

TRANSPORT

OUR APPROACH

Wellington's transport system is generally performing well, but transport is a significant issue for the city. Congestion is likely to become an increasing concern as the city's population grows. Safety – particularly for pedestrians and cyclists – is also a growing issue.

Our approach to transport focuses on ensuring that the system works as efficiently as possible, while also working to encourage a transition towards more use of buses, cycles, walking and other alternatives to private cars. By taking this approach, we aim to manage congestion, and also make the transport system healthier, safer and more sustainable.

Our transport strategy goes hand in hand with our urban development strategy. By focusing more intensive residential development, places of work, and shops and other facilities in key 'hubs' we can improve access to public transport and also reduce the need to travel.

CASE STUDY: LANDSLIPS

Landslips are part of Wellington's terrain.

The brightly coloured buildings dotting steep hillsides are a big part of Wellington's character. But living on hillsides also creates challenges.

Every year, Wellington City Council deals with hundreds of slips on roads, footpaths and private land. These slips – which generally follow heavy rain – are often in areas where steep cuts have been made into hillsides to provide road or pedestrian access.

Slips can have significant consequences. As well as blocking roads and damaging other structures, the sediment ends up washing into the stormwater system where it can be a flooding hazard. From the stormwater system, it flows into streams and the harbour where it can threaten aquatic life.

The Council works to prevent slips by building and strengthening retaining walls on roadside reserves. During 2007/08, we built 19 new walls and strengthened another 24.

We also repair damage from slips as quickly as possible. For example, in May 2008 when a slip caused part of Rowells Road in Glenside to subside down a steep bank, Council contractors made the situation safe within four hours. They made the area safe and redirected water away from the bank. They then determined the cause of the slip, designed a solution, and had the road safely rebuilt before the end of June.

The amount of work involved in preventing and responding to slips is likely to increase in future, as climate change brings more frequent and more severe storms.

2007/08 stats:

Total number of slips: 821

Major slips: 229.

PROGRESS TOWARDS OUR OUTCOMES

MORE LIVEABLE – WELLINGTONIANS WILL HAVE GOOD ACCESS FROM HOMES TO SHOPS AND PLACES OF WORK AND RECREATION, PRIORITY WALKING ROUTES TO AND WITHIN THE CENTRAL CITY, AND ACCESS TO PARKING.

The vast majority of residents find public transport convenient (77%) and affordable (75%). Peak hour travel times across the city have reduced during the year.

BETTER CONNECTED/HEALTHIER – THE TRANSPORT NETWORK ALLOWS PEOPLE TO MOVE EASILY THROUGHOUT THE CITY USING ALL FORMS OF TRANSPORT, AND WALKING AND CYCLING ARE PROMOTED.

Most pedestrians (91%) and drivers (70%) think it's easy to move around the central city – these results have remained broadly constant over the last three years.

There has been a slight reduction in the proportion of residents (75%) who think the transport system allows easy access from the suburbs to the city. The proportion of residents (58%) who see peak traffic volumes as acceptable have remained broadly constant.

MORE SUSTAINABLE – THE TRANSPORT SYSTEM WILL OPERATE TO MINIMISE ENVIRONMENTAL HARM – BY OPERATING EFFICIENTLY, PROVIDING VIABLE ALTERNATIVES TO PRIVATE CARS, AND REDUCING THE NEED TO TRAVEL.

Wellingtonians continue to be the least dependant on their cars and the highest users of public transport in the country. Use of most forms of transport (e.g. trains and walking) have remained broadly stable over the last three years.

We are supporting more sustainable transport through bus priority measures, promoting urban growth around key transport 'hubs', and developing plans to encourage walking and cycling.

SAFER – THE CITY WILL BE SAFER FOR ALL TRANSPORT USERS (CYCLISTS AND PEDESTRIANS AS WELL AS PEOPLE IN CARS).

The number of crashes on Wellington's streets and roads has continued to increase. However, there was a notable reduction in the number of fatalities from 7 in 2006 to 2 in 2007. Serious road crashes continue to increase, up from 60 in 2006 to 87 in 2007.

Pedestrian safety is a significant issue for Wellingtonians – the proportion of crashes involving pedestrians is far higher in Wellington than the country as a whole and has been increasing in recent years.

We enhance transport safety through campaigns, traffic calming measures, reduced speed limits, safe walking routes to schools and other measures.

MORE PROSPEROUS – THE CITY'S TRANSPORT SYSTEM WILL CONTRIBUTE TO ECONOMIC DEVELOPMENT.

The amount of cargo loaded at the Wellington seaport and airport has reduced (from 791,315 tonnes in 2007 to 707,609 tonnes in 2008). There has been an increase in the amount of cargo unloaded at the ports (from 1,080,714 tonnes in 2007 to 1,246,350 in 2008).

We contribute to these outcomes through:

Transport planning and policy

pxx

Transport networks

pxx

Parking

pxx

TRANSPORT PLANNING AND POLICY

Transport is one of the key issues facing the city.

Demands on the transport system are increasing as the city grows and behaviours change. As a result, the transport network is at or near capacity at peak times. There are also environmental challenges. Vehicles contribute to noise, and water and air pollution, and carbon emissions from vehicles impact on climate change.

