ongoing Links: Prior to Actions 11 & 12, links to Action 13 & 14	Cost of staff resources to ensure compliance. Guided by Parking Strategy.



THEME THREE: RIVERFRONT ENHANCEMENT



Key Objectives

- 3.1 Pedestrians and cyclists are the prioritised modes of transport in the riverfront redevelopment. Road design traffic management reduces traffic volumes, enforcing this priority.
- 3.2 Dublin Street functions as the arterial route for cross-town travel.
- 3.3 Glasgow Street functions as the principal route between Aramoho and the central area, and for cross town travel.
- 3.4 Central city residential areas are protected from inappropriate use by through traffic.
- 3.5 Pedestrian and cyclist safety is enhanced on Dublin and Glasgow Streets.



riverfront enhancement

Council plans to redevelop the riverfront precinct at Taupo Quay and [improve pedestrian and cycling links](#) to the waterfront. Somme Parade / Taupo Quay are currently designated as primary arterial routes. Close to the Dublin Street Bridge, Somme Parade carries just over 9,000 vehicles per day. A significant proportion of us, as motorists, use Somme Parade to access the city centre via side roads such as Ingestre and Guyton Streets from the Wanganui East and Aramoho directions. Only 4,500 vehicles per day continue past Moutoa Gardens on Taupo Quay which is significantly less than most arterial roads carry. Some of this traffic will be motorists travelling to and from central Wanganui, with others travelling to or from the Hospital and Castlecliff. Taupo Quay and Somme Parade will continue to be used for access to the central area. Its status as an arterial road is not however appropriate for the current traffic volume and proposed function of the road.

Maintaining vehicular access along the riverfront will help to maintain activity in the area and will provide passive surveillance that [contributes to a sense of personal safety](#). It is desirable however to minimise the number of heavy trucks passing Moutoa Gardens as these can make us feel unsafe. This will make it a more pleasant place for residents and visitors to relax and enjoy the river.

Intersection changes are proposed to make it easier for truck drivers to travel along Glasgow Street than along Somme Parade and the riverfront. Trucks from the Aramoho direction will be driven via Glasgow Street to SH3. This will be the direct route for Aramoho traffic heading to the central area or across town. This route is shown in green on Figure 3.1. The proposed intersection changes are shown in Figure 3.2.

Figure 3.3 shows potential changes to the Dublin Street / Somme Parade roundabout including the potential closure of the Somme Parade (south) arm. These will help to improve the **safety and convenience of pedestrian and cyclist movements** between the bridge and the southern side of Dublin Street. The changes will also help us, as residents and visitors, recognise Dublin Street as an arterial and, with Bell Street, one of the main routes to the town centre as shown in Figure 3.1. Motorists wishing to access the riverfront from the Wanganui East and Aramoho directions can enter Somme Parade via Pitt Street. Highlighting alternative routes for cyclists is also important to encourage cycling and perceptions of safety in this area.

Entry treatments and other **traffic calming** measures will need to be introduced on roads parallel to Pitt Street (i.e. Harrison, Keith and Niblett Streets). This will improve the clarity of the road hierarchy and will deter rat running. Changes at the Dublin / Bell Street and Dublin / Pitt Street intersections would make it easier to turn between the two roads. Changes at the Dublin / Bell Street intersection will also make it **easier for pedestrians** to cross Dublin Street, where presently the only facilities are at Victoria Avenue or the Dublin Street Bridge.

Changes to the intersections on Guyton Street, at Purnell Street, and at Heads Road are promoted to improve the efficiency of through traffic movement on Guyton Street, which supports the Somme Parade Bypass.

Figure 3.1 - CBD / Riverfront Alternate Bypass Routes



Figure 3.2 Glasgow St / Somme Pde Layout



Figure 3.3 Dublin St / Somme Pde Layout



Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ⁷ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ⁸
16	3.3 & 3.5	Glasgow Street / Somme Parade Intersection <ul style="list-style-type: none"> Model, design and implement intersection changes to prioritise movements between Glasgow St and Somme Parade. Review traffic management at Halswell St roundabout. 	Priority: High Timing: Short - Medium Links: Prior to riverfront redevelopment, with Action 17	\$25,000 - \$35,000
17	3.1 & 3.2	Dublin Street / Somme Parade Intersection <ul style="list-style-type: none"> Model, design and implement intersection changes to prioritise movements between Dublin St and the Dublin Street Bridge. Cycle / pedestrian link from Dublin St Bridge to the Corn Market area and Pitt St. Dublin St / Pitt St controlled intersection. 	Priority: High Timing: Medium Links: Prior to riverfront redevelopment, With Action 16	Dublin – Somme \$80,000 – \$120,000
18	3.1 & 3.2, 3.4 & 1.1, 1.2 & 1.4	Self Explaining Streets <ul style="list-style-type: none"> Design and implement entry treatments and traffic calming to discourage motorists on the Somme Parade bypass from using residential streets. 	Priority: High Timing: Short - Medium Links: Prior to riverfront redevelopment & Action 17	\$160,000 - \$220,000 per 100m. Liaise with Property Manager and Strategy and Development Manager.
19	3.2 & 3.5 & 1.1b	Controls at Bell / Dublin St Intersection <ul style="list-style-type: none"> Design and construct traffic signals at Bell St intersection to facilitate turns to and from Dublin St, and making provision for pedestrians to easily and safely cross Dublin St at this intersection. 	Priority: High Timing: Short - Medium Links: With Action 17	\$180,000 – \$220,000
20	3.2 & 1.1c & 4.1	Guyton Street Intersections <ul style="list-style-type: none"> Reconfigure intersection to make Purnell Street left-in left-out only at Guyton Street intersection. Upgrade the Heads Road/Guyton Street intersection to prioritise traffic movements between Guyton Street and Heads Road (west) rather than along Heads Road. 	Priority: Medium Timing: Short - Medium Links:	\$6,000 - \$10,000 each
21	3.2 & 3.3	Review Signal Controlled Intersections <ul style="list-style-type: none"> Reconfigure the existing signal controlled intersections to accommodate re-distributed traffic flows and prioritise traffic movements on the cross-city route. 	Priority: High Timing: Short Links: with Actions 16, 17 & 20	\$16,000 - \$20,000
22	3.5 & 5.3	Alternative Routes for Cyclists <ul style="list-style-type: none"> Investigate options to redirect cyclists away from Dublin Street onto quieter parallel routes. Determine an optimal direct route for cyclists to work and schools and implement any physical works. 	Priority: Medium Timing: Short - Medium Links: with works for Somme Parade bypass.	\$2,500 - \$3,500 Liaise with HRC Road Safety Coordinator.

