

Transport

A world-class city needs a safe, efficient transport system.

We're responsible for Wellington's extensive transport network, and for planning for the city's future transport needs. This is one of our biggest areas of operation.

We see a high-quality transport system as critical to the city's economy and quality of life.

Our transport activities include looking after hundreds of kilometres of city roads, as well as accessways, footpaths, cycleways, parking facilities, traffic signs and signals, street lighting and pedestrian crossings. We also manage parking areas and have an ongoing programme of safety promotion.

We see an efficient transport system as a critical part of the city's infrastructure, and are committed to working with other local authorities and government agencies to meet Wellington's regional transport needs.

In partnership with the Greater Wellington Regional Council, we provide public transport facilities, including bus shelters, the Lambton Interchange and "park and ride" facilities at some suburban rail stations. Central government agencies such as Transit NZ and Land Transport New Zealand work with us on roading projects to make the transport network more effective, efficient and sustainable.



WHAT'S NEW

PLANNING FOR THE REGION'S TRANSPORT FUTURE⁵

The coming decade will see a major investment in the region's transport infrastructure.

The Government in 2005 has made two major allocations of transport funding for the Wellington region. In January, it announced a \$225m allocation over 10 years, earmarked for projects to reduce congestion, improve access and boost existing passenger transport infrastructure and services.

In July, it announced a further \$660m boost over 10 years to provide a solution for the region's western transport corridor. The funding will provide for new Petone-Grenada and Kapiti western link roads, and for the development of a solution for the western corridor.

Over the coming year, we'll be working with other councils and agencies to determine priorities and develop the most effective transport solution for the region.

ENHANCING THE TRANSPORT NETWORK

In the coming year, we'll be:

- resurfacing 80km of roads
- resurfacing 22km–46km of footpaths
- replacing or retrofitting 50 roadside retaining walls
- adding 150m to the city's network of bus lanes
- replacing signals at two intersections and installing new signals at six intersections
- making safety improvements to approximately 136 sites of the city's roading network, under our SaferRoads projects.

FEES AND CHARGES

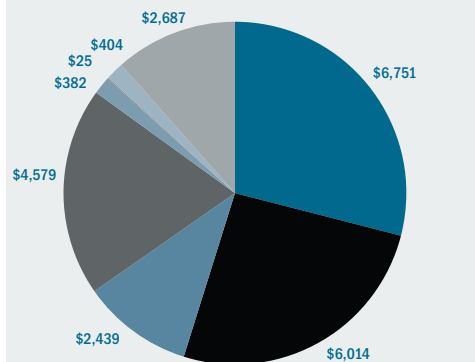
For more information see www.Wellington.co.nz.



