


Kia ora koutou, I'm Hamish, I work here at Wellington City Council, part of the TOC team and today I'll be sharing our regional update.

## WCC Traffic Assets

- **92** Signalised intersections
- **33** Signalised mid-block crossings
- **2** Signalised tunnels
- **75** Traffic cameras
- **9** UPS
- **6** VMS boards
- **154** Electronic signs
- **102** Variable Speed Limit signs



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This year we have had a steady increase in assets, now with;
**92** signalised intersections,
**33** signalised mid block crossings,
**2** signalised tunnels,
**75** traffic cameras,
**9** UPS units installed at our intersections,
**6** VMS boards,
**154** electronic signs, and
**102** variable speed limit signs.

## What's been happening?



- Upgraded to SCATS v6.13.0
- WCC relocation
- Hutt Rd/Jarden Mile improvements
- Harbour Quays bus priority
- Eastern bus corridor improvements
- Electric Articulated Buses
- Variable Speed Limit Signs
- Underground Asset Register
- Super Closure

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So, what's been happening at WCC?

- We've upgraded to **SCATS version 6.13.0.**
- We relocated to our new office building.
- We've been working on the **Harbour Quays bus priority project**, the **Eastern Bus Corridor** and the **Hutt Road, Jarden Mile improvements projects.**
- Installed new Variable Speed Limit signs across the city.
- Utilising our new Underground Asset Register.
- And had great success with another super closure at the beginning of this year.

## WCC relocation

- The WCC has been relocated to 2 Harris St, alongside the Police Station and Central Library.
- WCC has consolidated most of its facilities into a single location, resulting in greater operational efficiency and overall cost savings.
- The team successfully moved into the new premises in August 2026



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As mentioned, we've now moved to our new home at 2 Harris Street, next to the Police Station and across from the Wellington Central Library.

The move brings most of the Council's facilities together under one roof, which is helping us work more efficiently.

The TOC team and I moved in during August, and we've been really enjoying the new space.

## Hutt Rd/Jarden Mile improvements



- Connecting the new Te Ara Tupua shared path to Wellington CBD's Thorndon Quay cycleway project.
- Delivering separated cycle facilities to improve safety and accessibility for cyclists.
- Providing pedestrian facilities to support safer and more convenient walking connections.
- Maintaining network resilience and connectivity through the intersection during and after construction.

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Earlier in the year the Te Ara Tupua shared pathway opened up connecting Wellington CBD to Petone. In conjunction with this, improvements have been made at the Hutt Rd / Jarden mile intersection to allow for .

Here the improvement project focused on providing separated cycle facilities to improve safety and accessibility, as well as improved pedestrian facilities to support safer and more convenient connections to and from Wellington.

## Harbour Quays bus priority

- The Golden Mile is already busy with additional trips planned to be added. This means slower trips and longer waits for passengers.
- Creating a secondary bus route will help ease the pressure and make journeys more reliable.




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One of the key projects we've been working on has been the Harbour Quays bus priority project.

As it stands, the golden mile is already busy, and more bus services are planned to be added onto the route. This means slower trips through the CBD and longer waits for passengers.

The intention of the project is to introduce a secondary bus route along the Harbour Quays, helping to ease pressure on the golden mile and make journeys more reliable.

## Eastern bus corridor improvements




- Current passenger demand creates difficulties at bus stops as there are more buses than the current infrastructure can handle.
- The proposed improvements would make bus stop distances longer, improved bus shelters, removing redundant bus stops, and kerb & line marking changes.

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There has also been a focus this year on improving the eastern bus corridor, as similar to the golden mile, we have more buses using this route than what the current infrastructure can handle.

The project focuses on lengthening bus stops to fit more buses, improving bus shelters, removing redundant bus stops, as well as realigning kerbs and line markings.

## Electric Articulated Buses

- Bendy buses are coming to Wellington in early 2027.
- They will be travelling on Route 2 (Karori to Miramar), one of the region's busiest routes, carrying approximately 10,000 passengers each weekday, with patronage continuing to grow.
- The introduction of bendy buses is supported by Harbour Quays bus priority and Eastern bus corridor improvements, which improves reliability and capacity.
- To safely accommodate the longer vehicles, Traffic Signal clearance times will be extended at relevant intersections.




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Alongside the **Harbour Quays Bus Priority Project** and **Eastern Corridor Improvements**, GWRC has decided to introduce bendy buses in early 2027.

Travelling from Karori to Miramar, Route 2 is one of the regions busiest, carrying approximately **10,000 passengers** each weekday, so the increase in capacity is welcome.

To accommodate the longer vehicles, physical changes to bus stops and kerbs will be made, as well as traffic signal clearance times at relevant intersections.

## Variable Speed Limit Signs




- Lower speed limits have been introduced during school travel times in school areas across Wellington.
- 82 electronic signs featuring a static Kura/School sign and 20 fully digital variable speed signs have been installed.
- The new system helps create safer travel environments for children while ensuring speed limits are only reduced during school periods.

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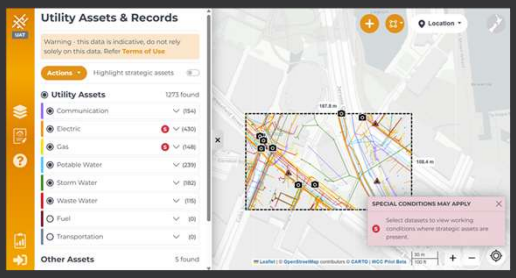
Lower speed limits are now in place around schools across Wellington during school travel times.

The system includes 82 electronic signs with static Kura/School signage, as well as 20 fully digital variable speed signs.

By reducing speeds only when they're needed, the system helps create a safer environment for children travelling to and from school, while minimising disruption outside of school periods.

# Underground Asset Register

- An interactive digital map has been developed to provide a comprehensive view of Wellington's buried utility networks, including water, electricity, gas, and fibre infrastructure.
- Inaccurate asset information can lead to service disruptions, project delays, increased costs, and safety risks for contractors and the public.
- The digital twin solution improves visibility of underground infrastructure by accurately capturing the location and ownership of buried assets while supporting better planning, safer excavation, and efficient delivery of works across the city.




Underground Asset Register for Wellington

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The **Underground Asset Register** is an interactive digital map that brings Wellington's buried utility networks together in one place, including water, electricity, gas and fibre.

By improving the accuracy and visibility of underground assets, it helps reduce safety risks, service disruptions, delays and costs.

Ultimately, it supports better planning, safer excavation and more efficient delivery of works across the city.




We had another super closure at the start of the year and this time, we closed Ghuznee St.

Works included signals renewals, streetlighting upgrades, footpath and kerb improvements, tree pit upgrades, and water reinstatements. We were able to get a year's worth of planned works done during this time frame with a safer, more efficient working environment.

## Super Closure





- 2025 Lambton Quay's closure saved 34 days of closures and ~$57,000 in costs
  Ghuznee Street's closure saved 20 days of closures and costs are yet to be audited.
- Next year, we are planning 3 Super Closures at different areas of Wellington:
  Johnsonville Rd, Adelaide Rd, and Willis St.

2026

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We've seen great success with our super closures, in 2025 the Lambton Quay closure saved 34 days of closures, and approximately $57,000 in costs.

For this year's Ghuznee St closure, we saved 20 days of closures, and the costs are yet to be audited.

Next year we are planning on completing three super closures in different parts of Wellington – Johnsonville in the north, Willis St in the CBD and Adelaide Rd in the south.




And that brings me to the end of my regional update. As you can see, we had quite a few things on this year, and much more to come. Thanks for listening.