⁷ Rough timing for the Strategy actions: Short term is 1 - 5 years, medium term is 6 - 15 years and long term is 16 - 30 years timeframe

⁸ Infrastructure Manager has responsibility for implementation of actions unless otherwise stated. Costs are rough order only



Key Objectives

- 4.1 Arterial routes and routes for heavy vehicles are clearly defined and protected from future development. They are direct, with efficient movement of traffic and avoid residential areas where possible.
- 4.2 Cyclists and pedestrians are protected and feel safe on heavy vehicle routes.
- 4.3 Efficient movement of freight within the central area, without compromising the pedestrian and amenity priorities of the area.



enhancing freight movement

Protection and enhancement of the existing heavy transport routes is critical to ensure efficient freight movement. It is also important to ensure our community has easy access to employment using a choice of transport means. Wanganui's designated truck routes are shown in red on Figure 4.1 - Truck Routes. The Castlecliff industrial area and logging to the north are two significant local generators of freight traffic.

From Castlecliff, approximately 75 percent of the trucks use Heads Road, while the remaining 25 percent use Montgomery and Mosston Roads. The Mill Road Industrial Park when developed, will also increase the number of heavy truck movements on Mosston and Montgomery Roads. Industries in the area are currently experiencing growth which will result in an increase in freight to be transported. The rail line to the area has reopened and will be used to transport some of the freight previously moved by truck. This, in combination with the proposed Fitzherbert Avenue extension will help to minimise the traffic growth and conflict on existing roads.

Improvements are proposed at Heads Road where it intersects with the rail crossing, Beach Road and Prince Street. The existing intersection has an unusual four legged configuration with a single rail track running through the intersection. The rail track is aligned at an odd angle across the intersection making it inconvenient, and potentially dangerous, for cyclists and motorcyclists. Trains also pass this intersection around 3.00-3.30pm each day, coinciding with the change of shift work at Open Country and possibly Affco, which are both accessed off Beach Road. The train is of a reasonable length, causing delays as it passes the rail crossing. The Strategy does not address this issue, but includes measures to **address safety issues by realigning the road** to allow two wheelers to cross the track at right angles, improving the operation, safety and efficiency for motorised and non-motorised users with the installation of a roundabout.

Some parts of **Montgomery and Mosston Roads** are narrow and should be widened to more safely accommodate heavy trucks. Minor widening will help to minimise the potential conflicts between heavy commercial vehicles and other road users. In the 70km/h zone of Mosston Road the seal width currently ranges from 6.5m to 8.5m. This is significantly less than the desirable 10m minimum found in Austroads¹⁰. Widening this section of roadway to meet the Austroads standard should be a priority. Mosston Road is a designated truck route, and **safe provision for cyclists and pedestrians** is important given the significant residential development at the Heads Road end of Mosston Road. Any work completed on this section needs to consider the dual function of the route and ensure it can safely accommodate trucks as well as pedestrians and cyclists. Footpaths should also be provided as part of the road widening, if not already in existence.

Council is considering proposals to encourage residential development and lifestyle blocks along Mosston Road in the future. This land-use will conflict with the use of Mosston Road and Montgomery Road as a truck route. The District Plan review will need to address this issue to ensure that the safety and efficiency of this heavy vehicle route is not further compromised. Provision of new direct road access to properties onto Mosston Road should be minimised as far as possible or ideally prohibited. Such restrictions should apply equally to Montgomery Road. Structure plans for the future development of these areas will ensure that future land use is integrated with the transport network. Further consideration is required of the issues associated with low visibility from existing property entrances on Montgomery Road between Sandy Lane and Great North Road. The frequency of heavy vehicle movements makes entry and exit hazardous to existing residences, particularly on the steep winding portion of the road.

Logging occurs in 30 year cycles, with most logging truck movements from any particular site occurring in a 10 year period. A total of 160,000 truckloads of timber is expected to be transported on SH3 from north of Wanganui in every 30 year cycle. These trucks will pass through Wanganui on the State Highways.

An **additional 40,000 truckloads of timber** is expected to be harvested from an area close to the river and north of Wanganui urban area. These trucks are mainly expected in the 10 year period between 2020 and 2030. This equals roughly 4000 truck loads per year between 2020 and 2030. In previous cycles, these trucks have typically been driven through Wanganui on Somme Parade and Taupo Quay before accessing State Highway 3. Somme Parade will no longer be available as a truck route following redevelopment of the riverfront. Logging trucks will need to use Glasgow Street to access SH3. Travel times between the two routes are comparable for most times of the day. The use of Glasgow Street to access SH3 reduces the use of local roads for such trips.

