

## APPENDIX 5.3.2

STRATEGY 2:

# Transport

## PROVIDING QUALITY CONNECTIONS

A safe, efficient transport system is critical to Wellington's economy and to residents' quality of life.

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## Introduction

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. And a system that encourages energy efficient forms of transport has significant environmental benefits.

Wellington's transport system is generally performing well. 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. And 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. Cars, buses and cyclists 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. Northern access to the city needs to be improved. And we need to reduce harmful environmental effects such as noise, water and air pollution.

### Key facts

Estimated total distance travelled each year by all vehicles on Wellington roads: 1,400,000,000 kilometres.

Number of injury crashes on Wellington roads in 2004/05: 330.

Average number of crashes per 10,000 people in Wellington city (2000-2004): 16. Average number of crashes per 10,000 people nationwide over the same period: 23.

Percentage of Wellington residents who think it's easy to travel from the suburbs to the city: 78.

## OUR LONG-TERM OUTCOMES

Our overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. This will mean ensuring the state highway system and arterial roads provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density

development. It will also mean promoting developments that increase the energy efficiency of the transport system.

Over the next 10 years, we aspire to the following outcomes:

**1. MORE LIVEABLE: WELLINGTON WILL BE A GREAT PLACE TO BE, OFFERING A WIDE VARIETY OF PLACES TO WORK, LIVE AND PLAY WITHIN A HIGH-QUALITY PUBLIC ENVIRONMENT.**

Good access from homes to shops and services, places of work and recreational destinations is essential in any successful city economy. Ensuring the city is more liveable will mean:

- implementing the measures in this strategy in an integrated manner to ensure that local, city-wide and regional road and passenger transport systems function effectively for people and freight
- priority walking routes to and within the central city
- balanced parking provision including short-term parking, park-and-ride and park-and-walk.

**2. BETTER CONNECTED: WELLINGTON WILL HAVE A HIGHLY-INTERCONNECTED PUBLIC TRANSPORT, ROAD AND STREET SYSTEM THAT SUPPORTS ITS URBAN DEVELOPMENT AND SOCIAL STRATEGIES.**

This will be reliant on recognising the roles of all types of transport (car, bus, train, cable car, ferries, taxis, commercial vehicles, walking and cycling). Ensuring the city is better connected will mean:

- enhancing the state highway network from the north to the airport for road freight, service vehicles (business and emergency) and high occupancy vehicles
- building the Petone-Grenada link provided that appropriate (Crown/LTNZ) funding is secured and that the environmental and social impacts are acceptable
- improved road and rail access to the port
- a well-connected system of local roads and streets, footpaths and cycleways
- a seamless passenger transport system along the growth spine
- bus priority measures on all main arterial routes to and through the central city.

**3. MORE SUSTAINABLE: WELLINGTON WILL MINIMISE THE ENVIRONMENTAL EFFECTS OF TRANSPORT AND SUPPORT THE ENVIRONMENTAL STRATEGY.**

We will seek to reduce negative local and global environmental effects by improving the efficiency of existing road and public transport networks, promoting alternatives to roads, and managing traffic demand. Environmental sustainability in transport will mean:

- reducing the need for travel through a comprehensive travel demand management programme
- improving traffic flow by removing bottlenecks
- increasing the use of low-energy transport options
- more efficient urban forms
- continuing modal shift of commuter traffic to public transport, walking and cycling.

**4. SAFER: WELLINGTON WILL SEEK TO IMPROVE THE SAFETY AND SECURITY OF ITS CITIZENS AS THEY MOVE AROUND THE CITY AND REGION.**

Safety and security objectives will be addressed within individual modes (for example via the Council's road safety or safer streets programmes) and in developing programmes aimed at achieving modal shift. We need to recognise the safety and security trade-offs involved in encouraging people to change from one mode to another that has a different level of safety and personal security. Transport safety and personal security will be enhanced by:

- programmes aimed at improving road safety
- programmes aimed at pedestrian security.

**5. HEALTHIER: WELLINGTON'S TRANSPORT SYSTEM WILL CONTRIBUTE TO HEALTHY COMMUNITIES AND SOCIAL INTERACTION.**

People's transport choices can have a significant effect on health. Lower levels of activity contribute to heart disease, diabetes and other diseases. There are also links with respiratory diseases resulting from vehicle emissions. Improving health outcomes will mean:

- promoting walking and cycling and reduced dependence on motor vehicles for short trips through the travel demand management programme

- enhancing air and water quality and reducing exposure to transport noise through design of infrastructure and planning regulations.

