

7.0 Transport

We look after the hundreds of kilometres of streets and roads, as well as footpaths, cycle lanes, traffic signals, car parks and access ways. We take steps to improve traffic safety and support public transport through bus priority measures and provide bus shelters. We also plan to ensure the city's transport network meets future needs.

Significant Projects

KARORI TUNNEL STRENGTHENING

Construction drawings have been completed for the strengthening of the Karori tunnel portals. The trolley bus overhead wires through the tunnel will have to be switched off during construction – which is expected to start in the following quarter. We are in discussions with Go Wellington over the feasibility of using only diesel buses during the construction phase.

NGAURANGA-TO-AIRPORT PROJECT

The Council's key contribution to this project is to open bus lanes along the main bus corridors in the city. Following completion of the major bus-priority changes along Willis and Manners Streets as part of the Golden Mile restoration project, Councillors have approved further bus lanes on Courtenay Place, Kent and Cambridge Terraces and Adelaide Road. These are planned to be opened in February 2012.

PUBLIC TRANSPORT SPINE STUDY

The study is a further Ngauranga-to-Airport project in which the Council is a partner with Greater Wellington Regional Council and the New Zealand Transport Agency. The study started in August with the development of a draft scoping report and methodology for an international review of public transport systems and impacts.

During the next quarter, the final scoping report is on track for completion and the international review started. An engagement process, including initial discussions with the Treasury, will also start.

TAWA SHARED PATH PROJECT

This project is to establish a shared walking/cycling path through Tawa from the Takapu Road rail station to Kenepuru station, at which point Porirua City Council will continue the path northward. The shared path is a \$3.5 million project jointly funded by the Council and the New Zealand Transport Agency. The project is expected to be completed in 2013.

The five-kilometre path will provide a safer cycling route and encourage more people to get about on foot or by bike. The path will link to nearby streets, the shopping centre and other key spots like railway stations, schools and parks.

A section of the path has been completed between Redwood station and Tawa College. Construction is underway on the section of path between Grasslees Reserve and Linden Park. Planning is underway for a bridge and associated level crossing and pedestrian crossing to connect Tawa College with Tawa Pool and Grasslees Reserve. This is the biggest component of this year's construction.

GREAT HARBOUR WAY DEVELOPMENT

The Great Harbour Way, once completed, will provide a continuous, safe, signposted 72-kilometre route for walkers and cyclists around the perimeter of the Wellington Harbour, from Fitzroy Bay in the east to Sinclair Head in the west.

To date we have completed work from the northern end of Waterloo Quay, around the inner harbour, around Evans Bay and the northern section of the Miramar Peninsula as far as Worser Bay. We submitted, on the Hutt Corridor Plan, to have an improved cycleway included between Petone and Ngauranga. There are no firm proposals for the Council to do any additional work this financial year.

NEW BUS SHELTERS

Developed plans for the resource consents to install 50 bus shelters this year to improve waiting facilities at the busiest city bus stops. This is part of the ongoing plan to install shelters at all 'inbound' bus stops. Sites for the shelters and their design have been identified this quarter. Resource consent and adjacent landowner consent will be applied for in the next quarter.

WESTCHESTER DRIVE EXTENSION

Construction is on track and due for completion by the end of 2012. Work has started on bridges at both ends of the extension. The bridges will initially provide access for earthmoving machinery. The eastern bridge will take longer to build than was originally anticipated due to the need for a redesign following the discovery of unsuitable ground conditions in excavations for the abutment wall nearest Middleton Road. The design work is now complete and construction has started. It is expected the bridge will be complete by March 2012.

At the opposite end of the project the western bridge is progressing well and is expected to be finished by December. There has been little progress on earthworks because of the wet weather through winter and it is expected that earthworks will restart in summer.

During the next quarter, construction of the Middleton Road roundabout will also begin. In the middle of the site, a temporary bridge is to be installed to allow the realignment of the Stebbings Stream.

EARTHQUAKE MITIGATION – CHURCHILL DRIVE WALL

Construction design plans are under development. We have received a geotechnical report and have commissioned Opus to produce a detailed design.

What we did

TRANSPORT PLANNING

The final stage of the Golden Mile restoration project was completed with the opening of the lower Cuba Street shared space.

Strategy and Policy Committee approval was received to consult on a new city-wide road safety plan and to install new bus lanes along Courtenay Place, Kent and Cambridge terraces and Adelaide Road.

Officers continued to work on school travel plans and the Council's own Travelwise staff travel plan.

TRANSPORT NETWORKS

In this quarter, 2.7 km of kerb-and-channel renewals was completed compared to the target of 3 km. A further 700 metres of kerb-and-channel renewals are in progress. Our annual target for the year is 12 km.

Planning work for the resurfacing programme is almost complete with work due to start in October.

We replaced 136 bus stop signs and repaired nine bus shelters.

We are testing 'Graffiti-Guard' on our bus shelters to reduce vandalism.