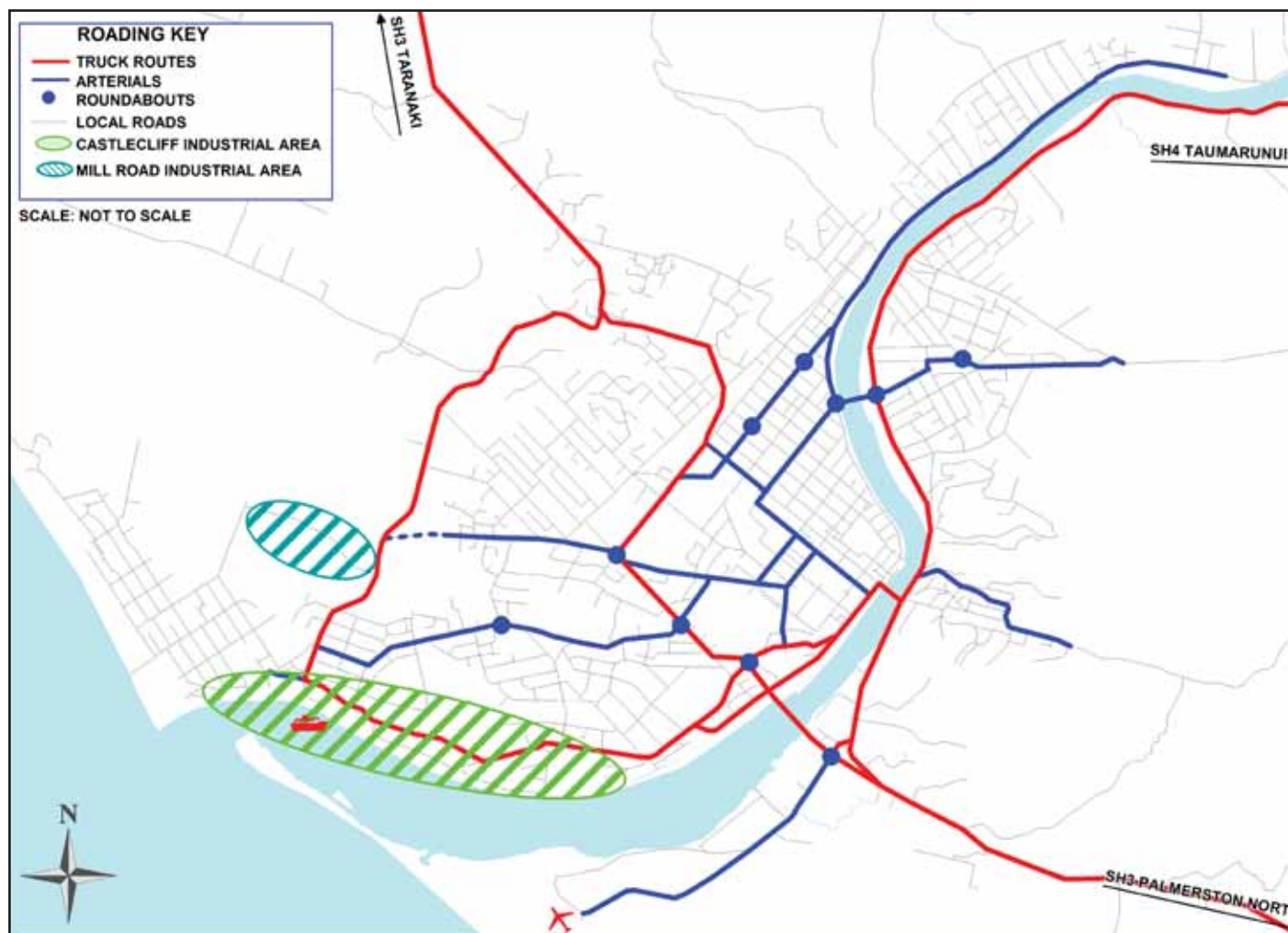
A log store known as Westgate has recently been established on Heads Road. At this site, timber is transferred from truck to rail. The site is very accessible for log trucks driven in from SH3 north of Wanganui. The site is less accessible for logs brought in from up-stream along the Whanganui River. Routes to the transfer site are via Glasgow Street, SH3 and Heads Road.

The Strategy promotes the extension of Fitzherbert Avenue to Mosston Road, and the extension of Mill Road to link with Manuka Street as high priorities. Together these actions will facilitate more efficient movement of freight to/ from the Mill Road Industrial area. Treatments proposed for Manuka Street will ensure a local street function and stop use of this road by industrial traffic.



The Strategy promotes **further investigation of options** to restrict the delivery times for freight to avoid the congestion and disruption created by delivery vehicles when they are parked for loading and unloading in lower Victoria Avenue. Options include restricting delivery times to before 9.00am and after 5.00pm or creating a local distribution hub, where all goods destined for the central area would be delivered. Small delivery vehicles would move the goods to shops in the centre.

Figure 4.1 Heavy Vehicle Routes in Wanganui





Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹¹ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ¹²
23	4.1 & 6.2	District Plan Review – Mosston Road/Montgomery Road <ul style="list-style-type: none"> Review the Plan to ensure that future development in the vicinity of Mosston and Montgomery Roads will: Avoid reverse sensitivity e.g. ensure new dwellings are well set back from the road and/or include measures that protect them from noise, vibration and visual effects of heavy truck movements. Minimise the number of, or prohibit, new connections with Mosston Road/Montgomery Road i.e. prevent new property access directly onto the road and minimising the number of new road intersections. Complete a structure planning exercise for the Mosston and Montgomery Road areas prior to any further residential or rural lifestyle subdivision or development being permitted in the vicinity. 	Priority: Very High Timing: Short Links: Prior to or as part of District Plan review.	Existing District Plan review budget. WDC Strategy and Development Manager in liaison with Infrastructure Manager.
24	4.2	Montgomery Road Residential Entrances Review <ul style="list-style-type: none"> Investigate options to reduce the safety hazards associated with entering or exiting residential properties on the Montgomery Road rise. 	Priority: High Timing: Medium Links: Standalone	Operational Budget. Liaise with property owners.
25	4.1 & 4.2 & 6.2	Heads Road Intersection <ul style="list-style-type: none"> Review the preliminary assessment of improvements for the Heads Road/Prince Street/Beach Road intersection prepared by Opus in January 2009, to take account of the Dairy Trust development (Open Country) completed at the southern end of Beach Road since the initial assessment. This is likely to place additional pressure on the intersection. Determine a preferred configuration for the intersection. Complete detailed design and construction of the preferred intersection configuration. 	Priority: High Timing: Short Links: Potential link with Action 26	\$1.0- \$1.4 million ¹³ Liaise with businesses in vicinity.
26	4.1	Road/Rail Log Transfer Site <ul style="list-style-type: none"> Liaise with landowners, trucking and forestry companies to confirm a preferred location in Wanganui. 	Priority: Low Timing: Short Links: After rail line reinstatement. With Action 25	Liaise with Strategy and Development Manager.

¹¹ Rough timing for the Strategy actions: Short term is 1-5 years, medium term is 6-15 years and long term is 16-30 year time frames

¹² Infrastructure Manager has responsibility for implementation of actions unless otherwise stated. Costs are rough order only

¹³ Carlton/Jackson/Alma roundabout constructed for \$1.2million, basis for estimate

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹¹ / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ¹²
27	4.2 & 5.3	Safe Cycling on Mosston/Montgomery Roads <ul style="list-style-type: none"> Undertake detailed investigation for an off-road cycle path or where this is not feasible investigate widening sealed road shoulders to achieve safety for cyclists. Provide a cycle lane from Mosston Road to Fitzherbert Avenue extension. 	Priority: Medium Timing: Medium Links: Existing cycle lane programme 	Liaise with HRC Road Safety Coordinator and property owners.
28	4.3 & 2.2	City Centre Goods Distribution <ul style="list-style-type: none"> Liaise with Mainstreet Wanganui and business owners to investigate options for establishing a goods distribution centre and/or coordinated delivery of goods to the central area retail businesses particularly those located in lower Victoria Ave. 	Priority: Low Timing: Short (Liaison) Links: Standalone 	Operational Budget. Liaise with Mainstreet Wanganui.
29	4.1	Widening of Mosston/Montgomery Roads <ul style="list-style-type: none"> Design and implement road widening in the 70 km/hr sections of Mosston Road to meet Austroads Guide to Road Design Part 3: Geometric Design. 	Priority: High Timing: Short Links: With Actions 23, 24 & 27	\$2.00m - \$2.80m ¹⁴
30	1.1 & 1.2 & 4.2	Fitzherbert Ave Extension <ul style="list-style-type: none"> Design and implement extension of Fitzherbert Avenue to connect to Mosston Road and meet Austroads Guide to Road Design Part 3: Geometric Design. 	Priority: High Timing: Short Links: Standalone	\$1.35m - \$1.90m In liaison with WDC Property Manager and property owners.
31	1.1 & 4.1	Mill Road/Manuka Street Link <ul style="list-style-type: none"> Design and construct an extension to Mill Road to link to Manuka Street thus creating a second route to and from Castlecliff and providing enhanced route security. Implement traffic calming to protect residential streets (e.g. Manuka and Polson Streets) from increased traffic flows associated with the Mill Road extension. 	Priority: High Timing: Short Links: With Action 30	\$330 - \$460,000 for extension Operational Budget Liaise with residents.