**6. MORE PROSPEROUS: WELLINGTON WILL HAVE A COHERENT AND EFFICIENT TRANSPORT SYSTEM THAT AIDS ECONOMIC DEVELOPMENT.**

Transport exists to support wider city objectives. Economic development implies finding transport solutions that represent the best return on the substantial investments involved. We also need to take a strategic view, which requires long-term planning and a vision that includes regional and national perspectives. Transport's contribution to economic development will mean:

- ensuring transport solutions meet identified needs
- ensuring that investment is directed to areas of greatest benefit
- designing projects that provide high-quality and efficient solutions.

**HOW WE'LL MEASURE OUR PROGRESS TOWARDS THESE OUTCOMES**

To assess whether Wellington's transport system is making the city more liveable, we plan to survey residents about their perceptions of public transport convenience and affordability, and to measure vehicle and other modes peak travel times from the suburbs to the central city and from the central city to the airport.

To assess whether the city's transport system is becoming more prosperous, we plan to measure trends in the amount of cargo loaded and unloaded at the port and airport.

To assess whether the city's transport system is becoming more sustainable, we plan to survey residents to find out what forms of transport they use to get to and from the central city, and we plan to measure the total amount of fuel used each year on Wellington roads per person.

To assess whether the city's transport system is becoming better connected, we plan to survey residents about their perceptions of: how easy it is to move around the city; how easy it is to move between suburbs and the central city; whether peak traffic volumes are acceptable; and whether there are barriers to using their preferred modes of transport.

To assess some of the negative effects the city's transport system makes to residents' health, we plan to measure levels of carbon monoxide and nitrogen oxide in the air at certain points around the city.

To assess how safe the transport system is, we plan to measure the number of road accidents that occur each year, and the social cost of those crashes. We also plan to survey residents to find out their perceptions of safety levels on the city's transport network.

## OUR THREE-YEAR PRIORITIES

For the period 2006-09, we've identified the following four priorities for our transport work. These priorities are important stepping stones towards our long-term goals.

- We will improve the performance of the city's transport system through Travel Demand Management.
- We will advocate for and facilitate investment in the city's State Highway network.
- We will improve the performance of the city's passenger transport system through bus priority measures.
- We will work to resolve conflict between access to the port and access to the central area and beyond.

## HOW WE PLAN TO ACHIEVE THESE PRIORITIES

We already play a major role in running and providing the city's transport system. We manage and maintain the city's network of roads, streets, bridges, tunnels, footpaths, cycleways, roadside reserve, roadside walls and so on. Traffic safety has been a major priority in recent years. We have worked with local communities as part of our SaferRoads project, using measures such as new traffic lights, pedestrian crossings and islands to slow traffic, as well as educating motorists, pedestrians and cyclists and encouraging greater compliance with road rules. In addition, we manage the city's transport network, using traffic lights and a closed circuit camera system to minimise congestion at peak times. We provide and regulate car parking throughout the central city.

This work contributes to our overall transport objectives for the city, as well as complying with our statutory requirements and responsibilities. Over the next three years, we will keep carrying out this work to our high standard.

We also plan several new projects, such as expanding our network of bus lanes, working on infrastructure and traffic signalling improvements to reduce peak-time road congestion, and

promoting public transport, cycling and walking as alternatives to private cars. We'll work with other Councils and central government agencies to ensure any future state highway upgrades meet the city's transport needs. And we'll work on a plan to enhance access to the port and ferry terminals.

Detailed information about our proposed activities is provided on the following pages.

## HOW WE'LL DEAL WITH NEGATIVE EFFECTS

With any transport system, the potential negative effects are significant. In particular, there are significant environmental costs, ranging from air pollution and carbon dioxide emissions to noise pollution and runoff of contaminants from roads into stormwater drains. There are also potential negative effects from individual projects: for example, construction of any new road has effects on neighbours and neighbourhoods.

Dealing with these effects is complex. Some issues, such as vehicle emission standards, are appropriately dealt with at a national level. Others, such as air and water quality, are regional issues. Of those issues that can be dealt with at a local level, we seek to reduce the cause of the negative effects where possible. For example, this plan contains several initiatives aimed at reducing use of private cars and encouraging alternative, environmentally-friendly forms of transport. In other cases, we monitor the effects and seek to mitigate them where possible. Stormwater is monitored to ensure it complies with environmental standards, as is air quality in the city. Many of our activities are subject to Resource Management Act controls, that seek to ensure that resources are managed sustainably and that adverse effects on the environment are avoided, remedied or mitigated.



