

## TRANSPORT

### Transport planning and policy

**A well-planned, efficient transport system is critical for economic growth, and 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 it is efficient and sustainable.**

Wellington's transport system is performing reasonably 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. 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. As a result, the transport network is at or near capacity at peak times. Cars, buses and cyclists – as well as parking – are all competing for space on narrow, hilly streets. In most urban areas, building new roads isn't a viable or desirable option, so other ways need to be found to reduce demand on the roading system.

There are also environmental reasons for reducing demand on the transport network. Vehicles contribute to noise, and water and air pollution. Carbon emissions from vehicles impact on climate change.

Another challenge is to improve access to our port and airport to ensure freight and visitors can move freely across the city.

**We plan ahead to ensure the transport network meets the city's future needs.**

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

# APPENDIX 1

- 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.

In 2008/09 we’ll consult on a 10-year transport plan for the city, based on public feedback from the Ngauranga Gorge to Wellington Airport transport study.

## We’ll be carrying out research to better understand Wellington commuters’ current transport choices.

We are planning a household travel survey that will identify existing behaviours and preferences within Wellington communities towards changing the way they travel. It will help identify where in the city the greatest gains can be made in terms of promoting travel by bus, walking and cycling, and where there simply is no scope for further travel behaviour change.

This research will be used to inform decision making leading into next year’s long-term plan on how to best leverage the Council’s investment and resources relating to travel demand management and road space allocation. Specifically, it will guide how we target the implementation of our cycling and walking plans that will be introduced in the coming year.

We’re budgeting \$75,000 for this research in 2008/09. We expect this amount to be matched by Land Transport New Zealand.

## 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 outline our progress in the annual report. Over time, we will look to develop measures and targets for our travel demand management planning.

## WHAT IT WILL COST

What it will cost		Operational Spending			Capital Spending
		User charges and other revenue \$000	Expenditure 2008/09 \$000	Net expenditure / rates funding requirement \$000	Expenditure 2008/09 \$000
2.1.2	Transport planning	(30)	331	301	
2.3.1	Travel Demand Management Planning	(80)	333	253	
<b>Total for 2008/09</b>		<b>(110)</b>	<b>664</b>	<b>554</b>	

## TRANSPORTATION

### Transport networks

#### **The city's transport system should be safe and efficient.**

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 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.

#### **This year, we'll be starting work to improve access to Hataitai Park.**

The Hataitai Park recreational hub can have a significant impact on traffic flow through Ruahine Street – one of the city's major arterial routes to the southern and eastern suburbs. We're planning a range of improvements that will improve traffic flow and movements in and out of the park. These will be carried out progressively and include:

- 2008/09: installation of traffic signals at the Hataitai Park-Ruahine St intersection to better manage traffic movements
- 2009/10: improvements to the 'drop off' and 'pick-up' area within Hataitai Park and widening of the 'one way' internal road to 'two way'
- 2011/12: construction of additional parking and an internal access route to the Wellington Badminton Hall.

#### **We'll also make improvements to Waterloo Quay so cruise ship passengers can be welcomed properly.**

# APPENDIX 1

An increasing number of cruise ships are entering our harbour – 77 arrivals are expected in next year's season. Currently, cruise ship passengers have to disembark at a working port. The planned improvements will make their arrival more welcoming and safer and easier for them to walk into the city.

The improvements include installation of a portal, or gateway, on the wharf, and improvements to the walkway along Waterloo Quay to Bunny Street. A new asphalt footpath will be laid and three shelters will be built along the walkway where visitors and passengers can rest. The area around the shelters will be enhanced with plants and there will be interpretation panels and maps on the wharf and at each of the shelters.

We're budgeting \$50,000 for this work, which is scheduled to be completed by October 2008. These works are the beginning of a \$1.5 million improvement to Waterloo Quay over the next three years.

## MEASURING OUR PERFORMANCE

Our targets for 2008/09 are:

### Vehicle network

- at least 66% (this target is unchanged from 2007/08) of road travel within the city's boundary occurs on "smooth" roads (smoothness is measured in NASRAA counts)
- 80% (also unchanged from 2007/08) of residents agree that Council roads are maintained to a good or very good standard.