We aim to manage these challenges through our **transport planning** and with specific steps to **manage demand**. The transport system influences where people choose to live and how easily they can get to and from work and leisure pursuits. That's why we link our transport planning to the growth spine concept in our urban development strategy (see previous section).

WHAT WE DID

We developed plans to improve the environment for walking and cycling.

Draft policies on walking and cycling were completed in June 2008, ready for public consultation. The draft Walking Policy seeks to promote walking as a method of commuting or as a substitute for short trips taken by car. The draft Cycling Policy aims to provide a safer environment for cyclists through infrastructure improvements, lower speed limits in some places, and education. Funding will be sought from Land Transport New Zealand for implementation.

We also supported the Sustainability Trust's Getting around Wellington project, aimed at encouraging people to consider the benefits of more sustainable forms of transport – such as improved fitness, reduced petrol costs, less traffic congestion, and safer streets.

We asked Wellingtonians for views on transport between Ngauranga Gorge and the Airport.

The Ngauranga-Airport Strategic Transport Study was conducted in partnership with Greater Wellington Regional Council and Transit NZ, and looked at future options for the transport corridor.

More than 4,600 submissions were received during consultation in late 2007 and early 2008. Of those, about 4000 were postcard submissions circulated by two special interest groups. The study partners used public input, along with technical work by the consultants and officials, to generate a draft Ngauranga-Airport Corridor Plan, which aims to make travel between Ngauranga and the Airport easier whether people are using public transport or private vehicles, and also to cater for growth in demand over the next 20 years.

The draft plan was released for consultation in June 2008 and a final plan is expected in October 2008.

We also made plans to meet Johnsonville's future transport needs.

We completed detailed traffic modelling to support the draft Johnsonville Town Centre Plan and proposed Mall redevelopment. Work included an assessment of traffic effects outside the Johnsonville roading triangle, an assessment of peak traffic effects, and projections up to 2026.

We provided specialist transportation advice on about 500 resource consents. Significant proposals either submitted or at the discussion stage included: Meridian Energy's Mill Creek wind farm; the Indoor Community Sports Centre; the proposed Overseas Passenger Terminal redevelopment; and a proposed supermarket on Tasman Street.

WHAT IT COST

Operating Expenditure (\$000)	2008 Actual	2008 Budget	2008 Variance	2007 Actual
Transport planning (2.1.2)				
Cost	398	429	31	465
Revenue	(54)	(42)	12	(68)
Net Cost	344	387	43	397
Travel demand management planning (2.3.1)				
Cost	202	120	(82)	18
Revenue	(133)	-	133	(7)
Net Cost	69	120	51	11

TRANSPORT NETWORKS

We aim to manage and maintain the city's transport network so it is efficient and sustainable.

Our activities under this area include:

- **Port access** – we make improvements to the area around the port and along Waterloo and Aotea Quays to ensure traffic flows smoothly in this important 'gateway' to the city.
- **Vehicle network** - We manage a network that includes 62 bridges, four tunnels, more than 670km of urban and rural roads, as well as roadside drains, and more than 2400 retaining walls and sea walls.
- **Cycle network** – we manage the city's 23km network of cycleways, about half of which is dedicated cycleways and the rest is shared pedestrian/cycle paths.
- **Passenger transport network** – we support public transport through bus priority measures such as bus lanes and traffic signals that allow buses to go first, and we also provide bus shelters throughout the city.
- **Pedestrian network** - We manage over 960km of footpaths, as well as steps, accessways, subways, and pedestrian malls.
- **Network-wide control and management** - We run a traffic control system that includes around 100 sets of traffic lights, 16 closed circuit television camera systems and a central traffic computer system. The system is run with the aim of ensuring smooth traffic flows.
- **Road safety** – We work with communities to improve road safety through a combination of education, enforcement and installing traffic lights, roundabouts, traffic islands, pedestrian crossings, guardrails, and other features that slow traffic or protect pedestrians. We also encourage use of safe walking routes around schools, and provide and maintain street lighting which helps to keep people safe and discourage street crime.
- **Roads open spaces** – We plant and maintain the roadside reserve (the strip of land between a private property boundary and a road).

WHAT WE DID

We completed road safety projects in Aro Valley, Island Bay Parade and Lambton Quay.

We also developed a comprehensive road safety package for Newtown and Berhampore. Community safety measures include new traffic signals and pedestrian crossings, traffic calming, intersection improvements and a 40km/h speed limit over a large area of residential streets, coupled with a safety education programme.

The Stop, Look, Live road safety campaign continued.

We also ran a Cycle to be Seen campaign, and supported school patrols. The Stop, Look, Live campaign aims to encourage pedestrians to look out for traffic before they cross the road. Through the Cycle to be Seen campaign, Council staff and Police at checkpoints around the city stopped cyclists to check inadequate lighting, offering temporary lights and discount vouchers for cycle lights and reflective clothing. In June, 1100 children from 38 Wellington primary schools took part in the annual Orange Day March. Dressed in orange, they marched through the central city to celebrate the great job done by school patrols.

We continued work developing access to the waterfront port area.

We completed construction of the new pedestrian facility at Hinemoa Street, ensuring safe access across Waterloo Quay, and we continued to work with Tranzrail to finalise development plans for access improvement to the port and ferry terminals.

Improvements were made to the cycle network.