STRATEGY TREE – TRANSPORT

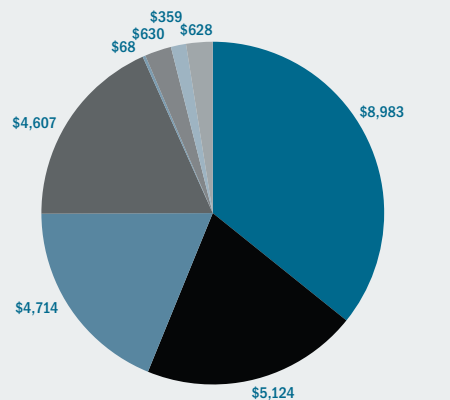
OUTCOME		ACTIVITY	OPERATING PROJECTS	CAPITAL PROJECTS			
8.1 Transport effectiveness	A well-planned and comprehensive transport network supports a compact and highly liveable city where people move about easily and safely.	8.1.1	Service provider – Vehicle network.	A357 C304 C441 C453 C481	Road maintenance, slips and storm cleanup Planned road maintenance Bridges and tunnels maintenance Vehicle network asset stewardship Road protection services	CX086 CX088 CX089 CX090 CX092 CX097 CX101 CX104 CX165 CX311 CX377 CX379 CX383 CX444	Bridge and tunnel renewals Thin asphalt road surface renewals Re seals renewals Re seal preparation renewals Shape and camber corrections Rural road improvements Service lane improvements Research and development upgrades Tunnel and bridge improvements Vehicle network new roads Roading capacity projects Tawa road improvement projects Area wide road maintenance Roading renewals and city centre upgrades
		8.1.2	Service provider – Roads open space.	C006 C289	Open space vegetation management Street cleaning contract		
		8.1.3	Service provider – Corridor infrastructure (drainage/walls).	C315 C444 C445	Walls general maintenance Drains and walls asset stewardship Kerb and channel maintenance	CX087 CX093 CX098 CX253 CX350	Retaining wall renewals Sumps flood mitigation upgrades Road corridor new walls Kerb and channel renewal Wall and embankment improvements
		8.1.4	Service provider – Pedestrian network.	C305 C307 C312 C365 C377 C448 C492	Footpath maintenance Street furniture and special surface Maintenance of Tawa shared driveways Street activity co-ordination Footpaths asset stewardship Pedestrian network maintenance Pedestrian network structures maintenance	CX091 CX094 CX099 CX108 CX109 CX482	Pedestrian network structures renewals Pedestrian network footpath renewals Footpath extensions Street furniture renewals Pedestrian network accessways Special pavement services
		8.1.5	Service provider – Safety.	C026B C450 C451 C494 C575	Streetlight maintenance Road safety education and promotion School safety projects Fences and guardrails maintenance Safety asset stewardship	CX019 CX096 CX171 CX232 CX351 CX352 CX445	Accident reduction upgrades Safety street lighting renewal Minor safety projects Traffic calming projects Residential street lighting Fences and guardrails renewals SaferRoads project
		8.1.6	Service provider – Cycleway network.	C493 C577	Cycleways maintenance Cycleway asset stewardship	CX112	Cycle network improvements
		8.1.7	Service provider – Parking.	C290	Parking services and enforcement	CX102 CX319	Parking asset renewals Roadside parking improvements
8.2 Transport accessibility	Transport options enable people to easily fulfil their work and lifestyle requirements.	8.2.1	Service provider – Passenger transport network.	C072A C550 C576	Passenger transport facilities Bus shelter contract income Passenger transport asset stewardship	CX135 CX431	Passenger transport network upgrades Bus shelter contract improvements
8.3 Transport efficiency	Efficient transport contributes to the economic viability and growth of the city.	Several Council activities support this outcome.		A026 A153A C026C C452 P184 P249	Traffic signals system maintenance Traffic control asset stewardship Road marking maintenance Traffic signs maintenance City gateway infrastructure improvement Transport policy projects	CX095 CX353	Traffic and street signs renewals Traffic signal renewals
8.4 Transport sustainability	Transport solutions ensure the wise use of resources and cater for the long-term needs of the community.	8.4.1	Service provider – Network control and management.				

**TRANSPORT:
NET OPERATIONAL SPENDING (\$'000)**



- Service provider - Vehicle network
- Service provider - Roads open space
- Service provider - Corridor infrastructure (drainage and walls)
- Service provider - Pedestrian network
- Service provider - Safety
- Service provider - Cycleway network
- Service provider - Passenger transport network
- Service provider - Network control and management

**TRANSPORT:
CAPITAL SPENDING (\$'000)**



- Service provider - Vehicle network
- Service provider - Corridor infrastructure (drainage and walls)
- Service provider - Pedestrian network
- Service provider - Safety
- Service provider - Cycleway network
- Service provider - Parking
- Service provider - Passenger transport network
- Service provider - Network control and management

What it costs

These graphs outline what it costs to provide the activities in this key achievement area. The cost of providing each of the programmes in this area is outlined at the end of this chapter.

Service provider - Parking returns a \$11,671 net income to the Council.

8.1 OUTCOME: TRANSPORT EFFECTIVENESS

We aim for a well-planned and comprehensive transport network. This network should support a compact and highly liveable city where people can move about easily and safely.

City outcome indicators

The number of fatal, serious and minor accidents in Wellington.