Additional funding has been requested from Greater Wellington Regional Council for bus shelter maintenance. This additional funding includes addressing the backlog in reactive maintenance and renewals at the Lambton bus terminal. A formal response from Greater Wellington Regional Council is being pursued.

A new CCTV camera was installed at the intersection of Cable and Tory streets to monitor traffic flows.

We upgraded selected high-level traffic signals along the waterfront to LED technology.

We revised and updated the traffic signal asset management plan.

We were extensively involved in activities related to the six Rugby World Cup 2011 matches in Wellington. We helped with traffic management planning and operations, provided on-site traffic management coordination as well as compliance advice, together with monitoring of street activities.

We provided licences for road use to enable liquor-licence extensions, mainly in Courtenay Place.

We worked with the Regional Broadband Group to review and provide input to draft standards for trenching technologies and submissions to the Government.

We talked to Chorus (Telecom) about our process expectations for the rollout of the national broadband network in Churton Park starting next quarter. Churton Park is the first suburb in the Wellington area to be included in the rollout.

Supported the Wellington Tunnels Alliance in planning for the closure of both the Terrace and Mount Victoria Tunnels for maintenance works.

Implemented safety improvements at the Kaiwharawhara 'Spotlight' driveway by installing an electronic warning device which has flashing lights to warn drivers to be aware of the presence of cyclists.

We are working on implementing advance stop boxes at key cycle routes/intersections within the like the one at Bunny Street and Thorndon Quay intersection.

Introduced 40kmh speed limits for Oriental Parade and Miramar Peninsula and 30kmh speed limits in the Miramar, Strathmore Park and Seatoun shopping centres.

Completed 4.6km of footpath renewals compared to the target of 5.5km. A further 1 km of footpath renewals is in progress. Our annual target for the year is 25km.

We responded to a total of 135 requests/enquiries from the public relating to footpath maintenance issues.

We are trialling a 'Graffiti-Guard' coating on street furniture in order to reduce vandalism. We are also testing plastic street furniture in order to reduce the cost as it is easy to remove the graffiti from plastic and the seat slats can be replaced individually. In addition to the above, eight litter bins, three bollards, four seats and two cycle racks were installed.

To ensure the Council's safety practices meet legislative obligations under the Local Government Act, access paths deemed dangerous to users are being identified and work is being completed to make them safe.

The inspection of half-cost paths has been completed and we are following up with residents where the repairs need to be done. In this quarter, 11 sites were completed.

Some 1.2km of handrails/safety rails were installed with a further 160 metres upgraded to ensure compliance with the Building Act.

Continued to complete safety works with traffic signal upgrades carried out at the Cable Street intersections with Taranaki and Tory streets.

Reviewed accident 'black spots' throughout Wellington as part of compiling a three-year minor safety programme.

Reviewed safety and efficiency at signalised intersections regarding the upcoming change to the right-hand give-way rule in March 2012.

Implemented 17 changes to the roading network through the traffic resolution process.

In terms of lighting, the Woodward Street subway was upgraded and new lights installed on Evans Bay Parade including replacing poles. We liaised with Wellington Electricity to minimise network problems in the CBD and resolved long-term problems in Cuba Street and installed pedestrian shelter lights in Stout Street. Additional lighting was provided for the temporary taxi stands in Stout and Featherston streets for Rugby World Cup 2011.

PARKING

The Parkwise DashCam car continued to monitor and enforce around schools, suburban shopping centres and in areas of concern around the CBD for pedestrian and road user safety.

The Phone-2-park payment option went live for general public use in June and is proving very popular. Since going live 277 users have registered and the Council is receiving positive feedback.

We continued to monitor bus lanes for public safety.

The Council has just signed a contract with Integrated Technologies Solutions Ltd for the services of meter maintenance and cash collection.

In terms of Rugby World Cup 2011, parking wardens underwent training to provide visitors with a positive experience and assisted with the successful coordination of traffic around the match and accommodation venues.

