

Transport

At a glance

OUR AIM Connecting people and places.

LEGAL REQUIREMENTS Local Government Act 2002 – support social, environmental and economic well-being now and into the future. The Council also has responsibilities under the Land Transport Management Act 2003 relating to provision of land transport.

OUTCOMES More liveable. More sustainable. Better connected. Healthier. Safer. More prosperous.

CHALLENGES

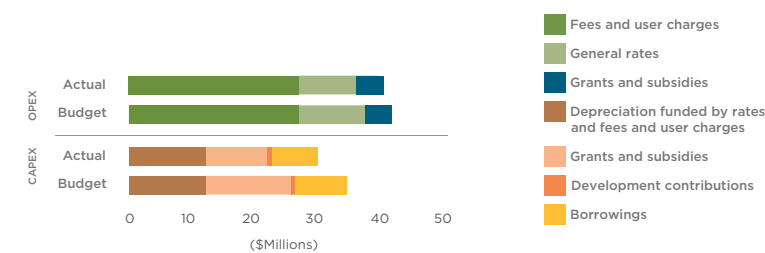
- Increased congestion as the city's population grows
- Lack of land to develop the transport network to meet increased demand
- Safety – particularly for pedestrians and cyclists
- Dominance of private motor vehicles at the expense of other transport options that are healthier, more sustainable, and more cost-effective.

STRATEGIC APPROACH

- Ensure the transport network works as efficiently as possible
- Support a shift away from private vehicles to 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 a shift to more sustainable transport options
- Provide infrastructure that supports different forms of transport – for example cycleways, footpaths, bus routes, motorbike stands.

See 'progress against strategic priorities' for the key initiatives we are taking to meet these goals.

COST 2009/10 Expenditure and funding (actual and budget) for Transport



IN THIS SECTION

7.1 Transport planning

7.2 Transport networks

7.3 Parking

Connecting people and places.

Welcome to Wellington: City of the future

Throughout the world, the shapes of cities – and forms of transport – are changing.

For many decades, cities throughout the world have grown by spreading out, taking over agricultural land, and creating suburbs in which homes stood alone on quarter acre or larger blocks, and were separated – sometimes by long distances – from places of work in the city centre.

This type of city could only function because of vast networks of roads and streets, which linked suburban neighbourhoods and provided access, by car, to and from the city.

In the last decade or two, this approach to urban planning has been challenged. Climate change, peak oil, congestion, and lifestyle considerations – such as people seeking to avoid the daily commute and live close to work and entertainment – are all forcing a shift towards more intensive forms of development.

Worldwide cities are changing. They are becoming more compact, with more people living in apartments and townhouses, close to city centres and places of work. Cities' transport systems are changing too, with greater emphasis on mass public transport, lower emission vehicles, and making cities walkable; in some parts of the world, carless cities are being designed.

In making this transition, Wellington's has a head start. Constrained by harbour and hills, Wellington's urban form has always been compact. But there is still much to do if we want a transport system that is truly sustainable, as well as supporting healthy, enjoyable lifestyles.

For the Council, the trend towards a more compact city form is supported and reinforced through urban development and transport policies.

Bus priority lanes and improved cycleways will make journeys quicker and more convenient. The Manners Mall bus route will streamline inner city public transport while supporting inner city walking routes. A trial of electric vehicles – with potential for 'refuelling' points around the city – will help encourage the transition towards lower-carbon lifestyles.

Thanks to our stunning landforms, Wellington is well placed to make this transition: to support our urban form with a sustainable transport system.

State of the city

Wellington's transport network is generally performing well.

A safe, efficient transport network means that residents can get to and from work, shops, entertainment venues, places of recreation and so on. It also means that businesses can move goods and provide services throughout the city. The city's economy and residents' overall quality of life depend on a high quality transport system.

As well as aiming for safety and efficiency, in our management of the city's transport network we also consider impacts on people's health, on the environment, and on the city's prosperity. This includes supporting alternatives to private cars, in order to reduce congestion and emissions of greenhouse gases and exhaust fumes.

Our transport work is closely aligned to our urban development strategy, which aims to focus development in key transport and employment 'hubs'. This approach will reduce the growth in demand on the transport network, while also helping to support sustainable transport options.

Wellingtonians are high users of public transport.

The proportion of residents who use cars to get into the central city has dropped considerably in the last few years – from 46% in 2008 to just 35% in 2010. The proportion using buses has increased from 28% to 38%. Altogether, people took more than 23.6 million bus trips in the city during 2010. In our 2010 Residents' Satisfaction Survey, most people said they found public transport convenient and affordable.