Improvements were made at Evans Bay Parade through Greta Point, and at Thorndon Quay near the intersection with Tinakori Road. We also supported the Go By Bike Day in February, when almost 900 cyclists gathered in Civic Square to enjoy a free breakfast and entertainment. This was by far the largest turnout in the country. The event is part of Bike Wise Week, a national campaign aimed at getting more people on their bikes.

We also resurfaced over 60km of roads.

We completed over 20km of pavement works, built 19 new walls and replaced 24 existing walls, and replaced two pedestrian bridges – the Maida Vale Bridge and the Makara school pedestrian bridge which was renewed with a new concrete structure. This work greatly enhanced the safety of the pupils at Makara School.

In June 2008, we started construction of a new bridge at Rangoon St in Khandallah. The 80-year-old single lane wooden bridge over the Johnsonville railway line had reached the end of its life. The new two-lane bridge will be in place by the end of 2008. The approach to the bridge will be much safer, and so will pedestrian and cyclist access. Heavy vehicles such as fire engines, which could not use the old bridge, will be able to use the new one.

We also completed renewal work on 25km of footpaths and constructed 10 new sections of footpath with a total length of 0.5km. We completed an accessway from Fortification Road to Karaka Bay, and carried out planned maintenance on about 2,500 square metres of footpath, in addition to minor reactive maintenance works.

A bus priority plan was developed for Courtenay Place.

The plan will see significant improvements for bus travel times and reliability along the Courtenay Place section of the bus spine through the CBD. There had been regular and lengthy delays along this part of the bus route, especially during the evening traffic peak. The Courtenay Place bus priority plan will be presented to Council in August 2008 as part of a wider strategic plan for bus priority within the city.

We also withdrew our application for a resource consent to install a further 125 bus shelters in residential parts of the city. This decision was made following concerns raised by residents about the nature and location of the shelters. We have held talks with contractors who were building the shelters, and have also reviewed our contractual arrangements.

Traffic signals went 'green'.

We upgraded our quartz-halogen traffic signal lanterns to energy efficient LED (light emitting diode) lanterns. We installed new traffic signals at a number of locations around the city including: on the Terrace near St Andrews Church; at the intersections of Customhouse Quay and Waring Taylor St, Customhouse Quay and Brandon St, Waterloo Quay and Kings Wharf, and Riddiford St.

We also managed traffic during events such as VIP motorcades, parades, protests, concerts, fairs and sporting fixtures, to ensure disruption was minimised.

HOW WE PERFORMED

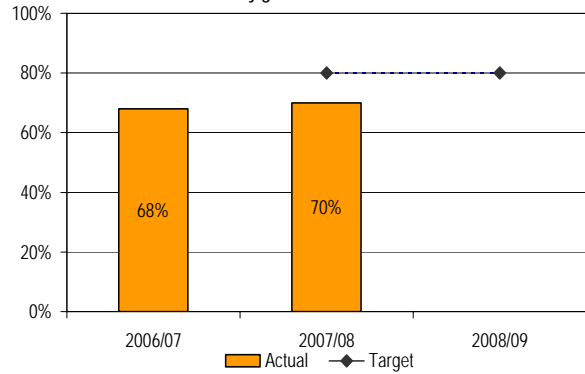
IMPLEMENTATION OF 'PORT AND FERRY ACCESS' PLAN – ACHIEVEMENT OF KEY MILESTONES

Our target was to:

- complete detailed plans for the area between Kings Wharf and Bunny Street (which we achieved); and
- start street improvements along Waterloo Quay between Bunny and Hinemoa Street (which have been delayed and are now scheduled to start in early August 2008.)

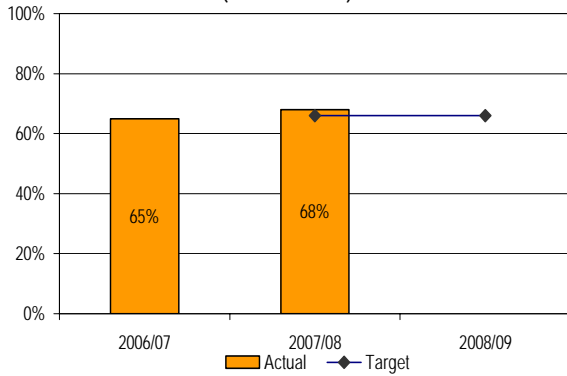
Source: WCC Infrastructure (Activity 2.2.2 Port Access)

Residents (%) who agree that roads are maintained to good or very good standard



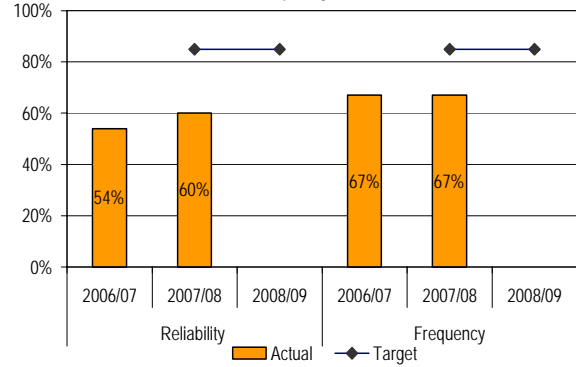
Source: WCC Resident Survey 2008 (Activity 2.4.1 Vehicle Network)

Wellington roads (%) that receive a "smooth road" rating (NAASRA counts)