## Our transport activities

Over the next few pages, we provide detailed information about our proposed governance activities, what they cost, who we think should pay, and how we'll measure our performance.

### 2.1.1 CAR PARKING

#### What we do

We provide more than 3000 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. Income from on-street parking subsidises transport infrastructure projects.

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.

#### Why it's important

Central city car parking is important for shoppers, people working in the city, visitors to the city, and people coming in to the city for recreational activities. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', and 'Links by land, air and sea will meet the needs of people and enterprises'.

#### How we will manage assets that support this activity

Parking meters and pay-and-display machines are managed in line with our Transportation, Traffic and Roadway Asset Management Plan. A full parking meter replacement programme was undertaken in 2004/05. Approximately 1300 meters were replaced with pay-and-display machines, while 100 meters were retained in areas that weren't suitable for pay-and-display. The pay-and-display machines are monitored daily via an online monitoring system. They are also monitored visually every two days during cash collection. Meters are monitored visually

every three days. We aim to ensure that no pay-and-display machine is ever out of service for more than one chargeable day.

The Civic Square car park is managed as part of the Civic Square complex under our Commercial Property Asset Management Plan. The plan sets out performance, condition and customer service requirements for both buildings. Civic Square is managed with the aim of complying with all relevant legislative requirements at all times. We aim to maintain it in excellent condition, sufficient to protect our investment and maintain existing levels of service while achieving reasonable return on expenditure. Regular audits are carried out to assess condition and performance on all buildings. User surveys are also used.

The Michael Fowler Centre car park is managed as part of the Wellington Convention Centre under our Wellington Convention Centre asset management plan (see activity 3.1.2 Visitor and Convention Attractions in the Economic Development section of this plan). The Clifton Terrace car park is owned by Transit NZ and managed by our Parking Services business unit under contract.

On-street car parks are managed as part of the road surface under our Transportation, Traffic and Rooding Asset Management Plan (see activity 2.4.1 Vehicle Network).

#### How we will measure our performance

Performance measures	Performance targets	
1. Weekday and weekend on-street carpark turnover. (Turn-over rate measures the average number of cars that use a particular carpark each day)	2006/07	Weekday = 7.5; weekend = 4.7
	2007/08	Weekday = 7.5; weekend = 4.7
	2008/09	Weekday = 7.5; weekend = 4.7
	2016/17	Weekday = 7.5; weekend = 4.7
2. On-street carpark compliance – time restrictions and payment.	2006/07	Time restrictions = 90%; payment = 85%
	2007/08	Time restrictions = 90%; payment = 85%
	2008/09	Time restrictions = 90%; payment = 85%
	2016/17	Time restrictions = 90%; payment = 85%

#### Who should pay

User charges	100%
Other revenue	0%
Targeted rate	0%
General rate	100%
<b>TOTAL</b>	<b>100%</b>

#### What it will cost

**(Insert financial tables)**

## 2.1.2 TRANSPORT PLANNING

### What we do

We carry out planning projects aimed at ensuring the city's transport network develops in ways that meet future needs. We work across our infrastructure, strategy, policy and urban design teams to ensure that our transportation networks enhance the urban form and liveability of the city. This planning underpins our work across all our transport activities. It is closely related to 2.3.1 Travel Demand Management Planning.

### Why it's important

Growth in car ownership and use, economic development, environmental issues, and changing public demands will all place pressure on Wellington's transport network in future. To deal with these challenges, and ensure the transport network is well integrated with the wider regional and national transport networks, long-term planning and co-ordination are crucial. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and affordable for all', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', and 'Links by land, air and sea will meet the needs of people and enterprises'.

### How we will measure our performance

We measure progress in this area using performance measures from other transport activities.

### Who should pay

User charges	0%
Other revenue	0%
Targeted rate	100%
General rate	100%
<b>TOTAL</b>	<b>100%</b>

## What it will cost

### 2.2.1 REGIONAL TRANSPORTATION

#### What we do

We work with central government and other agencies to ensure that Wellington's transport needs are taken into account in regional and national transport decisions. Over the next three years, particular priority will be given to influencing decisions about development of the state highway system to and through Wellington and the proposed Petone-Grenada link road.