Increasing use of public transport may have been influenced by changing public attitudes, and by rising fuel prices in recent years, but also reflects the considerable effort we have put into making public transport more convenient and reliable through measures such as bus priority lanes and traffic signals.

We are working to make cycling safer and more convenient.

In 2008, we adopted new policies on walking and cycling, which aimed to make both more convenient and safer. About 16% of people walk into the central city on weekdays, while 4% cycle. During the year, we started several projects to improve cycle safety, including lower speed limits in some suburbs and the introduction of a clearway on one major cycle route.

Most residents find the city easy to get around.

In our 2010 Residents' Satisfaction Survey, 80% said the transport system allows easy access from the suburbs to the city (compared with 80% in 2009 and 75% in 2008).

About two-thirds of people also feel that peak traffic times are acceptable – up from 64% in 2009 and 58% in 2008. Though we aim to maintain smooth traffic flows and ensure the city is easy to get around, there are challenges: some parts of the transport network are close to capacity at peak times. As well as supporting alternatives to private vehicles, we are working with the New Zealand Transport Agency to deal with congestion in areas such as the entrance to the city and the Basin Reserve/Mount Victoria Tunnel/Adelaide Road area.

Road safety has improved in recent years.

The number of road crashes has declined significantly, from 521 in 2007/08 to 433 in 2009/10, while the number of serious crashes has dropped even more steeply from 89 to 53. We have worked over many years to improve safety through traffic calming measures such as roundabouts and traffic lights, and by introducing lower speed limits in suburban areas.

Progress against strategic priorities

Our long-term plan identified the following strategic priorities for the period to 2012.

Planning for improvements to the transport network to ensure it develops in ways that meet future needs.

In our long-term plan we made commitments to several projects that support this priority, including implementation of the Ngauranga to Airport Transport Corridor plan, improvements to the road corridor along Adelaide Road, the restoration of the Golden Mile bus route through Manners Mall, and plans to increase the city's strategic cycling and walking networks and manage congestion at the Basin Reserve.

Implementation of the Manners Mall and Adelaide Road projects got under way. In December, the New Zealand Transport Agency made commitments to other projects including the Basin Reserve and aspects of the Ngauranga to Airport project. See 7.1 Transport Planning and 7.2 Transport Networks for more detail.

We also introduced a clearway during peak travel times along Thorndon Quay - the city's busiest commuter cycle route, to provide extra space for city-bound cyclists and make the route safer.

Continuing with our work to increase capacity on the roading network by making improvements to the bus priority measures and encouraging alternative transport modes to the private car and walking.

As noted above, the Manners Mall bus priority project got under way. We sought to improve cycle safety with lower car speed limits, clearways and other initiatives, in line with our 2008 Cycling Policy.

Outcomes

Our outcomes (i.e. aspirations) 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.
- **SAFER:** The city will be safer for all transport users (cyclists and pedestrians as well as people in cars).
- **MORE PROSPEROUS:** The city's transport system will contribute to economic development.

7.1 TRANSPORT PLANNING

We aim to have a well-planned, efficient transport system that allows for the easy movement of people and goods to and through the city.

We also aim to support choice of transport options, so people can choose more sustainable alternatives to private cars, such as walking, cycling and public transport.

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; undertaking detailed traffic modelling and planning work; and consulting and seeking planning permission for proposed changes.

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 revenue from fuel taxes and other transport-related levies.

Though Wellington's transport system is generally performing well, we face some key challenges: improving safety, managing demand – especially at peak times when the system is close to capacity, and reducing environmental impacts such as noise and vehicle emissions.

KEY PROJECTS

During the year:

- The Council made a decision in December 2009 to open Manners Mall to buses in order to provide a quicker, more direct bus route through the central city. As part of the plan, lower Cuba Street will become a shared space, improving pedestrian links to Civic Square and the waterfront. A New Zealand Transport Agency subsidy, and revenue from the additional street car parking spaces that will be created as part of the project, will fund about two-thirds of the \$6.2 million worth of roading and transport improvements planned. The Council plans to spend another \$4.9 million on public space improvements, including the lower Cuba Street shared space and changes in Wakefield and Dixon streets. The decision followed extensive public consultation. An Environment Court challenge was unsuccessful and work got under way in May 2010.
- In December 2009, the New Zealand Transport Agency committed to several state highway projects in the city as part of its Wellington Northern Corridor Project. Phase one of the programme included changes to improve traffic flow around the Basin Reserve and in the Ngauranga-Aotea Quay stretch of State Highway 1. A project to create a second Mt Victoria Tunnel and widen Ruahine Street – the key route to Wellington Airport – is listed for phase three of the programme.