Source: WCC Infrastructure (Activity 2.4.1 Vehicle Network)

Residents (%) satisfied with public transport reliability and frequency

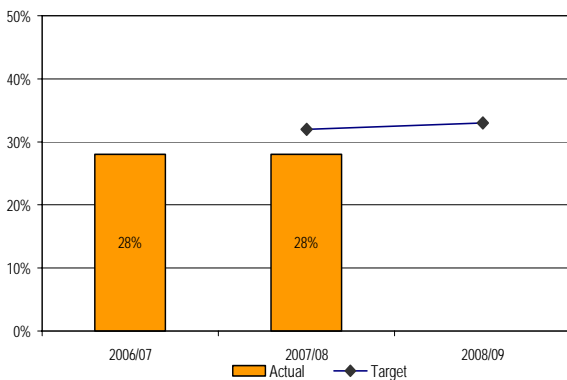


Source: WCC Resident Survey 2008 (Activity 2.4.3 Passenger Transport Network)

COMMENT:

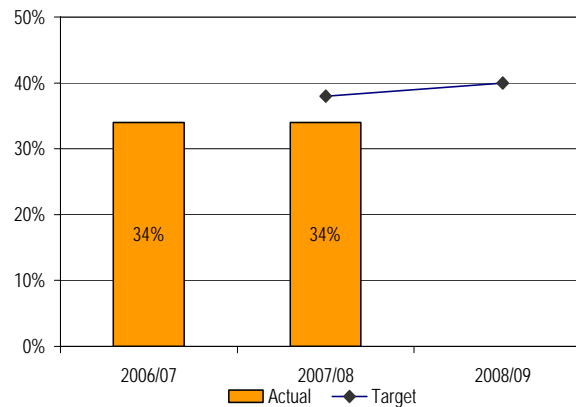
Vehicle network – Although we have seen a minor increase in the proportion of residents (2% increase) who agree roads are maintained to a good standard, achievement continues under target. This result should be balanced by the actual assessment that 68% of Wellington roads have received a 'smooth road' rating, surpassing our target.

Residents (%) who come into central Wellington (on weekdays) that use a bus

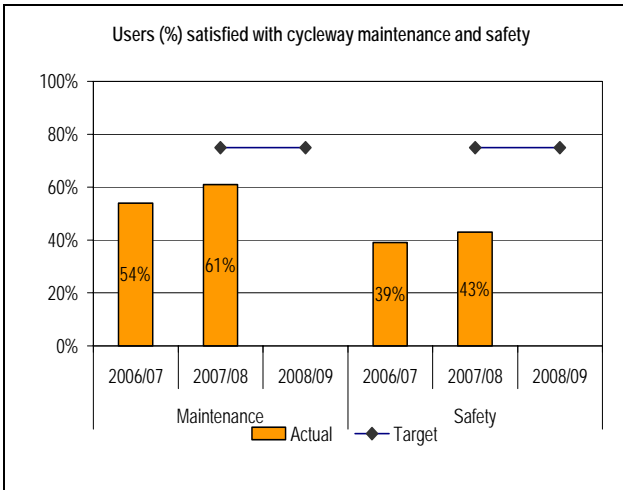


Source: WCC Resident Survey 2008 (Activity 2.4.3 Passenger Transport Network)

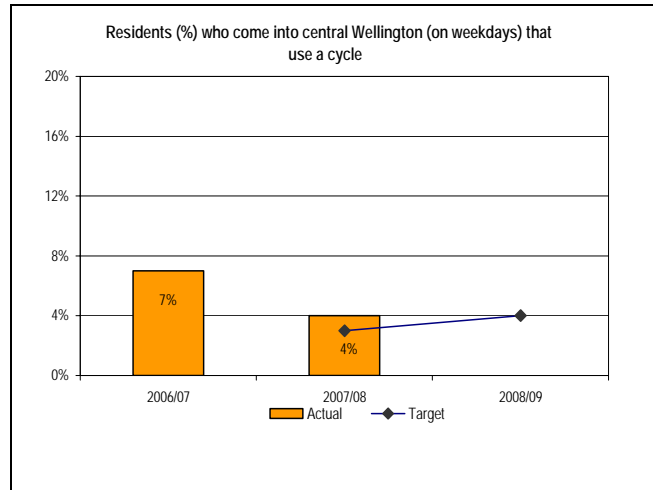
Bus-stops (%) with a bus-shelter



Source: WCC Infrastructure (Activity 2.4.3 Passenger Transport Network)



Source: WCC Resident Survey 2008 (Activity 2.4.2 Cycleway Network)



Source: WCC Resident Survey 2008 (Activity 2.4.2 Cycleway Network)

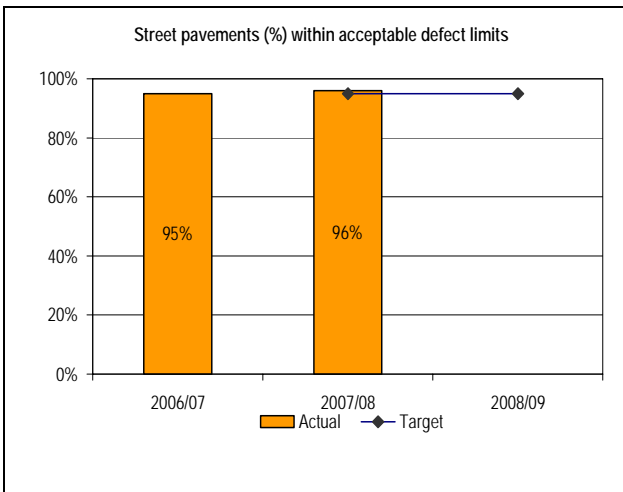
COMMENT:

Passenger transport network – There has been an increase (6%) in the proportion of residents who are satisfied with the reliability of public transport. Dissatisfaction had declined significantly during 2006/07 because of service disruptions experienced in February and March 2007. Performance remains significantly short of target.