The percentage of residents who think that the city's transport system allows easy access from the suburbs to the city.

8.1.1 ACTIVITY: VEHICLE NETWORK

The city needs a cost-effective, efficient road network that is maintained in good working order. This will keep traffic moving, reduce vehicle operating costs, save fuel and keep individual users safe.

We manage a network that includes 59 bridges, four tunnels, and more than 660km of urban and rural roads, as well as all related pavements and service lanes. The upkeep of these roads is a major task.

Each year we aim to resurface approximately 55km of roads as they begin to crack and deform. We use different types of road surface to meet particular needs. Smooth asphalt is used through shopping centres and in areas where turning stresses on the road are high. Chipseal is used where the road structure is flexible and where there is no need for the other surfaces, which are four times as expensive.

Activity performance measures

The percentage of travel that occurs on "smooth" roads within the Wellington City Council area. (Smoothness is measured by the New Zealand standard NAASRA rating of roughness).

Target 2005/06: At least 71%.

8.1.2 ACTIVITY: ROADS OPEN SPACE

This refers to our efforts to keep the roadside corridor attractive and safe. It includes the targeted control of listed pest plants and other weeds.

Residents are encouraged to assist with the maintenance and beautification of road reserves by adopting areas in their street and taking advantage of Council services such as selective vegetation removal and pruning, growth cutting on banks, free supply of plants to residents for planting on road reserve, weed spraying and noxious weed control.

This activity also covers cleaning city and residential streets and sumps, emptying rubbish bins in the central city and removing spills and litter.

Activity performance measures

The percentage of residents who rate street cleaning in central Wellington as good or very good.

Target 2005/06: 83%.

8.1.3 ACTIVITY: CORRIDOR INFRASTRUCTURE (DRAINAGE/WALLS)

As steward of the roads in a harbour city, we must maintain sea walls, as well as the walls on dry land that make up the “road corridor”. Many of these walls around Wellington are more than 90 years old and need repairing often. They also need to be kept clear of graffiti – we aim to remove all graffiti from roadside walls within 48 hours of notification (offensive material is normally tackled within two hours).

This part of the budget also covers the drainage work carried out to protect the city’s road network. We clean and maintain 600 culverts and water tables, and a network of 1200km of kerb and channel (gutters).

Activity performance measures

The percentage of residents who agree that Wellington City Council roads are maintained to a good or very good standard.

Target 2005/06: 85%.

8.1.4 ACTIVITY: PEDESTRIAN NETWORK

Safe passage for pedestrians is a crucial aspect of the transport network. We maintain over 840km of footpaths, as well as pedestrian subways, bridges, canopies, seats, bollards and fountains, all of which need regular maintenance and eventual renewal. This maintenance includes the removal of graffiti, which we aim to do within 48 hours of notification (or two hours for offensive material).

We have a long-term aim for all city roads to have a footpath on at least one side.

The schedule for this footpath construction is prioritised according to local need – for example, roads with a school nearby take precedence. Each year, we also expect to rebuild two pedestrian accessways that provide useful paths to off-street housing and between streets.

This activity also includes the co-ordination of street events such as marches and parades, and the maintenance of shared driveways in Tawa (the continuation of a Tawa Borough Council programme).

Activity performance measures

The total number of kilometres of pedestrian network renewed and upgraded during the year.

Target 2005/06: Achieve the programmed work schedule.

8.1.5 ACTIVITY: SAFETY

Road safety is a wider issue than just keeping roads and footpaths dry and clear. Lighting also has to be adequate, and barriers and handrails available where required to protect pedestrians.

Over time, we are shifting the focus of our safety works from remedying accident blackspots one-by-one to addressing the safety of an area as a whole. This will involve working with the community and other stakeholders to identify and prioritise actions to correct the worst safety issues. This work will help fulfil the national Road Safety Strategy 2010 target of improving Wellington’s already low accident rate.

We also plan road safety improvements to coincide with other Council initiatives such as upgrades of suburban centres and carriageway maintenance works.

Activity performance measures

The percentage of residents who are satisfied with street lighting in the central city area and suburban areas.