¹⁴ Assumes approximately 3.5m widening excluding footpath construction





Key Objectives

- 5.1 Increased use of passenger transport by commuters with provision of more direct passenger transport routes, whilst maintaining access for those who already use this transport mode.
- 5.2 Public transport and non-motorised transport is well catered for in the central area.
- 5.3 Cycling is, and is perceived to be, safe. It is an easy, convenient and healthy way to get around, including cycling to work or school. Cycling routes are clearly defined and direct. Conflict with motor vehicles is minimised using the NZ hierarchy of provision for cyclists.
- 5.4 Pedestrian routes encourage short trips on foot or by mobility scooter. They are safe, pleasant and direct, maximising passive surveillance, designed using CPTED¹⁵ principles, but avoiding major traffic routes where possible.
- 5.5 More students are walking and cycling, because a high priority is given to ensuring safe pedestrian and cycle routes to all schools.
- 5.6 Increased number of organisations with active travel plans particularly large employers and schools. This will help to realise the health benefits of active travel as well as saving people money whilst reducing peak time congestion and demand for car parking facilities.



¹⁵ CPTED stands for Crime Prevention through Environmental Design and is a well recognised method for designing safe spaces for people.

real transport choices

Passenger transport is generally most cost efficient in cities with a high population density. Wanganui has a relatively low population density which creates challenges when trying to provide a robust passenger transport network with limited resources. The Strategy promotes the provision of **more direct bus routes suitable for commuters**, including options like ‘Hail and Ride’, while retaining existing more complete routes during off peak times. Public transport cannot function on a cost recovery basis, even in Wellington. The level of service is a political decision. The Strategy recognises that this is presently determined largely at the regional and national levels and promotes local advocacy to central government on the need for local subsidies to meet national transport goals.

Figure 5.1 illustrates a bus network focused on making routes more direct. St Johns Hill and Springvale could be provided with demand responsive transport which would travel between the central city and the area shaded pink. Demand Responsive Transport (DRT) is an operational model that generally provides door-to-door service for passengers using shared vehicles e.g. the shared airport shuttles provided in most New Zealand cities. Further analysis of the costs and benefits is required for specific routes.

“making Wanganui cycle friendly will further support cycle tourism”

Council will liaise with Horizons Regional Council and passenger transport providers to further investigate establishing an **integrated transport hub**, close to the central area, serving both local and regional passenger transport patrons. This will help to improve visitor’s first impressions as well as better connecting passenger transport services to the central area, i-Site and riverfront.

Around 10 percent of us cycle to work, which is slightly higher than the national average. The compact nature and relatively flat terrain in Wanganui creates a positive environment to encourage more people to cycle. As more of us cycle, local motorists come to expect cyclists on the road and community perceptions of the safety of cycling can increase. Providing **good cycling infrastructure** helps to increase the appeal of cycling as a mode of transport. Increasing cycling will help us to create an active and vibrant community, bringing health benefits and resulting in less pollution and congestion. Currently the Ruapehu-Wanganui-Nga Ara Tuhono Trail is being developed as part of the New Zealand Cycle Trail Project. This national cycle way will link to the

city cycle network at the SH4 / Dublin Street Bridge Intersection, providing travellers with a destination that enhances their experience. Making Wanganui cycle friendly will further support cycle tourism.

Wanganui has an identified cycle network and has made significant progress to create cycle lanes on busy traffic routes. This Strategy supports the WDC Cycling Strategy Implementation Plan 2007 and proposes additional infrastructural enhancements especially at key intersections. The Strategy aims to reduce traffic volumes and speed in specific locations, along with consideration of alternative cycle routes and solutions in accordance with the widely adopted ‘Hierarchy of provision for cyclists’.

Walking is encouraged by **prioritising pedestrians and enhancing their environment**. We, as pedestrians in the urban area, already benefit from footpaths on both sides of most roads. Where this is not the case, the Council will continue its program of providing additional footpaths to ensure access for all users overtime. Montgomery Road in the vicinity of new residential development at Sandcroft and Sandy Lane, requires a footpath as a priority. This will address the existing conflict between adjacent residential uses and truck movements on parts of this narrow designated heavy-traffic route.



Most of the traffic controlled intersections in the central area operate a “barnes dance” (all pedestrian) phase and longer than average traffic phasing. This creates delays for pedestrians and motorists in Wanganui, as both must wait for a full cycle to move through the intersection. In locations such as St Hill Street and Taupo Quay where there are few pedestrians and wide carriageways the delays are even greater for motorists on this arterial route. The **Strategy promotes changes** to reduce the traffic phasing times at intersections and if that is not sufficient to reduce waiting times, the Strategy promotes the implementation of parallel pedestrian phasing to assist traffic flows on both St Hill Street and Taupo Quay. The provision of “barnes dance” phasing is historic and the reasons for its use in many cases no longer exist. A consistent approach needs to be adopted for all intersections.