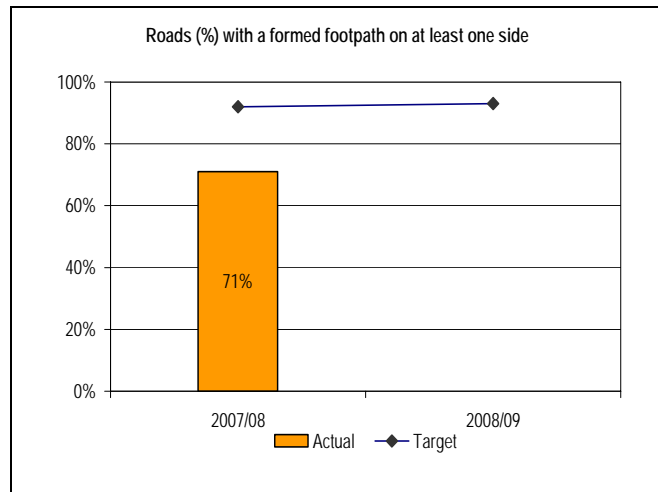
Although our Resident Satisfaction Survey in February suggested that bus use had remained broadly stable, data from MetLink since February suggests that bus use is increasing. For example, a month on month comparison for April 2007 and 2008 saw an 18% increase in bus patronage. We have made no progress on our bus shelter programme. During the year we withdrew a resource consent application for Adshel bus shelters, with a view to further consultation with the community on preferred options. We have worked on design options for future bus shelters in response to community views.

Cycle network – Although there has been a minor improvement in resident perceptions of cycleway maintenance and safety, achievement continues well below target.

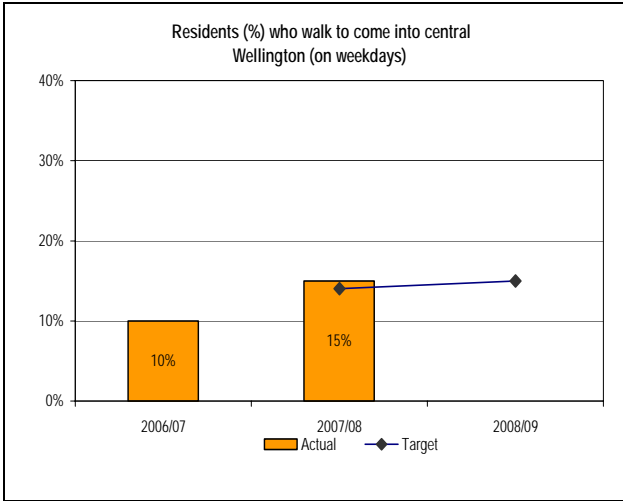
There has been a reduction from 2006/07 in the proportion of residents who use a cycle to access the central city, although achievement is above target. It is notable that cycle usage in 2006/07 was significantly higher than the previous year's level of 2%. We will be addressing cycle network usage and perceptions as part of our Cycling Policy, which will be finalised in November 2008.



Source: WCC Infrastructure (Activity 2.4.4 Pedestrian Network)



Source: WCC Infrastructure (Activity 2.4.4 Pedestrian Network)



Source: WCC Resident Survey 2008 (Activity 2.4.4 Pedestrian Network)

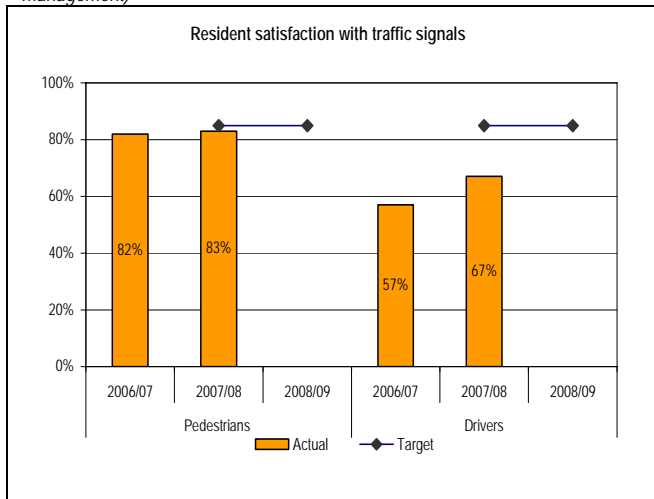
ENTIRE INTERSECTION SIGNAL OUTAGES LASTING MORE THAN 24 HOURS

Our target was for no entire intersection signal outages to last more than 24 hours. We had two intersection outages that lasted longer than 24 hours, at the intersections of Waterloo Quay and Hinemoa Street (out for two days), and Evans Bay Road, Rongotai Road and Bay Road (out for three days). In both, vehicle accidents had caused major damage to the controller equipment, and contractors did well to get the signals operating as soon as they did.