Target 2005/06: Central city 80%; suburban areas 75%.

8.1.6 ACTIVITY: CYCLEWAY NETWORK

As well as pedestrians, cyclists also need special facilities to allow their safe passage on the roads. We maintain more than 20 kilometres of cycleways in the city and suburbs – these require regular upkeep to ensure they have smooth surfaces, clear lane markings and signage, as well as cycle stands at appropriate parking points.

Activity performance measures

The percentage of users who are satisfied with the safety of cycleways and the maintenance of cycleways.

Target 2005/06: Safety 75%;
maintenance 75%.

8.1.7 ACTIVITY: PARKING

We operate a stock of on-street parking spaces. Our aim is to have a regular turnover of these spaces. To achieve this, we enforce maximum parking times and use meters and pay-and-display machines. Income from on-street parking subsidises roading infrastructure projects.

On the fringes of the central city, we operate coupon parking zones and resident parking areas to balance the needs of residents, visitors, shoppers and commuters.

Activity performance measures

The average turnover rate for on-street car parks (i.e. the average number of cars using each car park each day).

Target 2005/06: Weekdays 7.5;
weekends 4.7.

8.2 OUTCOME: TRANSPORT ACCESSIBILITY

We want the city to have a range of transport options so people can easily fulfil their work and lifestyle requirements.

City outcome indicators

The percentage of residents who think that there are barriers to using their preferred mode of transport.

The mode of transport used by residents of Wellington city and Wellington region to come into Wellington's central business district.

8.2.1 ACTIVITY: PASSENGER TRANSPORT NETWORK

Support for the public transport network around the city is a major commitment for the Council. Our aim is to encourage greater use of a bus and rail system, in order to improve traffic efficiency while reducing pollution.

Our active support of public transport includes the maintenance of signs, bus shelters, timetables, pedestrian shelters and “park and ride” areas (commuter car parks alongside bus and train stations leading to the central city).

Our partnership with Adshel provides us with savings as shelters with advertising are provided and maintained at no cost to the Council.

Activity performance measures

The percentage of residents who are satisfied with the reliability and frequency of public transport.

Target 2005/06: 85%.

8.3 OUTCOME: TRANSPORT EFFICIENCY

We aim for an efficient transport system that contributes to the city’s economic viability and growth.

City outcome indicators

The percentage of residents who think that the peak traffic volumes are acceptable.

The peak travel times from Johnsonville to the airport and the central city to the airport.

The amount of cargo loaded and unloaded at Wellington Seaport and Airport.

8.4 OUTCOME: TRANSPORT SUSTAINABILITY

We want the city’s transport solutions to ensure the wise use of resources and cater for the community’s long-term needs.

City outcome indicators

The levels of carbon-monoxide emissions at the intersection of Vivian and Victoria Streets.

The total level of fuel used on roads in the Wellington City area.

8.4.1 ACTIVITY: NETWORK CONTROL AND MANAGEMENT

Traffic flow needs to be managed to increase the efficiency of the road network and minimise congestion at busy periods.

We run a traffic control system that includes around 100 sets of traffic lights, closed circuit television camera systems and a central traffic computer system. This system has been further enhanced by the integration of Council and Transit NZ traffic monitoring capabilities.

Network management also involves planning and computer modelling of general travel patterns around the city, including pedestrian, motor vehicle, cycle and parking patterns. Regular surveys are conducted to ensure information is up to date, so that we can respond to changing trends.

This work also includes the maintenance of road markings, the cats' eyes that highlight lane divisions, and signs that direct motorists around the city, including visitors to tourist attractions.

Activity performance measures

1. The percentage of pedestrians who are satisfied with traffic signals.
Target 2005/06: 85%.
2. The percentage of residents who agree that road markings and signs are maintained to a good or very good standard.
Target 2005/06: 90%.

