TRANSPORT PLANNING AND POLICY

Transport is one of the key issues facing any city.

A well-planned, efficient transport system is critical for economic growth, and also for residents' quality of life. The transport system influences where people choose to live, how easily they can get to and from work and shops, and how easily they can enjoy what the city has to offer. Transport is also vital for business, a well-planned transport system is a significant competitive advantage. It also encourages energy efficient forms of transport that have significant environmental benefits.

Our goal is to manage the transport network so that it meets both current and future needs.

Wellington's transport system is generally performing well but is at or nearing its capacity at peak times. Most residents believe the city is easy to get around. By national standards, we are high users of public transport and of other alternatives to private cars such as walking. Our safety record in recent years is among the best of any New Zealand city.

However, the city also faces significant transport challenges. Demands on the transport system are increasing as the city grows and behaviours change. Cars, buses and cyclists as well as café seating and parking are all competing for space on narrow, hilly streets. In most urban areas, building new roads isn't a viable or desirable option. Access to our port and airport need to be improved to ensure freight and visitors can move freely across the city and we need to reduce harmful environmental effects such as noise, and water and air pollution.

To achieve this, the first step is planning.

We:

- carry out planning projects aimed at ensuring the city's **transport network** develops in ways that respond to the challenges outlined above
- work with the Greater Wellington Regional Council (Greater Wellington), central government and other agencies to ensure that Wellington's transport needs are taken into account in regional and national transport decisions
- are developing a plan for reducing **demand** on our transport networks – this will involve reducing our own reliance on cars for Council business, promoting walking and cycling, using traffic signal enhancements to manage peak-time congestion, considering whether 'price' can be used to discourage road use, promoting better urban development, and adding to our **bus priority** programme.

WHAT IT WILL COST

	OPERATIONAL SPENDING			CAPITAL SPENDING
ACTIVITY	USER CHARGES AND OTHER REVENUE $000	NET EXPENDITURE / RATES FUNDING REQUIREMENT $000	EXPENDITURE 2007/08 $000	EXPENDITURE 2007/08 $000
Transport planning (2.1.2)	(30)	387	**417**	-
Travel Demand Management Planning (2.3.1)	-	120	**120**	-
Total for 2007/08	(30)	507	**537**	-

MEASURING OUR PERFORMANCE

We measure performance in our transport planning work using performance measures from other transport activities. In relation to advocacy with central government and other agencies, we will report (in our Annual Report) on progress. Over time, we will look to develop measures and targets for our travel demand management planning.

TRANSPORT NETWORKS

MEASURING OUR PERFORMANCE

We use a range of measures, including resident satisfaction surveys, to gauge our contribution to the city. In 2007/08, our targets are:

Vehicle network

- at least 66% of road travel within the WCC area occurs on "smooth" roads (smoothness is measured in NASRAA counts)
- 80% of residents agree that WCC roads are maintained to a good or very good standard.

Cycle network

- 75% of cycleway users are satisfied with the maintenance of cycleways
- 75% of cycleway users are satisfied with the safety of cycleways
- 3% of residents who come into central Wellington (on weekdays) use a cycle.

Passenger transport network

- 38% of city bound bus-stops have an effective bus-shelter
- 32% of residents who come into central Wellington (on weekdays) use a bus
- 85% of residents surveyed are satisfied with the reliability of public transport
- 85% of residents surveyed are satisfied with the frequency of public transport.

Pedestrian network

- 95% of street pavements are within acceptable defect limits
- 92% of WCC roads have a formed footpath on at least one side
- 14% of residents who come into central Wellington (on weekdays) walk
- to monitor the number of primary school children that walk to school.

A transport system should get people safely from 'A' to 'B'. It should also be as efficient as possible, to minimise travel times and reduce environmental harm from vehicles.

An efficient vehicle network that allows people and goods to move easily from one part of the city to another is important for the city's economy and for residents' quality of life. It is also important for the environment. While Wellington's transport system is generally working well, we face challenges such as managing the transport network to ease congestion, and minimising harm by making the shift from private cars to public transport, walking, cycling and other forms of transport.

We manage the city's transport network to achieve these goals.

We:

- maintain the city's extensive network of **roads**, streets, bridges, tunnels, **footpaths**, roadside walls, and **cycleways**
- manage the transport network, using traffic lights and a closed circuit camera system to minimise congestion at peak times
- promote traffic **safety** by working with suburban communities to design and implement safety projects ranging from education and enforcement to installing new features such as new traffic lights, pedestrian crossings, roundabouts, guardrails and traffic calming features.

In the coming year, we plan to explore options to manage the Johnsonville transport network. The area is growing and upcoming developments are expected to place demands on the network. We plan to spend $300,000 of our new roading budget on design plans for the area.

This year we're aiming to make progress on the crucial 'city gateway' area.

The area from Waterloo Quay north towards Ngauranga is crucial for many reasons. It is the "gateway" through which visitors enter the city centre and residents return, which means its urban design shapes people's impressions of the city. It is a major transport hub, bringing together the port, ferry terminals, railway station, bus terminal, and traffic routes along which tens of thousands of vehicles pass each day. It's also the site of increasingly intensive development, with plans for new office and university buildings.