Source: WCC Infrastructure (Activity 2.4.5 Network-wide control and management)



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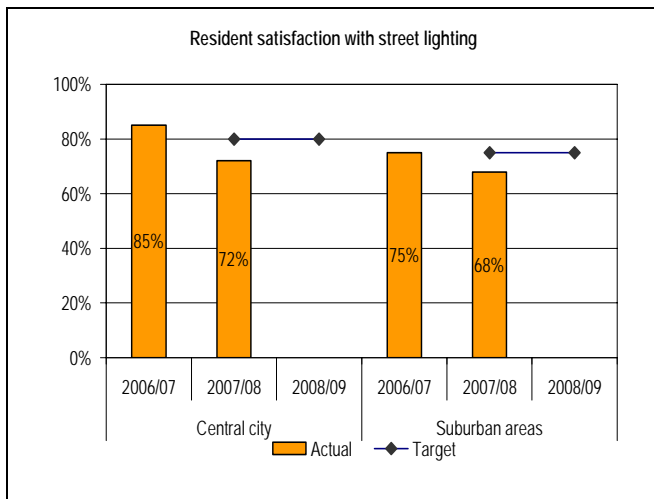
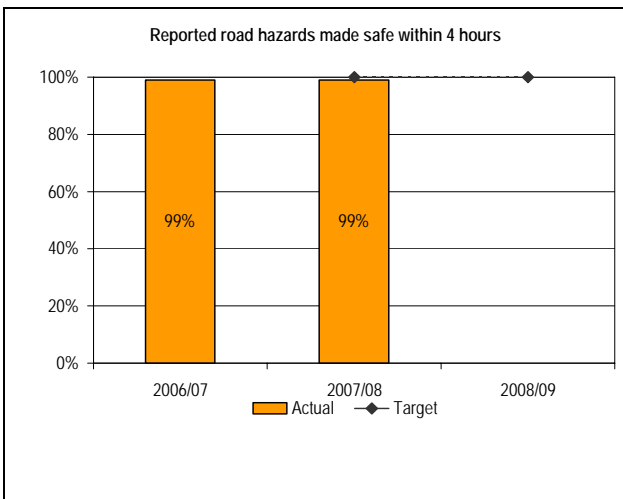


Source: WCC Resident Survey 2008 (Activity 2.4.5 Network-wide control and management)

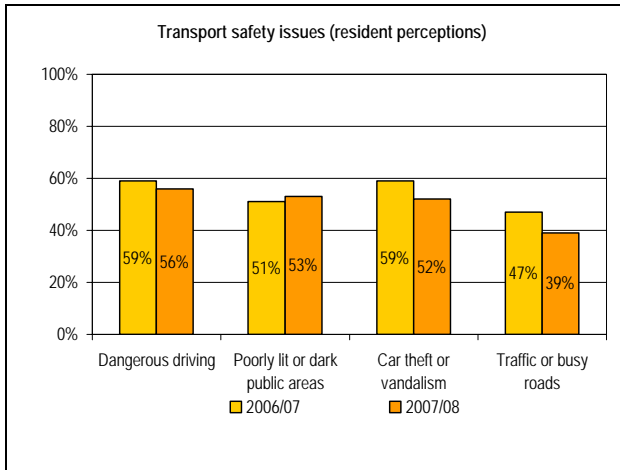
COMMENT:

Pedestrian network – During the year we reviewed our model for assessing the pedestrian network, specifically roads with footpaths. The new model now provides a greater level of accuracy in specifying roads, particularly rural roads and intersections. In light of the new model we will be developing new targets to better reflect utilisation.

Network wide control – We have seen a noticeable increase in the proportion of drivers (10% increase) who are satisfied with the way traffic signals allow them to move around the city, although driver satisfaction with traffic signals continues to be below target.



Source: WCC Infrastructure (Activity 2.5.1 Road safety)



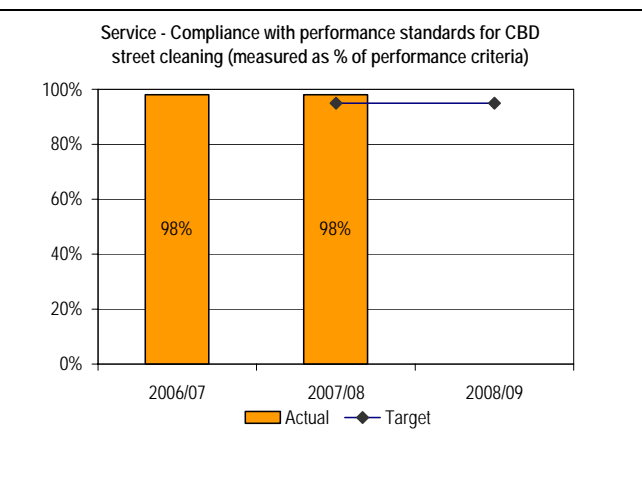
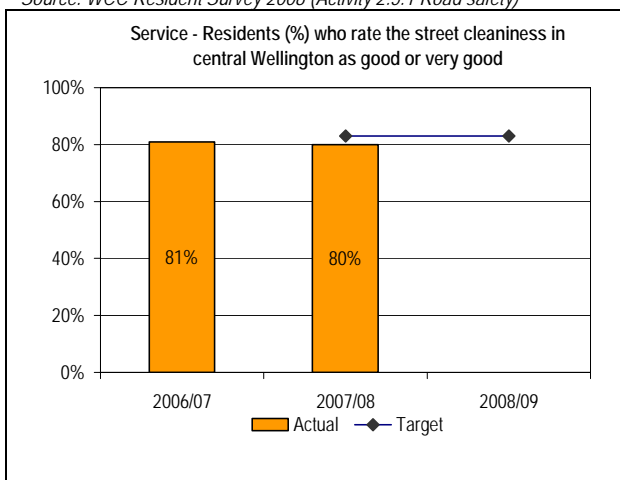
Source: WCC Resident Survey 2008 (Activity 2.5.1 Road safety)