2005/06 OPERATIONAL SPENDING, FUNDING SOURCES AND TARGETS FOR TRANSPORT

Annual Plan 2004/05		Expenditure 2005/06	User charges and other revenue	Net expenditure before non funded depreciation	Non funded depreciation	Net expenditure/rates funding requirement	Rates as a % of total funding	Rates funding target
Net (\$000)	Project description	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(%)	(%)
616	A357 Road maintenance, slips and storm cleanup	902	(242)	660		660		
307	C304 Planned road maintenance	425	(154)	271		271		
11	C441 Bridges and tunnels maintenance	16	(8)	8		8		
3,081	C453 Vehicle network asset stewardship	9,134	(4,131)	5,003		5,003		
993	C481 Road protection services	1,028	(219)	809		809		
5,008	8.1.1 Service provider – Vehicle network	11,505	(4,754)	6,751	(1,765)	4,986	43%	60%
1,517	C006 Open space vegetation management	1,841	(271)	1,570		1,570		
4,315	C289 Street cleaning contract	4,619	(175)	4,444		4,444		
5,832	8.1.2 Service provider – Roads open space	6,460	(446)	6,014	-	6,014	93%	90%
32	C315 Walls general maintenance	41	(12)	29		29		
2,213	C444 Drains and walls asset stewardship	3,602	(1,493)	2,109		2,109		
224	C445 Kerb and channel maintenance	481	(180)	301		301		
2,469	8.1.3 Service provider – Corridor infrastructure (drainage and walls)	4,124	(1,685)	2,439	-	2,439	59%	60%
260	C305 Footpath maintenance	278	-	278		278		
310	C307 Street furniture and special surface	278	-	278		278		
18	C312 Maintenance of Tawa shared driveways	17	-	17		17		
202	C365 Street activity co-ordination	253	(37)	216		216		
3,160	C377 Footpaths asset stewardship	3,253	-	3,253		3,253		
235	C448 Pedestrian network maintenance	415	(31)	384		384		
164	C492 Pedestrian network structures maintenance	153	-	153		153		
4,349	8.1.4 Service provider – Pedestrian network	4,647	(68)	4,579	-	4,579	99%	100%
1,559	C026B Streetlight maintenance	2,117	(795)	1,322		1,322		
399	C450 Road safety education and promotion	474	(153)	321		321		
67	C451 School safety projects	60	-	60		60		
183	C494 Fences and guardrails maintenance	181	(3)	178		178		
(1,035)	C575 Safety asset stewardship	1,116	(2,615)	(1,499)		(1,499)		
1,173	8.1.5 Service provider – Safety	3,948	(3,566)	382	-	382	10%	20%
13	C493 Cycleways maintenance	17	(5)	12		12		
8	C577 Cycleway asset stewardship	46	(33)	13		13		
21	8.1.6 Service provider – Cycleway network	63	(38)	25	-	25	40%	30%
(12,255)	C290 Parking services and enforcement	9,359	(21,030)	(11,671)		(11,671)		

2005/06 OPERATIONAL SPENDING, FUNDING SOURCES AND TARGETS FOR TRANSPORT (CONTINUED)

Annual Plan 2004/05		Expenditure 2005/06	User charges and other revenue	Net expenditure before non funded depreciation	Non funded depreciation	Net expenditure/rates funding requirement	Rates as a % of total funding	Rates funding target
Net (\$000)	Project description	(\$000)	(\$000)	(\$000)	(\$000)	(\$000)	(%)	(%)
(12,255)	8.1.7 Service provider – Parking	9,359	(21,030)	(11,671)	–	(11,671)		0%
32	C072A Passenger transport facilities	265	(148)	117		117		
(338)	C550 Bus shelter contract income	–	(358)	(358)		(358)		
244	C576 Passenger transport asset stewardship	645	–	645		645		
(62)	8.2.1 Service provider – Passenger transport network	910	(506)	404	–	404	44%	0%
510	A026 Traffic signals system maintenance	712	(322)	390		390		
620	A153A Traffic control asset stewardship	1,091	(361)	730		730		
431	C026C Road marking maintenance	663	(247)	416		416		
452	C452 Traffic signs maintenance	1,146	(442)	704		704		
119	P184 City gateway infrastructure improvement	86	–	86		86		
474	P249 Transport policy projects	361	–	361		361		
2,606	8.4.1 Service provider – Network control and management	4,059	(1,372)	2,687	–	2,687	66%	50%
9,141	Total for 2005/06	45,075	(33,465)	11,610	(1,765)	9,845		