How we performed

Activity	Description	YTD Actual	YTD Target	Variance %
7.2.2 Vehicle Network	Vehicle network – URGENT service request response rate (%)	100%	100%	0%
	Vehicle network – Non URGENT service requests response rate (%)	96%	100%	(4%)
	Kilometres of roads being resurfaced (Thin Asphaltic Concrete)	0.00	0.00	0%
	Kilometres of roads being resurfaced (Slurry)	0.00	0.00	0%
	Kilometres of roads being resurfaced (Shape)	2.00	3.00	(33%)
	Kilometres of roads being resurfaced (Chipseal)	0.00	0.00	0%
	Kerb and channel renewals schedule	3.00	3.00	0%
7.2.3 Passenger Transport Network	Bus shelter – service requests response rate (%)	100%	100%	0%
7.2.4 Network-Wide Control & Mangmnt	Traffic Signals – Response rate to unscheduled repairs (%)	100%	90%	11%
	Traffic Signals – Preventative maintenance inspections carried out on time (%)	100%	100%	0%
7.2.5 Cycle Network	Number of cycle crashes (accidents)	1	18	94%
	Cycle network issues (complaints/requests) received	8	15	47%
7.2.6 Pedestrian Network	Pedestrian network – URGENT service requests response rate (%)	96%	100%	(4%)
	Pedestrian network renewed and upgraded against schedule (km)	5.00	6.00	(17%)
	Pedestrian network – Non URGENT service requests response rate (%)	96%	100%	(4%)
	New footpaths added to the pedestrian network	2.00	1.00	100%
7.2.7 Road Safety	Wellington city road crashes (accidents)	65	375	83%
	Road Safety (fences & guard rails) – URGENT service requests response rate (%)	100%	100%	0%
	Road Safety (fences & guard rails) – Non URGENT service requests response rate (%)	100%	100%	0%
	New streetlights added to network	29	26	12%
7.3.1 Car Parking	Level of occupancy (%)	66%	75%	(12%)
	Compliance with time restriction (%)	98%	95%	4%
	Compliance with payment (%)	88%	87%	1%

7.2.6: *Pedestrian network renewed and upgraded against schedule (km)*
Behind schedule due to delays by the contractor but will be on target in coming months.

7.3.1: *Level of occupancy (%)*
Occupancy is low due to the unavailability of a number of parking spaces while pre-Rugby World Cup street beautification was completed.

What it cost

WHAT IT COST				
Net expenditure/(revenue) by activity \$000	Actual YTD	Budget YTD	Variance YTD	Full Year Budget
7.1.1 Transport Planning	121	276	155	791
7.2.2 Vehicle Network	4,723	5,457	734	21,455
7.2.3 Passenger Transport Network	124	135	11	527
7.2.4 Network-Wide Control and Management	1,056	1,086	30	4,188
7.2.5 Cycle Network	34	12	(22)	50
7.2.6 Pedestrian Network	1,361	1,334	(27)	5,520
7.2.7 Road Safety	916	1,024	108	3,835
7.3.1 Car Parking	(3,852)	(4,138)	(286)	(15,498)
Net Operating Expenditure	4,483	5,186	703	20,868

Operating expenditure

7.1.1: Under budget while we await the final scoping of the Public Transport Spine Study to be completed in the next quarter.

7.2.2: Under budget due to lower depreciation costs due to the June 2011 asset revaluation.

7.2.3: In line with budget.

7.2.4: In line with budget.

7.2.5: Over budget due to higher than budgeted depreciation costs. This stems from the asset revaluation completed for June 2011.

7.2.6: Over budget primarily due to higher than budgeted depreciation. This stems from the asset revaluation completed for June 2011.

7.2.7: Under budget due to planned maintenance slightly behind schedule and lower electricity costs for streetlights. This is expected to be back on track in the coming quarter.

7.3.1: Under budget due to a reduction in enforcement revenue as a result of higher levels of compliance and roadwork activity leading up to the Rugby World Cup. This is in part mitigated by reduced depreciation and organisational overhead costs.

WHAT IT COST				
Capital expenditure \$000	Actual YTD	Budget YTD	Variance YTD	Full Year Budget
7.1.1 Transport Planning	0	0	0	0
7.2.1 Ports Access	0	0	0	0
7.2.2 Vehicle Network	3,301	7,749	4,448	31,134
7.2.3 Passenger Transport Network	381	434	53	2,565
7.2.4 Network-Wide Control and Management	658	590	(68)	2,312
7.2.5 Cycle Network	545	410	(135)	1,369
7.2.6 Pedestrian Network	989	1,256	267	5,005
7.2.7 Road Safety	463	759	296	2,632
7.3.1 Car Parking	853	1,164	311	1,317
Capital expenditure	7,190	12,362	5,172	46,334

Capital expenditure

7.1.1: No budget for this activity.

7.2.1: No budget for this activity.

7.2.2: Under budget due to delays in the construction of the Middleton Road bridge. These delays have since been mitigated and work should be completed by March.

7.2.3: Under budget due to the finalisation of bus shelter designs. Consents to be requested in the next quarter.

7.2.4 Over budget primarily due to the traffic signal renewals ahead of schedule. This will be in line with budget in the following quarter.

7.2.5: Over budget as the physical works programme is ahead of schedule on the Tawa shared path. This will be in line with budget at year-end.

7.2.6: Under budget due to the footpath renewal and extension programme behind schedule but this is expected to be in line by year-end.

7.2.7 Under budget as physical works for the Safer Roads programme will now start in the next quarter. This will be in line with budget at year-end.

7.3.1: Under budget due to the roadside parking improvement works delayed as a result of stormwater/drainage issues on Grosvenor Terrace. This will be mitigated with project expected to be on target in coming months. Parking asset renewal is under budget but will be in line with budget at year-end.

How it was funded