“students exhibiting the desired walking behaviours should be celebrated and encouraged”

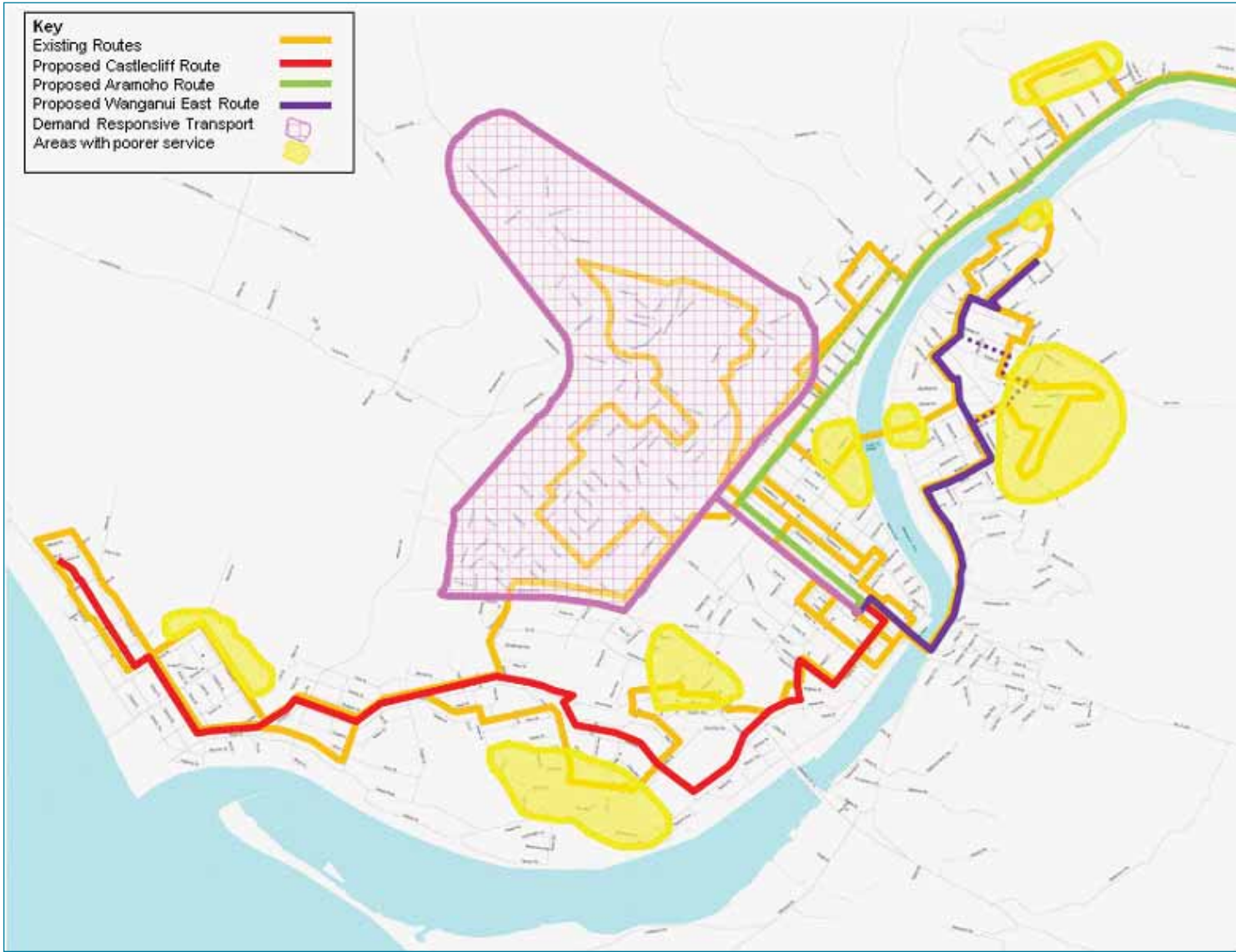
In Wanganui, lower Victoria Avenue is a focus for pedestrian movements. Vehicle speeds are already low and priority is given to pedestrians at crossing locations. Future plans for the riverfront redevelopment and actions for Victoria Avenue will encourage more pedestrian activity.

The Strategy also seeks to **encourage students to walk** rather than use private cars to get to school, particularly at Wanganui High School (WHS). Provision of ample free parking, and safety issues associated with crossing the state highway discourage walking. Students exhibiting the desired walking behaviours should be celebrated and encouraged. This may require measures that disadvantage motorists for short periods as students arrive and depart from school. Such measures might include travel planning for staff and students, temporary reduced speed zones, pedestrian focused traffic signals or metering of car parking spaces close to schools. Further consideration of such actions is required in collaboration with WHS and NZTA. The Fitzherbert Avenue Extension will reduce the traffic flows on Totara Street outside schools. This will provide a great opportunity to develop and promote measures to encourage active travel.

The Strategy identifies that services at Wanganui Airport are unlikely to significantly alter in the foreseeable future. The airport is an important gateway, predominantly transporting passengers rather than freight with flights to Auckland and Wellington. As a mode of transport the challenge is likely to be retention of services at this provincial airport, given the proximity to Palmerston North airport which has more extensive services. Within the Wayfinding theme it is anticipated that improved signage will encourage visitor’s to have a **positive first impression of Wanganui** and facilitate easy navigation to or from the airport particularly for visitors.



Figure 5.1 Proposed Bus Route Changes: More Direct Routes and Demand Responsive Transport



KEY

- 2010 / 2011
- 2011 / 2012
- 2012 / 2013
- 2013 / 2014
- 2014 / 2015
- 2015 / 2016
- 2016 / 2017
- 2017 / 2018
- 2018 / 2019
- Completed Cycle Lanes
- Completed Cycle/walkways





NZTA Roads




- Dashed line = On-road cycle lane
- Solid lines = Cycle/walkway

¹⁶Adapted from the WDC Cycling Implementation Plan 2007

Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹² / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ¹³
32	5.1 & 5.2	Commuter Bus Routes <ul style="list-style-type: none"> Investigate, define and implement direct bus routes for commuters. 	Priority: Medium Timing: Short Links: With Actions 33 & 35	HRC Operational Budget. HRC Manager Transport Services in liaison with WDC Infrastructure Manager.
33	5.1 & 5.2	Funding for Passenger Transport <ul style="list-style-type: none"> Collaborate with Horizons Regional Council to identify options for additional funding or subsidy to facilitate a more convenient and user focused passenger transport service in Wanganui. 	Priority: High Timing: Short ongoing Links: Action 32	Operational Budget. Liaise with HRC Manager Transport Services.
34	5.1	Passenger Transport Hub <ul style="list-style-type: none"> Collaborate with Horizons Regional Council and passenger transport operators to confirm a preferred location of a future transport hub. Design and implement the construction of a transport hub for local and intercity buses. 	Priority: High Timing: Short (identify site) medium (Implementation) Links:	Bus shelter - \$10,000. Costs for waiting facilities \$250,000 - \$500,000. WDC Property Manager in liaison with HRC Manager Transport Services WDC Infrastructure and Strategy and Development Managers.
35	5.1	Demand Responsive Transport (DRT) <ul style="list-style-type: none"> Investigate use of DRT to complement the bus routes and services. 	Priority: Medium Timing: Short Links: With Actions 32 & 33	HRC Operational Budget. HRC Manager Transport Services in liaison with WDC Infrastructure Manager.
36	5.6 4.1	Travel Planning <ul style="list-style-type: none"> Liaise with industry to develop and implement an area-wide travel plan for industry in Castlecliff (potentially hospital and others). Liaise with all schools to develop and implement travel plans for staff and students. 	Priority: Medium Timing: Short Links:	HRC and WDC Operational Budgets. HRC Manager Transport Services in liaison with WDC Infrastructure Manager. Liaise with businesses, hospital and schools.