2005/06 CAPITAL SPENDING AND FUNDING SOURCES FOR TRANSPORT

Annual Plan 2004/05 (\$000)	Project description	Expenditure 2005/06 (\$000)	Development contributions revenue (%)	Development contributions borrowings (%)	Rates funded depreciation (%)	General borrowings (%)
62	CX086 Bridge and tunnel renewals	150				
890	CX088 Thin asphalt road surface renewals	1,000				
1,408	CX089 Reseals renewals	1,466				
1,720	CX090 Preseal preparation renewals	1,735				
2,568	CX092 Shape and camber corrections	2,748				
52	CX097 Rural road improvements	55				
102	CX101 Service lane improvements	105				
28	CX104 Research and development upgrades	31				
342	CX165 Tunnel and bridge improvements	347				
281	CX311 Vehicle network new roads	78				
113	CX377 Roading capacity projects	723				
23	CX379 Tawa road improvement projects	24				
335	CX383 Area wide road maintenance	361				
160	CX444 Roading renewals and city centre upgrades	160				
8,084	8.1.1 Service provider – Vehicle network	8,983	0.2%	2.8%	74%	23%
776	CX087 Retaining wall renewals	1,309				
300	CX093 Sumps flood mitigation upgrades	303				
494	CX098 Road corridor new walls	1,593				
1,315	CX253 Kerb and channel renewal	1,400				
494	CX350 Wall and embankment improvements	519				
3,379	8.1.3 Service provider – Corridor infrastructure (drainage and walls)	5,124	0.1%	0.9%	72%	27%
103	CX091 Pedestrian network structures renewals	104				
2,049	CX094 Pedestrian network footpath renewals	2,535				
930	CX099 Footpath extensions	967				
245	CX108 Street furniture renewals	475				
126	CX109 Pedestrian network accessways	238				
375	CX482 Special pavement surfaces	395				
3,828	8.1.4 Service provider – Pedestrian network	4,714	0.3%	2.7%	69%	28%

2005/06 CAPITAL SPENDING AND FUNDING SOURCES FOR TRANSPORT (CONTINUED)

<i>Annual Plan 2004/05</i>	<i>Project description</i>	<i>Expenditure 2005/06</i>	<i>Development contributions revenue</i>	<i>Development contributions borrowings</i>	<i>Rates funded depreciation</i>	<i>General borrowings</i>
<i>(\$000)</i>		<i>(\$000)</i>	<i>(%)</i>	<i>(%)</i>	<i>(%)</i>	<i>(%)</i>
250	CX019 Accident reduction upgrades	168				
214	CX096 Safety street lighting renewal	216				
501	CX171 Minor safety projects	648				
134	CX232 Traffic calming projects	240				
98	CX351 Residential street lighting	94				
300	CX352 Fences and guardrails renewals	281				
2,891	CX445 SaferRoads project	2,960				
4,388	8.1.5 Service provider – Safety	4,607	0.3%	3.7%	14%	82%
68	CX112 Cycle network improvements	68				
68	8.1.6 Service provider – Cycleway network	68	0.4%	4.6%	0%	95%
2,659	CX102 Parking asset renewals	4				
168	CX319 Roadside parking improvements	626				
2,827	8.1.7 Service provider – Parking	630	0.4%	4.6%	0%	95%
267	CX135 Passenger transport network upgrades	256				
109	CX431 Bus shelter contract improvements	103				
376	8.2.1 Service provider – Passenger transport network	359	0.4%	4.6%	0%	95%
203	CX095 Traffic and street signs renewals	178				
386	CX353 Traffic signal renewals	450				
589	8.4.1 Service provider – Network control and management	628	0.0%	0.0%	62%	38%
23,539	Total for 2005/06	25,113				