These projects are aligned with the Ngauranga-Airport Transport Corridor Plan, which was developed jointly by New Zealand Transport Agency, Greater Wellington Regional Council and Wellington City Council. They aim to make it easier for people to travel into and through the city whether they are taking public transport, driving, walking or cycling. The programme also includes a commitment to a new motorway through Transmission Gully, and a proposal for a new road between Grenada and Petone to ease congestion on State Highway 1 between Ngauranga and Grenada. The Petone-Grenada proposal followed work involving NZTA and the Hutt and Wellington City Councils on options for easing congestion.

OUTCOMES

This activity contributes to the following outcomes: more liveable; more sustainable.

'More liveable' refers to residents having good access from homes to shops and places of work and recreation, by walking and other forms of transport. In our 2010 Residents' Satisfaction Survey, 80% said the transport system, that is the roads and public transport, allows easy access from the suburbs to the city. This compares with 80% in 2009 and 75% in 2008.

'More sustainable' refers to minimising environmental harm by reducing use of resources such as energy and fuel. This includes encouraging alternatives to the private car and reducing the need to travel. In 2009/10, 2,012 litres of fuel (including diesel) was used per person; compared with 2,022 litres per person in 2008/09.

Our 2010 Residents' Satisfaction Survey found that more people are using buses to get to the city on weekdays than in the past, while use of private cars is declining (from 46% in 2008 to 35% this year). Altogether, people took more than 23.6 million bus trips in the city during 2009/10. The Council has put considerable effort into supporting public transport through measures such as bus priority lanes and traffic signals.

In the same survey, 75% said the public transport system is convenient and 68% said it was affordable. This compares with 80% and 72% respectively in 2009, and 77% and 75% respectively in 2008.

In the 2010 residents' survey, 66% said that peak traffic volumes are acceptable – up from 64% in 2009 and 58% in 2008.

Air quality in the city is assessed at a Greater Wellington Regional Council monitoring station on Vivian Street.

The station records levels of carbon monoxide and nitrogen dioxide – gases from vehicle exhausts that have adverse health effects. During the year, levels of both remained within national standards/guidelines.

AIR QUALITY (2009 CALENDAR YEAR)			
	MAXIMUM	MEAN	NATIONAL STANDARD/ GUIDELINE
Nitrogen dioxide	100.1 ug/m ³	27.4 ug/m ³	Maximum not exceed 200 micrograms (ug) per m ³ ; mean not exceed 100ug/m ³
Carbon monoxide	2.9 mg/m ³	0.6 mg/m ³	Maximum not exceed 30 mg/m ³ ; mean not exceed 10mg/m ³

Source: Greater Wellington Regional Council.

WHAT IT COST

OPERATING EXPENDITURE (\$000)	ACTUAL 2010	BUDGET 2010	VARIANCE 2010	ACTUAL 2009
7.1.1 Transport Planning				
Expenditure	834	928	94	499
Revenue	(314)	(429)	(115)	(206)
Net Expenditure	520	499	(21)	293

Funding note: This activity is funded from general rates.

Opening Manners Street will improve bus links through the central city.

HOW WE PERFORMED

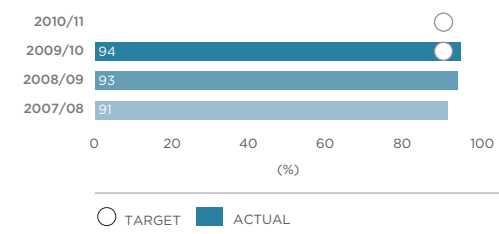
We aim for a safe, sustainable and efficient transport system. Our success at making the system efficient and sustainable is demonstrated by growing use of buses, walking and cycling, and by resident satisfaction with the city as a place to walk around. We assess success at improving safety by asking for residents' views of common safety issues.

Residents' (%) agreement that the city is easy to drive around

Result: 49% (target: 70%). Another 19% said the city was neither easy nor difficult to get around.

