

# Allocating public road space to better meet current & future transport needs

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An arterial cycle route  
connecting  
Wellington's southern suburbs  
and city centre



# Methodology

## Exploring cycle demand:

- *Online transport cycling stated preference survey*
- *'Readiness to cycle'*



Going via Tory Street: looking north towards Courtenay Place

## Exploring the use of urban public space for car parking:

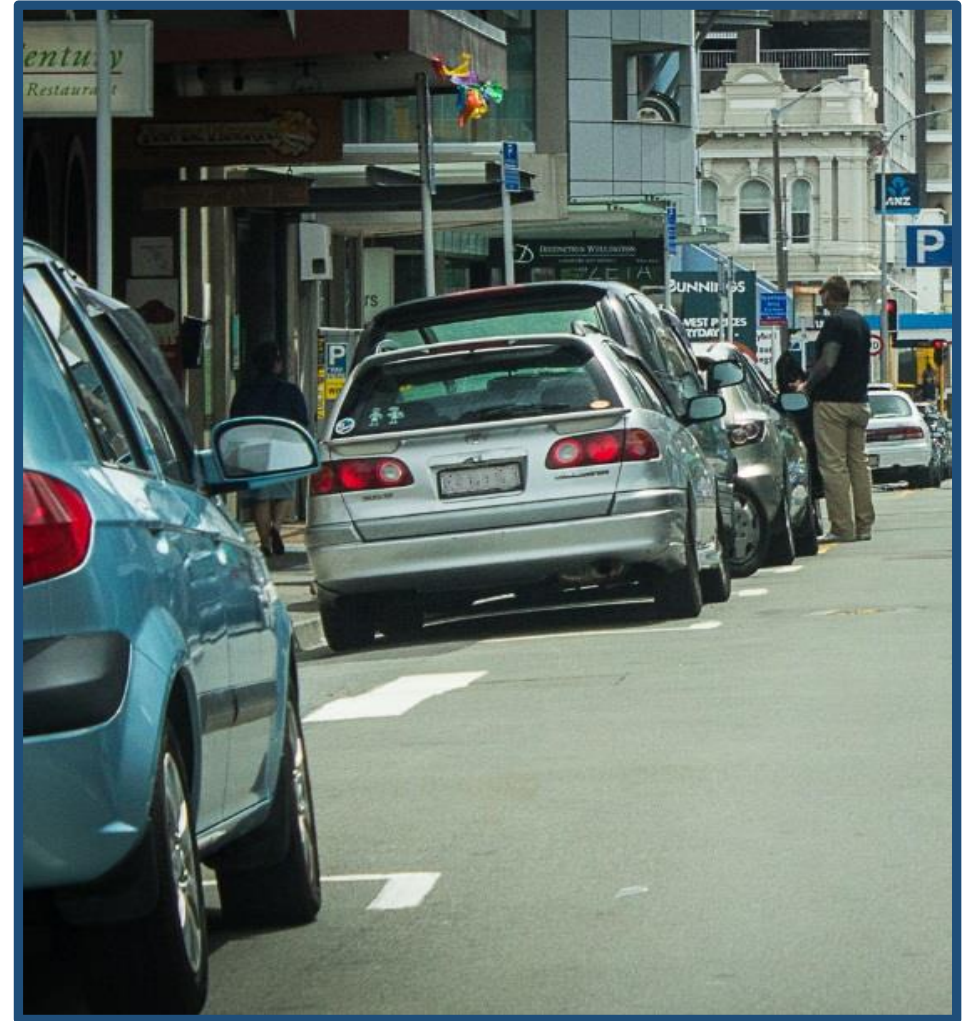
- *Interviewer administered street-intercept parking survey*
- *Local car park count*



# Key findings:



Latent demand for transport cycling  
and safe cycle routes



The importance of on-street car parking  
may be overstated

## Next steps:



## Insights and implications:

- More people want to cycle than currently do
- Many people that don't want to cycle support cycle ways
- 'Encourage', or stop discouraging?
- Check assumptions around parking:
  - 'Default' both sides of most streets
  - Optimal supply important, oversupply inefficient
  - Overstated importance?
- Car alternatives reduce demand for parking
- Road space = valuable public space, consider:
  - Opportunity costs
  - Options

# Any questions or comments?

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