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹² / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ¹³
37	5.3 & 1.4, 2.2 & 3.1 & 3.5 & 4.2	Adopt the NZ Hierarchy of Provision for Cyclists, when Providing or Upgrading Infrastructure Measures for cyclists and cycle routes will be considered in the following order: <ol style="list-style-type: none"> 1. traffic reduction; 2. speed reduction; 3. intersection treatment, hazard site treatment, traffic management; 4. reallocation of road space (e.g. bus lanes, widened nearside lanes, cycle lanes); 5. cycle tracks away from roads; and 6. conversion of footpaths to shared use cycle tracks for pedestrians and cyclists. 	Priority: High Timing: Short ongoing Links: 	Costs are incidental to all road network projects.
38	5.3 & 1.4 & 2.2 & 3.1 & 3.5 & 4.2	Continue Implementing Cycle Lane Network <ul style="list-style-type: none"> • Complete the cycleway route along the river. • Purnell Street link is a key part of Wanganui's cycle network. Investigate and implement actions to encourage safe cycle access in this vicinity. If on-road cycle lanes are not supported, investigate speed management measures particularly outside Wanganui High School. • Complete the golf course, Brooking Street and London Street link. • Complete on-road cycle lanes planned for Mosston Road to Fitzherbert Avenue extension. • Review and upgrade cycle parking in the central area. • Investigate 'cycleway' shortcuts that do not rely on arterial routes e.g. through school grounds and parks/or via quiet residential streets. 	Priority: High Timing: Short Links: With Action 27 	\$10- \$20,000 or \$1 – \$2,000/m. Liaise with Wanganui High School and HRC Road Safety Coordinator.
39	5.5 & 1.4 & 2.2 & 3.1 & 3.5 & 4.2	Safe Routes to Schools <ul style="list-style-type: none"> • Review key walking and cycling routes to each school in the urban area and identify safety risks using best practice guidance and actions required, including reduced speed zones and parking restrictions. • Prioritise actions according to safety risks and implement actions by priority. 	Priority: High Timing: Short Links: With Actions 37 & 38 	Operational budget. Liaise with schools and HRC Road Safety Coordinator.
40	5.4	Mosston Road/Montgomery Road Walkability <ul style="list-style-type: none"> • Review provision of footpaths on Mosston and Montgomery Road and identify those areas where residential development has recently occurred, creating likely demand. • Provide footpaths on one side of the road to ensure walking access from new and existing residential areas along Mosston and Montgomery Roads to connecting streets. 	Priority: High Timing: Short Links: With Actions 23, 24, 27 & 29 	\$180,000 - \$240,000 Refer to action 29. Liaise with WHS and HRC Road Safety Coordinator.

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹² / LINKAGES	CAPITAL COSTS/ RESPONSIBILITY ¹³
41	5.4 & 1.4 & 2.1 & 2.2 & 2.4 & 3.1 & 3.5 & 4.2	Pedestrian Improvements <ul style="list-style-type: none"> Review provision of pedestrian facilities including footpath provision and quality, using CPTED principles. Continue programme to implement footpath formation as required to ensure access for all users over time. Identify improvements focused at locations where safety is an issue due to poor lighting or openness or there is a specific crash problem; and/or there are currently large numbers of pedestrians, and increased pedestrian activity is desired. 	Priority: Medium Timing: Short - ongoing Links: With Action 39 	Liaise with WHS and HRC Road Safety Coordinator.
42	5.2 & 1.1c & 1.4 & 2.1, 2.2 & 2.4 & 3.1 & 3.5, 4.1 & 4.2	Traffic Signals Phasing <ul style="list-style-type: none"> Review existing traffic signal cycle times. Identify refinements needed to minimise traffic signal cycle times (the time it takes traffic lights to signal movement). Implement changes to traffic signal cycle times. Review use of “barnes dance” phasing with parallel pedestrian phasing at all intersections. 	Priority: High Timing: Short Links: 	\$16,000 - \$24,000
43	5.4 & 1.4 & 2.1 & 2.2 & 2.4 & 3.1 & 3.5 & 4.2	Mobility Scooters <ul style="list-style-type: none"> Monitor the number of scooters. Monitor the needs of scooter operators and provide for mobility scooters including footpath widening, shared lanes and parking provision in the central area. Implement measures to facilitate easy and convenient movement by scooter around the urban area and key locations eg. hospital, libraries, post office and health centres, as part of regular maintenance programs, as the number of scooters grows to require specific action. 	Priority: Low - Medium Timing: Medium ongoing Links: 	Operations and maintenance budgets. Liaise with representatives of disabled and older people.



THEME SIX: INTEGRATING LAND USE AND TRANSPORT CHOICES



Key Objectives

- 6.1 An integrated, collaborative approach is adopted by all parties to implement this Strategy.
- 6.2 Council processes ensure that land use planning and provision and maintenance of the transport network are integrated. Council officers appreciate that their work connects to and impacts on the community's wider strategic goals.
- 6.3 All key transport decisions demonstrate consideration of the direct and indirect effects on the level of service for all modes of transport including disabled access.
- 6.4 Council leads and initiates collaborative processes in relation to issues impacting on the transport network.
- 6.5 Opportunities for central government and regional government support and funding are optimised.