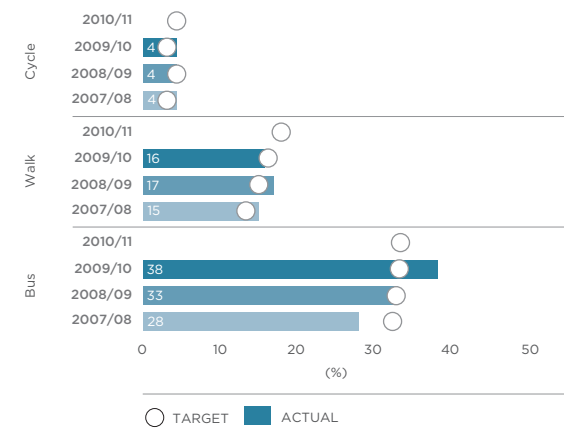
Source: WCC Residents' Satisfaction Survey 2010.

Residents' (%) agreement the city is easy to walk around



Source: WCC Residents' Satisfaction Survey 2010.

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



Note: Based on the survey results, 62% of Wellingtonians travel into the central city on weekdays. The above chart presents residents' main modes of travel into the central city.

We are noticing an upward trend in the number of residents entering the CBD by bus. The proportion of residents walking and cycling has remained relatively stable. This is broadly consistent with pedestrian and cyclist counts (see below).

Source: WCC Residents' Satisfaction Survey 2010.

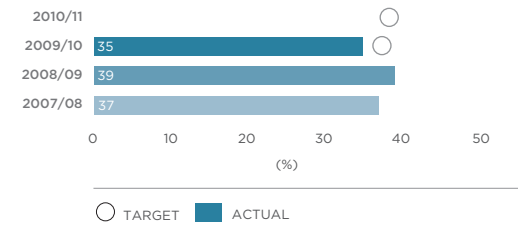
Cyclists and pedestrians entering the CBD (weekdays)

Result: 822 cyclists (target: 604); 5,200 pedestrians (target: 5,361).

This year surveys were undertaken between 1-5 March 2010 (between 7am and 9am). For the most part, the weather was fine and dry. The results are based on the average number of pedestrians and cyclists entering the city per hour. On average, 10,300 pedestrians and 1,640 cyclists enter the city each day.

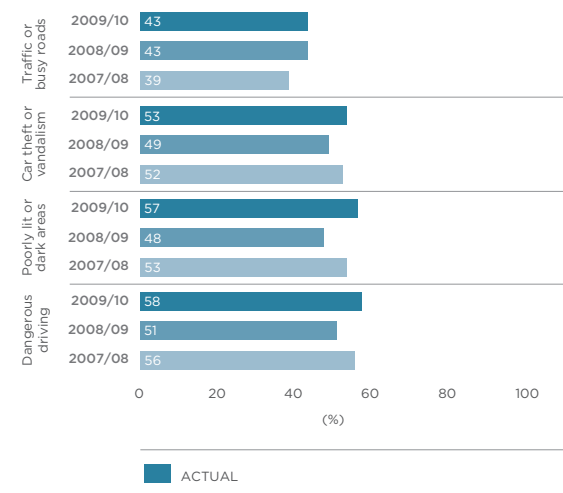
Source: WCC Infrastructure.

School children (%) who walk to and from school daily



Source: WCC Residents' Satisfaction Survey 2010.

Residents' (%) perceptions of transport safety issues



Source: WCC Residents' Satisfaction Survey 2010.

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 Waterloo and Aotea Quays to ensure traffic flows smoothly in this important 'gateway' to the city.
- **Vehicle network** - We manage a network that includes more than 670km 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 bus 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 park-and-ride 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 980km of footpaths, as well as steps, accessways, subways, and pedestrian malls.
- **Road safety** - We work with communities to improve road safety through education, enforcement and installing physical controls such as traffic lights, roundabouts, traffic islands, pedestrian crossings, and other features that slow traffic or protect pedestrians. We also encourage use of safe walking routes around schools, and provide and maintain street lighting which helps to keep people safe and discourage street crime.

The city's transport network is managed under an asset management plan which sets out expectations about the condition of assets (such as roads and footpaths), when they should be replaced, and other factors such as safety. This plan guides decisions about maintenance, upgrades and renewals of assets. We inspect or survey assets at regular intervals (once a year for roads and footpaths, every five years for bridges) to ensure they are up to the expected standard.