COMMENTS:

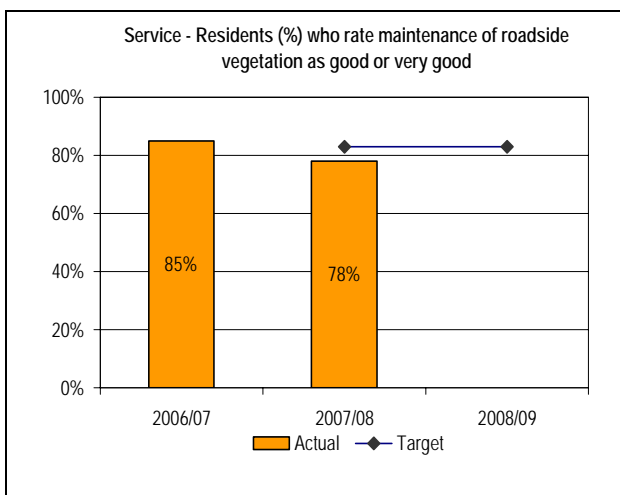
Road safety – We have seen a notable decrease in resident satisfaction with central city and suburban street lighting. Both results are below target. We also note that of the four transport safety issues of most concern to residents, poor lighting of public areas is the only issue on which concern has increased. We have an extensive street light renewal and upgrade programme for the central city and suburban areas, and will closely monitor trends over coming years.

We will use survey results to assess what transport safety issues residents perceive to be of concern. Issues identified as of most concern were 'dangerous driving,' 'poorly lit or dark areas' and 'car theft and vandalism'. Two of these transport safety issues are of less concern than in 2006/07.

Source: WCC Resident Survey 2008 (Activity 2.5.1 Road safety)



Source: WCC Resident Survey 2008 (Activity 2.3.2 Roads open spaces)



Source: WCC CitiOperations (Activity 2.3.2 Roads open spaces)

COMMENT:

Roads open spaces - There has been a notable decrease (8%) in the proportion of residents who rate roadside maintenance positively, falling below our target. Weather-related events such as slips and additional roadside debris are likely to have affected resident perceptions of roadside maintenance. We will closely monitor trends over coming years.

Source: WCC Resident Survey 2008 (Activity 2.3.2 Roads open spaces)

WHAT IT COST

	2008	2008	2008	2007
Operating Expenditure (\$000)	Actual	Budget	Variance	Actual
Ports access (2.2.2)				
Cost	54	54	-	40
Revenue	-	-	-	-
Net Cost	54	54	-	40
Vehicle network (2.4.1) ¹				
Cost	20,157	19,760	(397)	19,186
Revenue	(5,407)	(1,276)	4,131	(5,778)
Net Cost	14,750	18,484	3,734	13,408
Cycle network (2.4.2)				
Cost	42	50	8	30
Revenue	(5)	(6)	(1)	(4)
Net Cost	37	44	7	26
Passenger transport network (2.4.3) ²				
Cost	860	884	24	971
Revenue	(610)	(450)	160	(331)
Net Cost	250	434	184	640
Pedestrian network (2.4.4)				
Cost	4,724	4,464	(260)	4,297
Revenue	(706)	(550)	156	(550)
Net Cost	4,018	3,914	(104)	3,747
Network-wide control and management (2.4.5)				
Cost	3,333	3,011	(322)	3,127
Revenue	(1,014)	(853)	161	(1,167)
Net Cost	2,319	2,158	(161)	1,960
Road Safety (2.5.1)				
Cost	4,525	4,463	(62)	4,810
Revenue	(1,361)	(1,172)	189	(1,390)
Net Cost	3,164	3,291	127	3,420
Roads Open Spaces (2.3.2)				
Cost	8,025	7,649	(376)	8,230
Revenue	(833)	(598)	235	(770)
Net Cost	7,192	7,051	(141)	7,460
	2008	2008	2008	2007
Capital Expenditure (\$000)	Actual	Budget	Variance	Actual
Ports access (2.2.2) ³				
Cost	31	31	(-)	-
Unspent portion of budget to be carried forward	-	687	-	-
Vehicle network (2.4.1) ⁴				
Cost	18,405	18,253	(152)	15,394
Unspent portion of budget to be carried forward	-	2,417	-	-
Cycle network (2.4.2)				
Cost	54	68	14	29
Passenger transport network (2.4.3) ⁵				
Cost	242	92	(150)	296
Unspent portion of budget to be carried forward	-	1,026	-	-

Pedestrian network (2.4.4)				
Cost	4,557	4,499	(58)	3,131
Network-wide control and management (2.4.5)				
Cost	1,946	1,906	(40)	1,720
Unspent portion of budget to be carried forward	-	93	-	-
Road Safety (2.5.1) ⁶				
Cost	1,745	1,673	(72)	-
Unspent portion of budget to be carried forward	-	555	-	-

¹ The revenue variance is due to the recognition of unbudgeted vested asset income.