#### Why it's important

Land transport access to and from Wellington is provided through state highways which passes through cities north of Wellington. This means that our transport objectives for the city can only be met as part of an integrated regional transport network, which in turn means we need to influence the agencies that make decisions affecting this network. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and affordable for all', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', and 'Links by land, air and sea will meet the needs of people and enterprises'.

#### How we will measure our performance

Performance measures and targets for this activity are currently being developed.

#### Who should pay

User charges	0%
Other revenue	0%
Targeted rate	100%
<u>General rate</u>	<u>100%</u>
TOTAL	100%

What it will cost

**(insert financial tables)**

## 2.2.2 PORTS ACCESS

What we do

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 mean 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. And it is the site of increasingly intensive development, with the development of new office and university buildings.

In future, pressures on the area will become even greater. Volumes of freight going through the port are expected to increase, while traffic and passenger transport volumes are also likely to grow. At the same time, land will be developed for new offices and shopping facilities as the CBD expands northward.

In recent years, we have worked with CentrePort and other agencies on a 50-year plan for the area which aims to balance these competing needs. Our “city gateway” plan aims to let the port keep growing while also: meeting the city’s other transport needs; allowing the CBD to expand; and ensuring the gateway area reflects Wellington’s natural drama and “sense of place”. We are now moving into implementation of this plan.

Key projects for the next three years include:

- 2006/07: street improvements along Waterloo Quay between Bunny and Hinemoa Streets, including planting of trees
- 2007/08: further street improvements including an intersection at King’s Wharf
- 2008/09: construction of a roundabout on Aotea Quay providing access to the motorway and ferry terminal existing access to the ferry terminal is poor and needs to be improved to cope with expected increased demand.

Possible longer-term projects include widening of Aotea Quay, construction of a four-lane overbridge on Waterloo Quay (so that trains don’t have to cross a busy road to get to the port), and construction of a roundabout linking the Hutt Road and Aotea Quay.

### Why it's important

The city gateway area is a crucial one for the city. It is a key route for road, rail and sea transport, and busy education and commercial area. It is the first part of the central city many visitors see. And it is a prominent waterfront area. Taken together, these factors make it an especially sensitive area for the city's development. It is important for future economic well-being, and also for our sense of place. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', and 'Links by land, air and sea will meet the needs of people and enterprises'.

### How we will manage assets that support this activity

There are no assets currently involved with this activity. However, our plans will involve some land acquisitions during 2006/07 and beyond.

### How we will measure our performance

Performance measures and targets for this activity are currently being developed.

### Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>100%</u>
TOTAL	100%

### What it will cost

## 2.3.1 TRAVEL DEMAND MANAGEMENT PLANNING

## What we do

A growing population, urban development, and continued economic expansion will all increase the demands placed on Wellington's transport network in future. The city's geography and urban form mean the roading network cannot simply expand to meet demand. Nor would this be good for the environment.

It's important, therefore, that travel demand is managed, by making the transport network more efficient, providing viable alternatives to private cars, and reducing the need to travel. Under this activity, we are proposing several projects to achieve these aims.

Over the next three years, we will develop and implement a Travel Demand Management plan, aimed at controlling road congestion by reducing demand. The plan will involve several new initiatives:

- We will aim to set an example by carrying out an assessment of our own transport practices, with the aim of encouraging alternatives to use of private cars on Council business. We will share our findings with other organisations.
- We will take initiatives to promote walking and cycling by completing maps showing walking and cycling routes to and from major destinations, providing internet access to these maps, and making improvements to cycling and walking routes.
- We will use traffic signal enhancements to reduce peak-time congestion.
- We will work with Wellington Hospital on infrastructure improvements to provide safer, easier access to the hospital.
- In our urban planning role, we will encourage higher-density development around existing and future passenger transport hubs, in order to mitigate the demands placed on the transport network by population growth and urban development.

## Why it's important

Reducing demand on the transport network is important to Wellington's economic, social and environmental well-being. The projects supported by this activity are aimed at increasing sustainability, making the city more liveable, improving transport connections, and encouraging people to use healthy transport options. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and

affordable for all', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', and 'Links by land, air and sea will meet the needs of people and enterprises'.

#### How we will measure our performance

Performance measures and targets for this activity are currently being developed.

#### Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
<u>General rate</u>	<u>100%</u>
TOTAL	100%

#### What it will cost

### 2.3.2 ROADS OPEN SPACES

#### What we do

Roadside reserve is the strip of land between a private property boundary and a road. Under this activity, we take steps to keep the roadside corridor attractive and safe, for example by planting, mowing and controlling 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-provided native plants for planting on roadside reserve.