integrating land use and transport processes

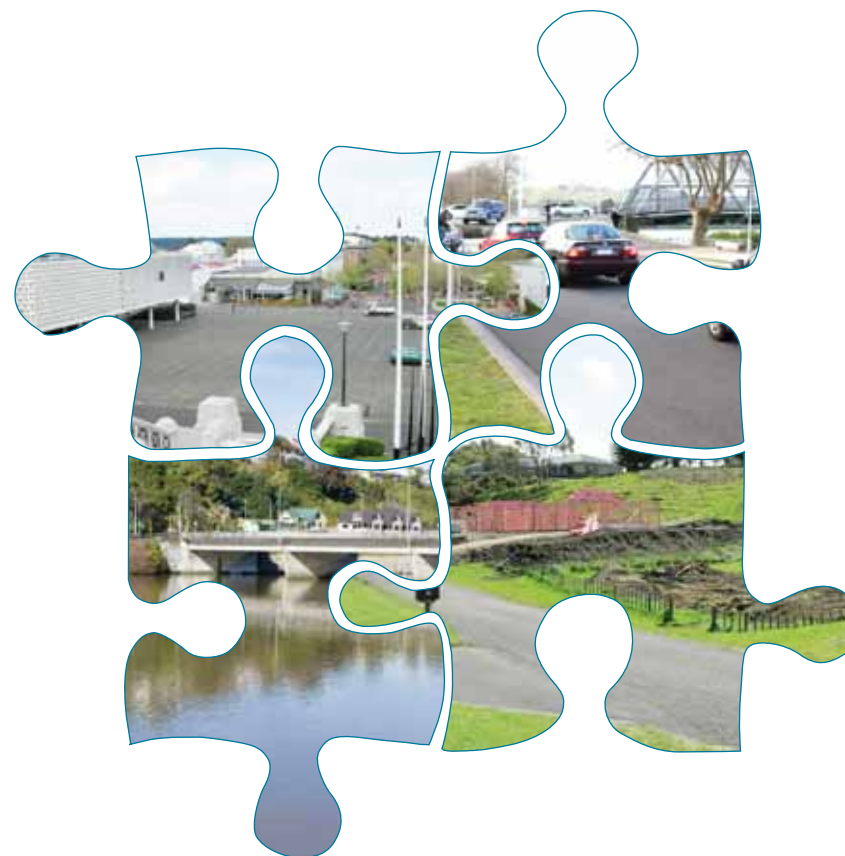
“The Strategy specifically focuses on the need for land use planning and provision and maintenance of the transport network to be integrated to be effective”

Council’s own systems of operation need to ensure that each sector works in an informed and integrated manner with an appreciation of how their work affects, either directly or indirectly, the work of other sectors of Council. The effectiveness of these systems will be key to the successful implementation of this Strategy. The Strategy specifically focuses on the need for land use planning and provision and maintenance of the transport network to be integrated to be effective. However this is true of various sectors of Council, for example Emergency Management is integral to infrastructure and land use planning.






A review of existing systems is recommended, with refinements to systems identified and implemented throughout the life of the Strategy.

An integrated approach to land use planning and transportation identifies the need to link together the actions of the public and private sectors, as well as linking the transport infrastructure sector with the land use planning sector. This will promote a better return on both private and public sector investment. This is particularly important in Wanganui where growth prospects, at least in the short term, are uncertain and funds limited. The Strategy seeks more engagement between sectors within the District Council organisation, between all levels of government, and between private and public sectors to optimise the outcomes of this Strategy to facilitate a prosperous, attractive Family Friendly community.


The future of the existing SH3 designation through Springvale is uncertain. NZTA have indicated that they no longer require the designation. Council has identified an opportunity to utilise the land for future infrastructure services and as a continuation of the green corridor through the urban area.



Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹⁴ / LINKAGES	COST/RESPONSIBILITY
44	6.1 & 6.2 & 6.3 & 6.4	Proposed Limited Access Road Designation <ul style="list-style-type: none"> Confirm the future use and ownership of the land presently designated for SH route through Springvale. Council will designate the land for an infrastructure services corridor with potential for road, stormwater swales and green space provision. Update District Plan to identify the long term state highway route. 	Priority: High Timing: Short Links: Prior to Dist Plan review.	Ongoing operational budget and existing District Plan review budget. Liaise with NZTA.
45	6.1 & 6.5	Seamless Council Processes <ul style="list-style-type: none"> Revise and review Council processes to ensure key transport infrastructure and land use planning decisions are made with consideration of the direct and indirect effects on all modes of transport, the wider land use planning goals, emergency management and economic and social development goals. 	Priority: High Timing: Short Links: 	Ongoing operational budget. Chief Executive.
46	6.5	Develop Partnerships <ul style="list-style-type: none"> Develop partnerships between Council, Horizons Regional Council, central government agencies, iwi and other agencies to coordinate timely provision of infrastructure and services. Invest in promoting relationships with other organisations. 	Priority: High Timing: Short ongoing Links: 	Ongoing operational budget.
47	6.1 & 6.2 & 6.3	Invest in Public / Private Relationships <ul style="list-style-type: none"> Through land use and infrastructure planning processes, collaborate with developers or landowners to facilitate additional opportunities to achieve community outcomes. 	Priority: Medium Timing: Medium ongoing Links: 	Ongoing operational budget. Liaise with Strategy and Development Manager, developers and business sector.
48	6.1	Adopt Best Practice <ul style="list-style-type: none"> Adopt best practice (e.g NZS4404) in environmental design, planning and infrastructure provision as appropriate in the Wanganui context. 	Priority: High Timing: Short -ongoing Links: 	Ongoing operational budget. Strategy and Development and Infrastructure Managers.
49	6.4	Funding <ul style="list-style-type: none"> Develop relationships between central government, regional and local government. Better identify funding opportunities and establish processes to enable greater rates of success for funding applications. 	Priority: High Timing: Short - Medium Links: 	Ongoing operational budget.

Actions

ACTION NO.	LINKS TO OBJECTIVES	ACTIONS	PRIORITY/TIMING ¹⁴ / LINKAGES	COST/RESPONSIBILITY
50	6.1	Monitor and Review the Strategy <ul style="list-style-type: none"> Monitor local issues and trends. Review the Strategy on a five yearly basis or in response to major urban or transportation changes. 	Priority: High Timing: Medium Links: 	Consider additional operational budget \$25,000/annum
51	1.1 & 2.1 & 3.1 & 3.2 & 3.3 & 3.4 & 4.1 & 4.2 & 6.2 & 6.3 & 6.4	Roading Hierarchy <ul style="list-style-type: none"> Update District Plan roading hierarchy in accordance with Strategy Recommendations. 	Priority: High Timing: Short Links: Prior to District Plan Review.	Ongoing operational budget and existing District Plan Review budget.

STRATEGIC FIT OF PACKAGES

The Land Transport Management Act (LTMA) requires that all transport projects be assessed against five objectives:

- assist economic development;
- assist safety and personal security;
- improve access and mobility;
- protect and promote public health; and
- ensure environmental sustainability.

Appendix 1 summarises the degree to which each package contributes towards achieving the purpose of the LTMA.