² The variance in revenue is due to the receipt of unbudgeted grant income from Greater Wellington Regional Council for bus priority schemes.

³ Capital works for the Port and Ferry access will now be completed in 2008/09 due to delays in the design stage.

⁴ Capital works on the Mark Avenue Extension project encountered delays in services installation and road surfacing and will be completed in 2008/09. The Rangoon Bridge was delayed by the resource consent application, construction work will be completed early 2008/09.

⁵ Capital works on the construction phase of the Bus priority project have been delayed due to utility infrastructure upgrades to the Lambton Quay project. Will be completed in 2008/09.

⁶ Capital works on the Lambton Quay priority project have been delayed due to utility infrastructure upgrades. Will be completed in 2008/09.

PARKING

We aim to provide convenient parking throughout the city to ensure as many people as possible can access parking spaces. Provision of car parking helps make Wellington a liveable, prosperous city.

Our activities include providing CBD car parks so people can conveniently access the central city. We also operate coupon parking zones and resident parking areas to balance the needs of residents, visitors, shoppers and commuters.

Key challenges include: balancing parking against competing demands for on-street space (e.g. bus priority lanes, more space for pedestrians); and managing parking where demand exceeds supply.

WHAT WE DID

We launched an online payments system for parking fines.

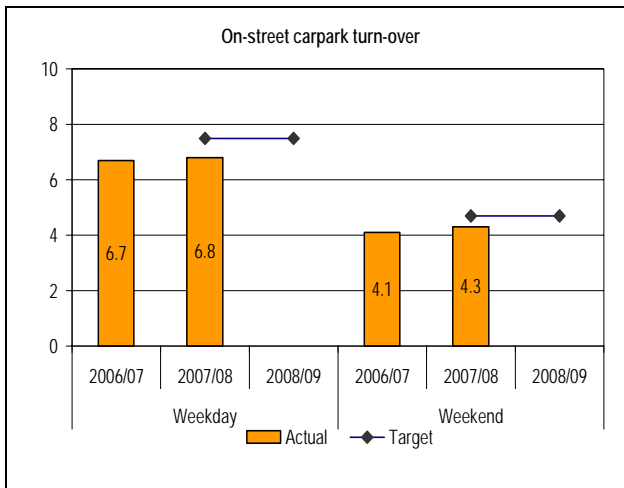
The new website, www.parkingfines.co.nz, has proved a popular payment option, with approximately 60% of all credit card payments of parking fines now going through the site.

We also approved a new Parking Policy.

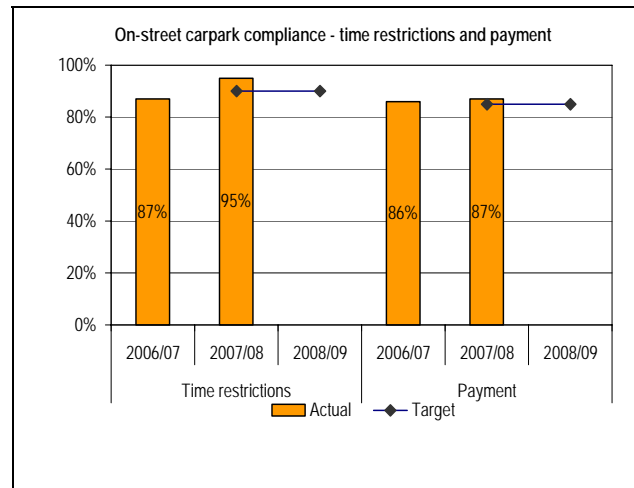
The policy provides overarching principles to guide the Council's management of on-street parking spaces. It also provides location-specific policies for the central area, inner residential and suburban areas.

We built parking bays at Broderick Road, Tennyson Street, Kauri Street, Coromandel Street and Tacy Street to reduced parking on the footpath and on bends along these streets.

HOW WE PERFORMED



Source: WCC Infrastructure (Activity 2.1.1 Car parking)



Source: WCC Infrastructure (Activity 2.1.1 Car parking)

COMMENT:

Parking – The ‘turn-over rate’ is the average number of cars that use a particular carpark each day. During the year, an average of 6.8 cars made use of car parks on weekdays, while 4.3 cars made use of each car park on weekends. Both results reflect an improvement, but the results are still below target. This indicates that more people have access to car parks.

WHAT IT COST

	2008	2008	2008	2007
Operating Expenditure (\$000)	Actual	Budget	Variance	Actual
Car parking (2.1.1) ¹				
Cost	10,000	10,345	345	11,452
Revenue	(23,785)	(23,305)	480	(24,984)
Net Cost	(13,785)	(12,960)	825	(13,532)
	2008	2008	2008	2007
Operating Expenditure (\$000)	Actual	Budget	Variance	Actual
Car parking (2.1.1)				
Cost	228	250	22	277

¹ The net operating variance is due to higher parking meter income and reduced enforcement costs.