transport

Connecting people and places.

We encourage more sustainable transport choices

The challenges we face

• Congestion at peak times.
• Lack of land to develop the transport network to meet increased demand.
• Safety – particularly for pedestrians and cyclists.
• Dominance of private motor vehicles vies a vie other transport options that are healthier, more sustainable, and more cost-effective.

Our strategic approach

• Ensure the transport network works as efficiently as possible.
• Support all forms of transport while encouraging more sustainable and cost-effective transport options such as walking, cycling, and public transport.
• Work with other agencies that are responsible for regional and national transport networks to support more sustainable and reliable transport options.
• Provide infrastructure that supports different forms of transport – for example cycleways, footpaths, bus routes, motorbike stands.

In this section

7.1 Transport planning and policy
7.2 Transport networks
7.3 Parking
Our outcomes (i.e., what we are working towards) for the city's transport network are:

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.

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.

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.

MORE PROSPEROUS:
The city’s transport system will contribute to economic development.

SAFER:
The city will be safer for all transport users (cyclists and pedestrians as well as people in cars).

% OF PEOPLE WHO TAKE A CAR WHEN TRAVELLING INTO CBD

<table>
<thead>
<tr>
<th>Year</th>
<th>2008</th>
<th>2009</th>
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</thead>
<tbody>
<tr>
<td>08/09</td>
<td>44%</td>
<td>36%</td>
<td>35%</td>
<td>29%</td>
</tr>
<tr>
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<td>2,022</td>
<td>2,012</td>
<td>1,934</td>
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93% OF WELLINGTONIANS AGREE THAT THE CITY IS EASY TO MOVE AROUND ON FOOT

2007 521
2010 372

FEWER ROAD CRASHES CAUSING INJURY

COMMUTE TIMES TO THE CBD SHORTEST AND LONGEST

0 minutes 5 10 15 20 25

MIRAMAR
KARORI
ISLAND BAY
JOHNSONVILLE
We aim for a sustainable, safe and efficient transport system that allows for the easy movement of people and goods to and through the city.

We also aim to support a range of transport options, while encouraging more sustainable alternatives to private cars, such as walking, cycling and public transport.

We work closely with the Greater Wellington Regional Council, which has overall responsibility for regional land transport planning, and with the New Zealand Transport Agency which funds transport projects using revenues from fuel taxes and other transport-related levies.

Through this activity, we develop policies and plans for management of the transport network. This includes: developing and implementing initiatives to ease congestion and make the transport network more efficient, and undertaking detailed traffic modelling and planning work.

Transport is one of the key issues facing any city. A well-planned transport system is critical for economic growth and for 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. A network that allows easy movement of people and goods is vital for business and a significant competitive advantage. And one that encourages energy efficient forms of transport has significant environmental benefits.

A network that allows easy movement of people and goods is vital for business and a significant competitive advantage

A single public transport ‘spine’ for the central city

After two years of planning and consultation, and almost six months of construction, a shorter, better defined, and more direct Golden Mile bus route opened in November 2010. The new route restored Wellington’s original Golden Mile, with two-way public transport along Lambton Quay, Willis and Manners Streets, and Courtenay Place. It replaced a split route, with many twists and turns, that had been used since Manners Mall was closed to traffic in 1979.

Supporting walking and public transport

The Council’s transport strategy aims to provide for all modes of transport while encouraging more use of public transport, cycling and walking to help reduce congestion, energy use and climate change.

‘Most of us use a mix of transport,’ says Councillor Andy Foster, the Council’s Transport Portfolio Leader. ‘Lots of us walk, an increasing number of us cycle, we use public transport more than any other Australasian city, and people still want to be able to access the city centre by car at times. The Golden Mile changes have been carefully planned to take all of these things into account.’

The new bus route is better defined, shorter and more direct than the old one, and provides for dedicated bus lanes throughout much of the Golden Mile during the day, making public transport more reliable and efficient.

Initial results indicate that north-bound buses have become more reliable and that travel times have fallen by an average 14 percent in the key evening peak time. Travel times have also become less variable.

Broad footpaths, improved street furniture and signage, and a new shared public space on lower Cuba Street (see below) provide for pedestrians. A survey has found that foot traffic along Manners Street has returned to 2009 levels.

Minimising disruption

Construction of the new bus route began in June 2010. Poor weather caused some initial delays, and construction of the new road along Manners Street also proved more challenging than anticipated after it was discovered that the concrete beneath Manners Mall was not sufficiently deep and strong to support a roadway. But these challenges were negotiated, and the new roadway was completed in time for a scheduled opening on 20 November.