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

#### Why it's important

This activity keeps roadside reserve attractive, contributing to people's pride in the city and their 'sense of place'. It contributes to public safety by ensuring plants aren't impairing motorists' lines of sight at intersections. Roadside sumps need to be clean to work effectively. Planting reduces runoff and erosion. Pest and weed control work benefits the environment. And, by encouraging



people to 'adopt' and look after the roadside in their local area, it enhances social connectedness. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', and 'Wellington will be pedestrian- and cyclist-friendly'.

### How we manage our assets

Our roadside reserve is managed in line with our Transportation, Traffic and Roading Asset Management Plan. There are no asset upgrades or renewals to be funded.

### How we will measure our performance

Performance measures	Performance targets	
1. The percentage of residents who agree that street cleaning in central Wellington is of a good or very good standard.	2006/07	83%
	2007/08	83%
	2008/09	83%
	2016/17	83%
2. The percentage of residents who agree that roadside vegetation is maintained to a good or very good standard.	2006/07	83%
	2007/08	83%
	2008/09	83%
	2016/17	83%

### Who should pay

User charges	0%
Other revenue	10%
Targeted rate	0%
<u>General rate</u>	<u>90%</u>
TOTAL	100%

### What it will cost

#### 2.4.1 VEHICLE NETWORK

An efficient vehicle network — allowing 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.

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. Maintenance, renewal and upgrade of these assets are major tasks.

Also under this activity, we keep roadside retaining walls 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 activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Links by land, air and sea will meet the needs of people and enterprises', and 'Wellington will have clear directional signage'.

#### What we will do

- In 2006/07 we plan to carry out earthquake strengthening work on the Karori Tunnel.
- In each of the next three years, we plan to carry out more than 50km of resealing work and more than 20km of seal smoothing work on the city's streets and roads.
- In 2007/08, we plan to carry out widening of Riddiford Street in conjunction with the new hospital development.

In addition, we are planning significant improvements to the "city gateway" area. See 'Ports access' for further details.

#### How we will manage assets that support this activity

Wellington's vehicle network is managed in line with our Transportation, Traffic and Rooding Asset Management Plan. Decisions about maintenance, upgrade and renewal depend on several factors including the condition of the asset, community expectations, safety, anticipated demand, strategic objectives, and the need to ensure efficient and effective use of resources.

*Roads:* We carry out annual surveys to assess the condition of sealed roads, based on levels of roughness, integrity, skid resistance, comfort and safety. Resealing and smoothing work is carried out as needed. Decisions on the type of work to be carried out are based on cost-benefit analysis and on-site visits by engineers. Different types of surface are used to meet particular needs. Smooth asphalt is expensive and 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 considerably more expensive. Routine maintenance is carried out by contractors who are responsible for proactively assessing asset condition, and to assess and fix minor faults within specified timeframes.

*Tunnels and bridges:* The four tunnels are inspected for structural soundness every five years and structural and/or cosmetic work is carried out as needed. The bridges are also inspected every five years and structural and/or cosmetic work is carried out as needed. The most recent inspection was carried out in 2004.

*Kerb and channel:* Annual condition surveys are carried out to determine maintenance, upgrade and renewal requirements. Culverts are routinely inspected by maintenance contractors.

*Walls:* For sea walls and retaining walls, a condition survey was carried out during 2004/05 and a programme of maintenance and upgrade work developed. Walls are replaced or rehabilitated once their condition deteriorates to a condition of '5' ("failed or in need of urgent replacement"). The survey found about 5500 square metres of wall (about 6 percent of the city's total) in this condition. The budget has been increased since 2004/05 to allow upgrade work to be carried out.

The asset management plan contains details of expected service levels and processes to determined specific upgrade and renewal work scheduled for the next decade.

#### How we will measure our performance

Performance measures	Performance targets	
The percentage of travel that occurs on "smooth" roads within the WCC area (smoothness is measured in NASRAA counts).	2006/07	At least 71%
	2007/08	At least 71%
	2008/09	At least 71%
	2016/17	At least 71%

#### Who should pay

User charges	0%
Other revenue	40%
Targeted rate	0%
<u>General rate</u>	<u>60%</u>
TOTAL	100%

## What it will cost

### 2.4.2 CYCLE NETWORK

#### What we do

Cycling is not only good for the environment when enjoyed in safe conditions, it's also a healthier transport option than using private cars or public transport.