### Cycle network

- 75% (unchanged) of cycleway users are satisfied with the maintenance of cycleways
- 75% (unchanged) of cycleway users are satisfied with the safety of cycleways
- 7% (unchanged) of residents who come into central Wellington (on weekdays) use a cycle.

### Passenger transport network

- 40% (a 2% increase from our 2007/08 target) of city-bound bus-stops have an effective bus-shelter
- 33% (1% increase from 2007/08) of residents who come into central Wellington (on weekdays) use a bus
- 85% (unchanged from 2007/08) of residents surveyed are satisfied with the reliability of public transport
- 85% (unchanged) of residents surveyed are satisfied with the frequency of public transport.

### Pedestrian network

- 95% (this target is unchanged from 2007/08) of street pavements are within acceptable defect limits
- 92% (unchanged) of Council roads have a formed footpath on at least one side

# APPENDIX 1

- 15% (1% increase from 2007/08) of residents who come into central Wellington (on weekdays) walk
- to monitor the number of primary school children who walk to school.

## Network-wide control and management

- 95% (this target is unchanged from 2007/08) of WCC traffic signs have a condition rating of 3 or better (measured on a 5-point scale where 5 is high)
- 85% (unchanged) 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 (this target is unchanged from 2007/08)
- 80% (unchanged) of residents surveyed are satisfied with street lighting in the central city area and 75% (maintain levels) are satisfied with street lighting in suburban areas
- 85% (unchanged) 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 continue road improvements along Waterloo Quay between Bunny and Hinemoa Streets, including an intersection at King's Wharf.

## WHAT IT WILL COST

What it will cost		Operational Spending			Capital Spending
		User charges and other revenue \$000	Expenditure 2008/09 \$000	Net expenditure / rates funding requirement \$000	Expenditure 2008/09 \$000
2.2.2	Ports access				728
2.4.1	Vehicle network	(1,690)	22,833	21,143	18,137
2.4.2	Cycle network	(6)	60	54	75
2.4.3	Passenger transport network	(548)	939	391	251
2.4.4	Pedestrian network	(45)	4,481	4,436	4,437
2.4.5	Network-wide control and management	(950)	4,008	3,058	1,960
2.5.1	Road safety	(1,233)	4,698	3,465	2,608
<b>Total for 2008/09</b>		<b>(4,472)</b>	<b>37,020</b>	<b>32,548</b>	<b>28,196</b>

## VARIANCES

For the 2008/09 year, we are planning the following variances from our 2006-16 long-term plan:

- Pedestrian network footpath renewals – reduce capital programme by \$477,000. This primarily reflects a change in contract and does not impact on levels of service.
- Footpath extensions – defer \$130,000 until 2009/10 (priority upgrades will not be affected by this deferral).

# APPENDIX 1

- Road corridor new walls – reduce capital spending by \$500,000 (this project pays for new retaining walls when there are slips on previously unrestrained banks or slopes. The remaining \$1.2 million per year is considered adequate to fund identified priorities).
- Vehicle network new roads – defer capital spending of \$2,350,000 until 2009/10 (this relates to the construction of Westchester Drive, which is expected to experience delays due to continuing negotiations and resource consents).
- Bus priority plan - defer capital spending of \$1,680,000 until 2009/10 (bus priority measures are confirmed for Dixon and Victoria Streets for 2008/09, the remaining programme will now occur in 2009/10).

# APPENDIX 1

## TRANSPORTATION

### 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 and that the roading network is free of obstructions, 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

Our targets for 2008/09 are:

- average weekday turnover in Wellington City Council central city on-street car parks of 7.5 cars per day, and weekend turnover of 4.7 cars per day (these targets are unchanged from 2007/08)
- 90% (unchanged) compliance with WCC on-street car park time restrictions and 85% (unchanged) compliance with payment requirements.

### WHAT IT WILL COST

What it will cost		Operational Spending			Capital Spending
		User charges and other revenue \$000	Expenditure 2008/09 \$000	Net expenditure / rates funding requirement \$000	Expenditure 2008/09 \$000
2.1.1	Car parking	(24,136)	10,097	(14,039)	993
<b>Total for 2008/09</b>		(24,136)	10,097	(14,039)	993