A single public transport ‘spine’ for the central city

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**ACTIVITY 7.2 transport networks**

**We aim to manage and maintain the city’s transport network so it is safe, efficient and sustainable.**

This activity includes:
- **Ports access** – We make improvements to the area around the port and along Waterfront and Aotea Quay to ensure traffic flows smoothly in this important ‘gateway’ to the city.
- **Vehicle network** – We manage a network that includes more than 770km of urban and rural roads, as well as 74 bridges, four tunnels, and more than 2,400 retaining walls and sea walls.
- **Passenger transport network** – We support public transport through priority measures such as bus lanes and traffic signals that allow buses to go first. We also provide bus stops and bus shelters throughout the city, and city and park-side areas.
- **Network-wide control and management** – We run a traffic control system that includes over 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.
- **Cycle network** – We manage the city’s 24km network of cycleways, about half of which is dedicated cycleways and the rest is shared pedestrian/cycle paths.
- **Pedestrian network** – We manage over 300km of footpaths, as well as steps, accessways, subways, and pedestrian malls.

**WHY IT’S IMPORTANT**

An efficient and safe vehicle network is important for the city’s economy and for residents’ quality of life. It is also important for the environment. An inefficient transport network that is congested results in cars spending more time in transit consuming fuel and emitting carbon monoxide – a negative consequence of the road network that we are seeking to minimise.

We provide cycling and walking networks to encourage alternatives to the private motor vehicle for commuting. These are environmentally sustainable, and enhance the city’s ‘countryside’ and ‘livability’. By reducing traffic congestion and making travel a more pleasant experience, it’s also good for the health of individual cyclists and walkers.

Our work to enhance the public transport network through implementing priority measures makes the network more efficient, helps reduce congestion, makes the city more sustainable, and provides a cost-effective option for people to move to and through the city.

**KEY PROJECTS**

**Transport infrastructure**
- We started the upgrade of Waterfront Quay. The section of road between Kings Wharf and Aotea Quay is being improved as the main access to the city and port. The railway realignment has been completed so that the railway lines are now further away from the road and closer to CentrePort, with safety features added to the rails to improve cyclist safety.

**HOW WE PERFORMED**

We want to ensure Wellington’s transport network is efficient, convenient, reliable and safe. We measure performance by recording the rate of road casualties occurring on Wellington’s road network; and by measuring residents’ satisfaction with our transport infrastructure/services; performance against international standards; service provision, asset condition; and peak travel times.

**Residents (%) who bus, cycle or walk into the central city on weekdays**

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>21</td>
<td>23</td>
<td>24</td>
<td>26</td>
<td>28</td>
</tr>
</tbody>
</table>

**Residents (%) condition rating of roads (good/poor)**

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>70</td>
<td>71</td>
<td>70</td>
<td>71</td>
<td>72</td>
</tr>
</tbody>
</table>

**Residents (%) condition rating of footpaths**

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>70</td>
<td>75</td>
<td>75</td>
<td>76</td>
<td>78</td>
</tr>
</tbody>
</table>

**Smoothness of roads (%) of kilometres travelled on smooth roads – NASA standards**

<table>
<thead>
<tr>
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<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>70</td>
<td>71</td>
<td>72</td>
<td>73</td>
<td>74</td>
</tr>
</tbody>
</table>

**Requests for service**

Revised: we compared to 100% of urgent requests for service within two hours. (target: 100%; 2009/10 result: 99%)

**Street (footpath) pavement condition rating – % compliant with WCC standards**

<table>
<thead>
<tr>
<th>Year</th>
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<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>90</td>
<td>95</td>
<td>95</td>
<td>98</td>
<td>100</td>
</tr>
</tbody>
</table>

During construction, the Council and its contractors went to considerable effort to minimise disruption to pedestrians, retailers and transport users from noise and temporary detours and changes to bus routes.

The Council took steps to keep everyone informed during construction, and thanked all those affected by the construction for their patience.

**A new shared public space**

In early 2011, work began on a shared pedestrian and transport space in lower Cuba Street. This new space is greener, with the planting of 36 trees, along with native plants and grasses.

Though it is open to vehicles and provides some parking, pedestrians have priority with a speed limit of 10kph in place. Planting and new seating determine where vehicles can and can’t go.

The area is designed so it can be closed to traffic for events such as Cuba Carnival.

**Encouraging pedestrian safety**

The changes were expected to provide a challenge for safety as people used to one-way traffic along Manners Street adjusted to the new two-way route. The Council sought to address this by encouraging pedestrians not to jaywalk, and to look both ways before crossing.

These messages were reinforced in several ways. ‘Look both ways’ signs were painted on kerbsides; pedestrian safety posters were put up, and flyers were handed out along streets and delivered to businesses along the route; and people were stationed at intersections to help people adjust to the new route.

In spite of these measures, several accidents occurred during the first few months after the route opened and people adjust to the new two-way route.