We encourage cycling by providing more than 23km of cycleways throughout the city and suburbs. Just over half of the network is in dedicated cycle lanes. The rest is in shared pedestrian/cycle paths.

We are planning several steps to encourage use of cycleways and reduce road congestion. These are detailed in section 2.3.1 on Travel Demand Management. Decisions on safety improvements to the cycle network will be made on an area-by-area basis as part of our SaferRoads project (see 2.5.1 Road Safety).

#### Why it's important

Cycling as a transport option is environmentally sustainable, and enhances the city's 'connectedness' and 'liveability' by reducing traffic congestion and making travel a form of recreation. It's also good for the health of individual cyclists. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', and 'Links by land, air and sea will meet the needs of people and enterprises'.

#### How we will manage assets that support this activity

The cycle network is managed in line with our Transportation, Traffic and Roding Asset Management Plan. As the cycle network is shared with the vehicle and pedestrian networks, condition checks are carried out in accordance with our approach to managing those networks. We also respond to public complaints. Maintenance is carried out as needed to ensure the network remains safe. This includes keeping them free of potholes, and ensuring signs and lane markings are clear.

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of users who are satisfied with the maintenance and safety of cycleways	2006/07	Safety = 75%; maintenance = 75%
	2007/08	Safety = 75%; maintenance = 75%
	2008/09	Safety = 75%; maintenance = 75%
	2016/17	Safety = 75%; maintenance = 75%
2. The percentage of residents who come into central Wellington (on weekdays) that use a cycle.	2006/07	3%
	2007/08	3%
	2008/09	4%
	2016/17	5%

Who should pay

User charges	0%
Other revenue	70%
Targeted rate	0%
<u>General rate</u>	<u>30%</u>
TOTAL	100%

What it will cost

2.4.3 PASSENGER TRANSPORT NETWORK

What we do

We support public transport in two main ways.

*Bus lanes:* We've introduced bus priority lanes and bus priority signals to speed up bus trips. During the next three years, we plan to expand the network of bus priority lanes. We're looking at each of the city's main transport corridors to analyse the implications of expanding the bus lanes — for example: potential patronage, bus times, reliability, the potential impact on businesses, residents and pedestrians and parking facilities; physical constraints; costs; enforcement issues; and the potential to complement bus lanes with "park and ride" facilities. During 2006/07, we plan to carry out consultation on proposed new bus lanes. Implementation will begin in 2007/08 and is likely to start in the CBD. Areas to be considered include the Hutt Road-city route, as well as the routes from Ngaio, Karori, Kilbirnie, Island Bay and Brooklyn to the city, as well as several central city streets.

*Bus shelters:* We also maintain more than 380 bus shelters and 1300 bus stops, and the associated timetables and signs, and we provide “park and ride” areas (commuter car parks alongside bus and train stations leading to the central city). In recent years, we have completed the Lambton Interchange and installed several new bus shelters. Our partnership with Adshel provides us with savings as shelters with advertising are provided and maintained at no cost to the Council.

### **Why it's important**

By national standards, Wellingtonians are high users of public transport. However, our use of bus and rail needs to increase even further in future. Otherwise, the risk is that a growing population and urban development will lead to greater congestion. Greater use of public transport will make the city more liveable and benefit the economy by ensuring people can get from place to place more easily. It is also a more energy efficient, more sustainable option than private cars.

This activity contributes to the following community outcomes: ‘Wellington’s transport system will be designed to meet the needs of its people efficiently and sustainably’, ‘Wellington’s public transport system will be accessible and affordable for all’, ‘Wellington’s traffic will flow smoothly through and around the city and its suburbs’, ‘Links by land, air and sea will meet the needs of people and enterprises’, and ‘Wellington will have clear directional signage’.

### **How we will manage assets that support this activity**

Our network of passenger transport assets is managed in line with our Transportation, Traffic and Roding Asset Management Plan. Decisions about maintenance, upgrade and renewal depend on several factors including the condition of the asset, community expectations, safety, anticipated demand, strategic objectives, and the need to ensure efficient and effective use of resources. All assets are currently in good condition. Our long-term aim is to provide a bus shelter at all 750 inbound bus stops. At present there are 250. Our partnership with Adshel is expected to reduce the shortfall to 400 over the next two years. Options are under investigation for reducing the deficit further.