In future, pressures on the area are likely to become even greater, with increasing numbers of people and vehicles passing through, as well as possible growth in freight volumes from the port. In recent years, we have worked with CentrePort and other agencies on a long-term vision for the area, which aims to let the port grow, meet the city's transport needs, allow the CBD to expand, and ensure the gateway area reflects Wellington's natural drama and "sense of place". We indicated our support for this project last year in our long term plan. Since then we have further developed our plans and are now looking at the following key projects for the coming years:

- 2007/08: complete detailed plans for the area between the Hutt Road and Bunny Street, and start street improvements along Waterloo Quay between Bunny and Hinemoa Streets

- 2008/09: further street improvements including a new intersection at King's Wharf
- 2009/10: construction of a roundabout on Aotea Quay providing access to the ferry terminal – existing access to the ferry terminal is poor and needs to be improved to cope with expected increased demand
- 2012–15: design and construct a roundabout linking Aotea Quay and Hutt Road.

We are budgeting $718,000 for these projects in 2007/08, and further allocations ranging from $500,000 to $3 million over the next eight years. Land Transport NZ is expected to bear the majority of the costs for the roundabout/road widening works, and funding is also expected from other stakeholders such as CentrePort.

WHAT IT WILL COST

	OPERATIONAL SPENDING			CAPITAL SPENDING
ACTIVITY	USER CHARGES AND OTHER REVENUE $000	NET EXPENDITURE / RATES FUNDING REQUIREMENT $000	EXPENDITURE 2007/08 $000	EXPENDITURE 2007/08 $000
Ports access (2.2.2)	–	54	**54**	**718**
Vehicle network (2.4.1)	(1,193)	18,484	**19,677**	**18,513**
Cycle network (2.4.2)	(5)	44	**49**	**68**
Passenger transport network (2.4.3)	(445)	434	**879**	**1,118**
Pedestrian network (2.4.4)	(523)	3,914	**4,437**	**4,368**
Network-wide control and management (2.4.5)	(818)	2,158	**2,976**	**1,839**
Road safety (2.5.1)	(1,150)	3,291	**4,441**	**2,228**
Total for 2007/08	(4,134)	28,379	**32,513**	**28,852**

An efficient vehicle network that allows people and goods to move easily from one part of the city to another is important for the city's economy and for residents quality of life. It is also important for the environment.

Network-wide control and management

- 95% of WCC traffic signs have a condition rating of 3 or better (measured on a 5-point scale)
- 85% of residents surveyed are satisfied with the way that traffic signals allow them to move around the city (pedestrians and vehicles)
- no entire intersection signal failures will last for more than 24 hours.

Transport safety

- all reported road hazards will be made safe within four hours
- 80% of residents surveyed are satisfied with street lighting in the central city area and 75% are satisfied with street lighting in suburban areas
- 85% of residents surveyed are satisfied with the safety of the transport network environment (based on issues such as footpath/road conditions, lighting, guardrails, behaviour of others etc).

Ports access

- to complete detailed plans for the area between the Hutt Road and Bunny Street, and start street improvements along Waterloo Quay between Bunny and Hinemoa Streets.

VARIANCES

For the 2007/08 financial year, we are planning the following variances from our 2006–16 long-term plan:

- roading capacity projects – reduce capital spending by $1.5 million by adjusting the timing of completion of the widening of the Riddiford Street entrance to the hospital, in line with the timing of the upgrade of Wellington Hospital
- road corridor new walls – reduce capital spending by $500,000 for one year (the priority work programme in this area has been completed)
- pedestrian network footpath renewals – reduce capital spending by $250,000 by 'phasing' the work programme over a longer period
- bus journey plan – defer capex spending by $150,000 for one year to allow for a longer consultation period.

PARKING

We provide CBD car parks so that people can conveniently access the central city.

Central city car parking is important for shoppers, tourists, people working in Wellington, and people coming in to the city for recreational activities. Provision of car parking helps make Wellington a liveable, prosperous city.

We provide more than 3,000 **on-street parking** spaces in the central city. To ensure as many people as possible can access parking spaces, we enforce parking times and impose charges using meters and pay-and-display machines.

In addition, we provide off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square. 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.

MEASURING OUR PERFORMANCE

We use a range of measures, including resident satisfaction surveys, to gauge our contribution to the city. In 2007/08, our targets are:

- average weekday turnover in WCC central city on-street car parks of 7.5 cars per day, and weekend turnover of 4.7 cars per day
- 90% compliance with WCC on-street car park time restrictions and 85% compliance with payment requirements.

WHAT IT WILL COST

	OPERATIONAL SPENDING			CAPITAL SPENDING
ACTIVITY	USER CHARGES AND OTHER REVENUE ($000)	NET EXPENDITURE / RATES FUNDING REQUIREMENT ($000)	EXPENDITURE 2007/08 ($000)	EXPENDITURE 2007/08 ($000)
Car parking (2.1.1)	(23,268)	(12,960)	10,308	250
Total for 2007/08	(23,268)	(12,960)	**10,308**	**250**