CONCLUSIONS

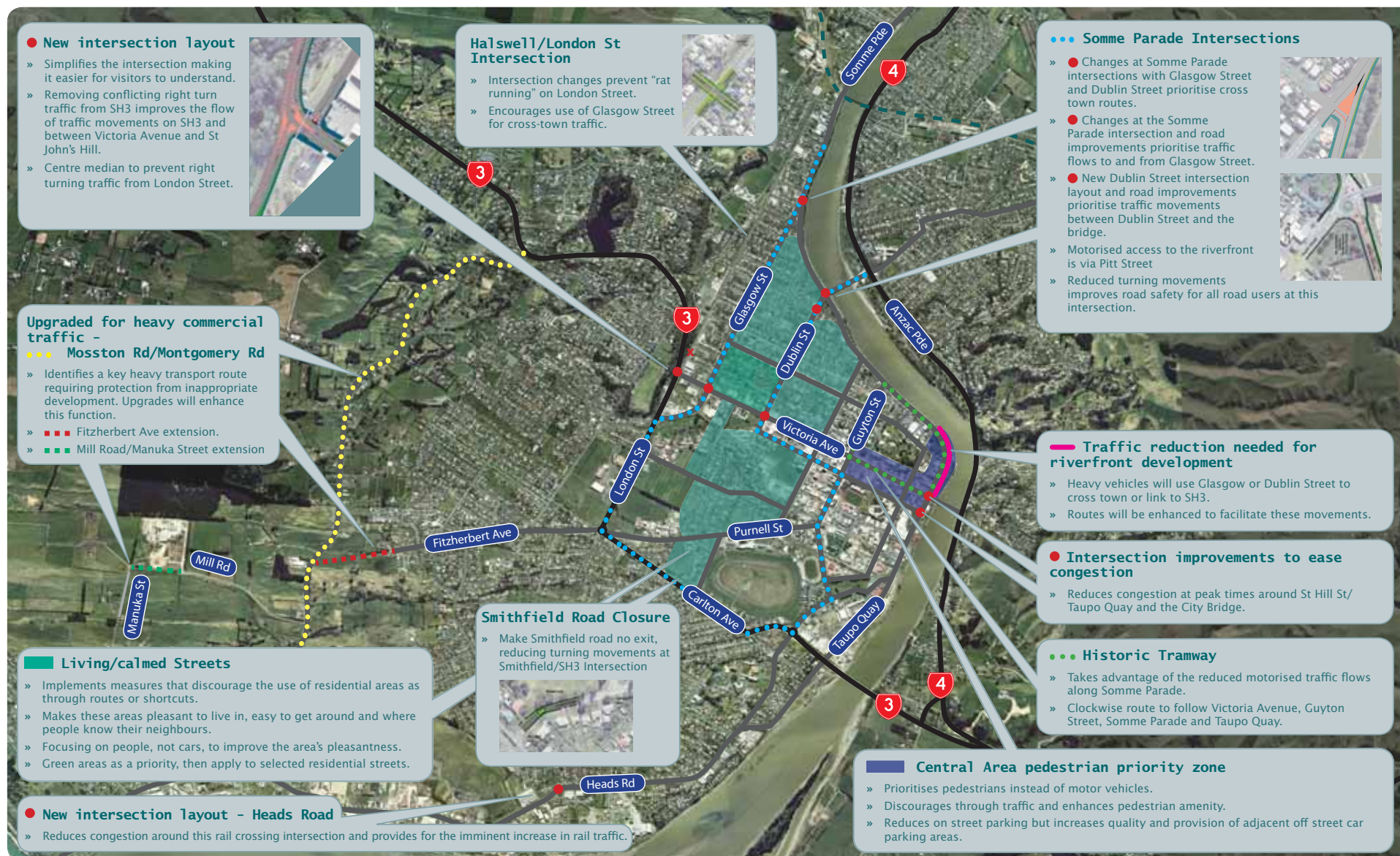
This Strategy identifies how Council and the community will use and develop the transportation network in Wanganui to support wider community aspirations.

The Strategy sets out the transport objectives and actions that Council and the community plan to take to improve economic prosperity by:

- making it easy to get around, creating positive first impressions;
- creating a vibrant people focused central city and riverfront experience;
- enhancing the safety and efficiency of freight movement; and
- providing real transport choices which are safe and convenient to use.

The timing of implementation is dependent in many cases on external funding priorities and the Strategy will need to be reviewed regularly to ensure that suitable progress is made on actions throughout the life of the document. As a living document it may also need to be reviewed periodically when assumptions such as growth rates or technology changes require.

Fig.i Summary of Key Transport Actions



Appendix 1 CONTRIBUTION OF OPTION PACKAGES TO LTMA PURPOSE

LTMA					
	ASSIST ECONOMIC DEVELOPMENT	ASSIST SAFETY AND PERSONAL SECURITY	IMPROVE ACCESS AND MOBILITY	PROTECT AND PROMOTE PUBLIC HEALTH	ENSURE ENVIRONMENTAL SUSTAINABILITY
WAYFINDING IS EASY	Encourages tourism by making it easier for visitors to find attractions and their way around the city.	Wayfinding will reduce vehicle-km travelled and therefore exposure to crash risk. Making the city more legible for pedestrians will increase the number of people on the streets and the sense of personal security.	People will be able to travel to their destination more easily with improved wayfinding.	Improved pedestrian legibility will increase active travel and result in the health benefits of increased physical activity.	Reduction in circulating traffic will reduce vehicle emissions. Also improved pedestrian legibility will encourage more people to walk.
VIBRANT CENTRAL AREA	Environmental enhancements to Victoria Avenue will make it a more attractive place to spend time and shop in the area.	Making Victoria Avenue more appealing will encourage people to spend more time in the area increasing activity and the sense of security.	A clear parking strategy with good parking management will ensure people are able to find appropriate and convenient parking close to their destination.	A more pedestrian friendly central area will increase activity and lower traffic volumes will result in cleaner air for pedestrians.	
RIVERFRONT ENHANCEMENT	Will encourage tourism by making the riverfront an appealing location for visitors to spend time.		Creates a clear and obvious arterial route.	Increased pedestrian and cycling activity in precinct will lead to positive health outcomes.	
FREIGHT ENHANCEMENT	Ensures freight is able to be moved effectively and efficiently in Wanganui.	Enhancements to freight routes to protect other road users.			
TRANSPORT CHOICES	Supports cycle tourism in Wanganui.	Measures will make walking and cycling safer.	Improves access and mobility, especially for the transport disadvantaged.	Increased physical activity will result in health benefits for the community. Lower vehicle emissions will lead to positive health benefits.	Reduced car dependence will result in less environmental impact from car based travel.