How we will measure our performance

Performance measures	Performance targets	
1. The total number of bus-stops with a bus-shelter	2006/07	36%
	2007/08	38%
	2008/09	40%
	2016/17	50%
2. The percentage of residents who come into central Wellington (on weekdays) that use a bus.	2006/07	31%
	2007/08	32%
	2008/09	33%
	2016/17	35%
3. The percentage of residents who are satisfied with the reliability and frequency of public transport.	2006/07	Reliability = 85%; frequency = 85%
	2007/08	Reliability = 85%; frequency = 85%
	2008/09	Reliability = 85%; frequency = 85%
	2016/17	Reliability = 85%; frequency = 85%

Who should pay

User charges	0%
Other revenue	100%
Targeted rate	0%
General rate	0%
<b>TOTAL</b>	<b>100%</b>

What it will cost

2.4.4 PEDESTRIAN NETWORK

What we do

We manage over 960km of footpaths, as well as steps and accessways, subways, bridges, canopies, seats, bollards, and pedestrian malls, all of which need regular maintenance and eventual renewal. They are maintained to keep them safe and convenient for all pedestrians. Over time, we are improving kerb design at intersections to make crossing easier for people in wheelchairs or pushing prams.

Our maintenance work includes the removal of graffiti, which we aim to do within 48 hours of notification (or two hours for offensive material).

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).

Over the next three years, we are planning several steps to encourage walking as an alternative to other forms of transport. These are explained in activity 2.3.1 Travel Demand Management Planning. Decisions about safety improvements to the pedestrian network will be made area by area as part of our SaferRoads project (see activity 2.5.1 Road Safety).

### Why it's important

We aim to encourage Wellingtonians to make short trips on foot instead of using private cars or other forms of transport. Walking is healthy, and it's better for the environment. It can also be a social or recreational activity, and it can enhance people's sense of pride in or identification with the city. Street events add to the city's vibrancy. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and affordable for all', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', 'Links by land, air and sea will meet the needs of people and enterprises', and 'Wellington will have clear directional signage'.

### How we will manage assets that support this activity

Wellington's pedestrian network is a significant asset. It is managed in line with our Transportation, Traffic and Rooding Asset Management Plan. Decisions about maintenance, upgrade and renewal depend on several factors including the condition of the asset, community expectations, safety, anticipated demand, strategic objectives, and the need to ensure efficient and effective use of resources. All assets are maintained to meet Council agreed performance standards, for example we aim to repair any hazards to public safety within four hours of the hazard being reported.

*Footpaths:* We carry out annual surveys to assess the condition of all footpaths in the city. The vast majority of footpaths are in good condition. Our 2004/05 budget allowed for reconstruction of 27km of footpaths. Over the next few years the budget will increase to allow reconstruction of 48km of footpath a year. Resealed footpaths will include kerb cuts to improve access for wheelchairs and prams. Footpaths are generally sealed either with asphalt or concrete.



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 need, taking account of such factors as traffic and pedestrian volumes, safety issues, and costs. In the central city, footpath widening projects are planned to meet pedestrian demand and increased use of footpaths for restaurants, cafes and public seating.

*Accessways:* We carry out regular inspections of the city's 49km of accessways (i.e. lanes and steps that run between streets). An inspection was being carried out during 2004/05. The condition could be improved. Over the next few years we expect to upgrade four accessways per annum.

*Other assets:* Pedestrian bridges are assessed five-yearly and maintenance/upgrade work is carried out as needed. Malls and canopies/associated structures are assessed when we assess other assets in their areas. We have recently completed an assessment of street furniture in priority areas. Recent work on shared driveways has left them in good condition.

#### How we will measure our performance

Performance measures	Performance targets	
1. The percentage of WCC roads with a formed footpath on at least one side of the road.	2006/07	92%
	2007/08	92%
	2008/09	92%
	2016/17	93%
2. The percentage of residents who come into central Wellington (on weekdays) that walk.	2006/07	13%
	2007/08	14%
	2008/09	15%
	2016/17	18%

#### Who should pay

User charges	0%
Other revenue	0%
Targeted rate	0%
General rate	100%
<b>TOTAL</b>	<b>100%</b>

#### What it will cost

**(insert financials)**

## 2.4.5 NETWORK-WIDE 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, 16 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 work 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 18,000 traffic and street signs that give directions around the city.