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Cycleways
- We secured funding from the New Zealand Transport Agency for the creation of an enhanced shared-wealthway and cycle path through Te Aro, Stage 1 of this project (from Duncan St to Redwood Station) has been completed.
- We put in place in place ‘advanced stop’ boxes for cyclists at intersections throughout the city to improve safety, and we completed a cycle safety project at the Spotlight driveway on the East Road at Karoashareslands
- We began to put in place ‘advanced stop’ boxes for cyclists at intersections throughout the city to improve safety, and we completed a cycle safety project at the Spotlight driveway on the East Road at Karoashareslands
- We constructed 34 new walls and continued with the strengthening of Naia Gorge Road walls to ensure that the route is less prone to earthquake risk.
- We completed the replacement of the bearings under the Rux Hill overbridge in Khandallah and undertook a risk assessment and developed improved plans to strength the Karori Tunnel portal.
- We completed six flood mitigation projects, and started planning for another nine.
- We completed the resurfacing of the Kelburn Vault and started with the repair and strengthening of the Aotea Quay overbridge.
- 64km of road was resurfaced.
- With the Greater Wellington Regional Council, we facilitated the introduction of providing real-time public transport information through the Council’s traffic signal system.

Public transport
- With the Greater Wellington Regional Council, our team’s focus is warranted by the NZ Commissioner of Police, the team’s focus:

- Rapid travel times between CBD and suburbs

- An efficient and safe vehicle network is important for the city’s economy and for residents’ quality of life.
The provision of car parks – which are used by shoppers, businesses, visitors, and people working in the city – helps to keep the city vibrant and prosperous.

Through this activity, we provide on-street parking spaces in the central city, and off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square. We also regulate coupon parking zones and resident parking in inner city suburbs.

We regulate and enforce parking times and impose fees to encourage regular car park turnover.

Parking network assets, such as pay-and-display machines, are managed under our Transportation, Traffic and Roading Asset Management Plan, which is available on our website www.Wellington.govt.nz.

**WHY IT'S IMPORTANT**

Central city car and motorbike parking is important for shoppers, people working in the city, visitors to the city, and people coming in to the city for recreational activities. It is also necessary to allow for goods to be picked up and delivered throughout the city.

The provision of car parking helps make Wellington a liveable, prosperous city.

**ACTIVITY 7.3 parking**

**KEY PROJECTS**

- During the year:
  - Sunday parking time limits were introduced in the central city from 3 March 2011. This has resulted in an increase in turnover of spaces on Sundays, indicating that more people are now able to access the CBD for shopping and other activities.
  - Education and enforcement of motorcycle parking continued with a marked improvement in compliance.
  - A warden was introduced to target short-duration offending in high risk areas that typically leads to road safety issues, particularly for cyclists and pedestrians.
  - A new payment method called Phone-2-Park was introduced. This enables people to pay parking fees by sending a text message from their car. They also receive text reminders when their parking time is about to expire, and can remotely extend the time paid for. Phone-2-Park is easier to use for those with impaired mobility.
  - We provided parking bays that created additional on-street parking spaces around town centres and sports fields that had significant changes to their environment.

**HOW WE PERFORMED**

To ensure people can access the central city and its amenities, we provide convenient on-street parking throughout the central city. We monitor this by measuring daily parking turnover rates and compliance with parking regulations.

- **Residents’ (%) satisfaction with the availability of car parks**
  - Source: WCC Research/Market Survey 2011
  - Actual: 76% (target: 75%; 2009/10: 77%)

- **Central city on-street daily parking turnover rates**
  - Source: WCC Infrastructure
  - Since Sunday time restrictions were introduced, weekend turnover rates have increased significantly. This has had the effect of making the central city more accessible to more vehicles in the weekend.

**WHAT IT COST**

**OPERATING EXPENDITURE ($000)**

<table>
<thead>
<tr>
<th>Source</th>
<th>Actual</th>
<th>Budget</th>
<th>Variance</th>
<th>Actual</th>
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<tbody>
<tr>
<td>7.3.1 Car Parking Expenditure</td>
<td>10,774</td>
<td>11,580</td>
<td>806</td>
<td>11,038</td>
</tr>
<tr>
<td>Revenue</td>
<td>(25,798)</td>
<td>(27,014)</td>
<td>(1,216)</td>
<td>(25,510)</td>
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<tr>
<td>Net Expenditure</td>
<td>(15,024)</td>
<td>(15,434)</td>
<td>(410)</td>
<td>(14,472)</td>
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**CAPITAL EXPENDITURE ($000)**

<table>
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<tbody>
<tr>
<td>7.3.1 Car Parking Expenditure</td>
<td>272</td>
<td>269</td>
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