### Why it's important

By easing congestion and ensuring the smooth flow of traffic through the city, this activity has economic and social benefits. It contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and affordable for all', 'Wellington will be pedestrian- and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', 'Links by land, air and sea will meet the needs of people and enterprises', and 'Wellington will have clear directional signage'.

### How we will manage assets that support this activity

Traffic lights, closed circuit cameras, signs and other network management assets are managed in line with our Transportation, Traffic and Roading Asset Management Plan. Decisions about maintenance, upgrade and renewal depend on several factors including the condition of the asset, legal requirements, community expectations, safety, anticipated demand, strategic objectives, and the need to ensure efficient and effective use of resources.

We carry out regular inspections of signs, street lights and road markings to assess their condition. The condition of traffic signals is also monitored through our transport computer system.

The budget for signs maintenance is increasing from 2006/07 to allow all signs to be maintained in accordance with Land Transport NZ rules. An upgrade programme is under way.

Road markings are maintained to comply with national standards.

The budget for traffic signal maintenance is increasing from 2006/07 on to provide for the costs of maintaining additional signals which are being installed as part of the SaferRoads project (see Safety). An ongoing upgrade programme is under way to maintain the signals in compliance with best practice. Renewals are scheduled based on a 15-year lifecycle.

#### How we will measure our performance

Performance measures	Performance targets	
1. The percentage WCC traffic signs that have a condition rating of 3 or better (measured on a 5-point scale)	2006/07	90%
	2007/08	95%
	2008/09	95%
	2016/17	95%
2. The percentage of residents who are satisfied with the way that traffic signals allow them to move around the city (pedestrians and vehicles).	2006/07	85%
	2007/08	85%
	2008/09	85%
	2016/17	85%

#### Who should pay

User charges	0%
Other revenue	50%
Targeted rate	0%
General rate	50%
<b>TOTAL</b>	<b>100%</b>

#### What it will cost

### 2.5.1 ROAD SAFETY

Through our SaferRoads project we aim to reduce the number of crashes in Wellington City by one third by 2010. We work with local communities to improve traffic safety on an area by area basis. The project uses a combination of education, enforcement and traffic calming measures to achieve safety improvements. We use infrastructure changes such as installation of traffic lights, pedestrian crossings, guardrails, traffic islands and roundabouts, to slow traffic and protect pedestrians. We also encourage use of safe walking routes around schools.

Also under this activity, we provide and maintain street lighting which helps to keep people safe and discourage street crime. And we provide and maintain guardrails to protect pedestrians.

In the coming three years, we plan to carry out SaferRoads consultation in Johnsonville West, Miramar and the northern area of the city, and to further develop plans for SaferRoads initiatives for the southern suburbs. Over following years implementation of SaferRoads projects will be carried out in those areas, and consultation will go ahead in several other suburbs.

### **Why it's important**

Safety and personal security are fundamental requirements of any transport system. This activity contributes to the following community outcomes: 'Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably', 'Wellington's public transport system will be accessible and affordable for all', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', 'Links by land, air and sea will meet the needs of people and enterprises', and 'Wellington will have clear directional signage'.

### **How we will manage assets that support this activity**

Street lighting and pedestrian guardrails are managed in line with our Transportation, Traffic and Rooding Asset Management Plan.

Street lighting is maintained and upgraded to meet required safety standards. Maintenance work is generally of a reactive nature, following monthly inspections on main routes and notifications from residents. In the CBD, sodium lights are being replaced with white lights to improve illumination levels and pedestrian safety.

A survey of guardrails has been carried out and maintenance/upgrade work will continue during 2006/07.

How we will measure our performance

Performance measures	Performance targets	
1. The percentage of residents who are satisfied with street lighting in the central city area and suburban areas.	2006/07	Central city area = 80%; suburban areas = 75%
	2007/08	Central city area = 80%; suburban areas = 75%
	2008/09	Central city area = 80%; suburban areas = 75%
	2016/17	Central city area = 80%; suburban areas = 75%
2. Transport safety issues - the percentage of residents who are satisfied with the safety of the transport network environment (issue-based, e.g. footpath/road conditions, lighting, guardrails, behaviour of others, etc)	2006/07	85%
	2007/08	85%
	2008/09	85%
	2016/17	85%

Who should pay

User charges	0%
Other revenue	80%
Targeted rate	0%
<u>General rate</u>	<u>20%</u>
TOTAL	100%

What it will cost

## 10-year financial projections

### OPERATIONAL SPENDING

(Insert 10 year financial table (Opex) for Transport chapter)

### CAPITAL SPENDING