KEY PROJECTS

During the year:

- Implementation of the Adelaide Road Framework got under way (see 6.5 Public Spaces Development), although behind schedule due to detailed design changes. The framework included plans for public space, streetscape and road improvements on this important transport corridor, increasing road capacity and completing a 'missing link' in the southern suburbs bus priority route.
- In June 2010, a 7am–9am clearway was introduced along Thorndon Quay – the city's busiest commuter cycle route, to provide extra space for city-bound cyclists and make the route safer. Other initiatives to improve cycle safety included speed cushions on Breaker Bay Road, establishment of a cycle safety route through Newtown, and a campaign during May to improve cyclists' visibility by giving out temporary lights and vouchers for discounts on reflective gear. Improving cyclists' safety was identified as a priority in our 2008 Cycling Policy.
- Lower speed limits were introduced in Aro Street and Tinakori Road to improve safety – including cycle safety – and we installed new traffic lights and speed humps in Newtown as part of an ongoing road safety project. We will consult on lower speed limits for other suburban areas in 2011/12.
- We made progress on planning for new strategic cycle routes in the city, in line with the Greater Wellington Regional Council's Regional Cycling Plan. The plan includes: Wellington city's component of the Great Harbour Way – a cycling and walking network around the harbour; a track adjacent to the Porirua stream; and a track from the south coast to the centre of the city.
- We worked with nine schools that had signed up to our School Travel Plan programme, which aims to reduce the number of car trips to and from school and encourage walking by improving footpaths and related infrastructure.

OUTCOMES

This activity contributes to the following outcomes: better connected; healthier; more sustainable; safer; more prosperous.

'Better connected' and 'healthier' refer to the transport network being easy to get around, including for people walking and cycling.

'More sustainable' refers to minimising environmental harm by encouraging alternatives to the private car and reducing the need to travel. In our 2010 Residents' Satisfaction Survey, 34% said there were barriers preventing them from using their preferred mode of transport, while 66% said there were no barriers. The Council supports more sustainable transport through bus priority measures, encouraging walking and cycling, and also by promoting urban growth around key transport and employment 'hubs'.

'More prosperous' refers to the contribution made by transport to the city's economic development. The value of cargo exports through Wellington Seaport and Wellington Airport has grown in the last three years – see 3.2 Business Support for detail.

There were fewer vehicle crashes this year.

	2007/08	2008/09	2009/10
Total number of road crashes	521	559	433
Number of fatal crashes	2	5	3
Number of serious injury crashes	89	88	53
Social cost of crashes	\$152m	\$160m	\$112m

Source: NZ Transport Agency.

See activity 7.1 Transport Planning for other measures of progress towards these outcomes.

WHAT IT COST

OPERATING EXPENDITURE (\$000)	ACTUAL 2010	BUDGET 2010	VARIANCE 2010	ACTUAL 2009
7.2.2 Vehicle Network¹				
Expenditure	19,738	20,259	521	20,016
Revenue	(6,616)	(961)	5,655	(4,897)
Net Expenditure	13,122	19,298	6,176	15,119
7.2.3 Passenger Transport Network				
Expenditure	1,405	1,046	(359)	925
Revenue	(948)	(703)	245	(778)
Net Expenditure	457	343	(114)	147
7.2.4 Network-Wide Control and Management²				
Expenditure	3,629	3,844	215	3,521
Revenue	(958)	(957)	1	(909)
Net Expenditure	2,671	2,887	216	2,612
7.2.5 Cycle Network				
Expenditure	48	48	-	46
Revenue	(10)	(6)	4	(9)
Net Expenditure	38	42	4	37
7.2.6 Pedestrian Network				
Expenditure	4,762	4,888	126	4,365
Revenue	(80)	(49)	31	(156)
Net Expenditure	4,682	4,839	157	4,209
7.2.7 Road Safety³				
Expenditure	6,145	6,347	202	6,103
Revenue	(2,196)	(2,065)	131	(2,188)
Net Expenditure	3,949	4,282	333	3,915

CAPITAL EXPENDITURE (\$000)	ACTUAL 2010	BUDGET 2010	VARIANCE 2010	ACTUAL 2009
7.2.2 Vehicle Network⁴				
Expenditure	19,128	19,291	163	20,049
Unspent portion of budget to be carried forward	N/A	1,022	-	N/A
7.2.3 Passenger Transport Network⁵				
Expenditure	1,582	1,619	37	535
Unspent portion of budget to be carried forward	N/A	3,038	-	N/A
7.2.4 Network-Wide Control and Management				
Expenditure	2,108	2,167	59	1,684
7.2.5 Cycle Network⁶				
Expenditure	117	375	258	71
Unspent portion of budget to be carried forward	N/A	100	-	N/A
7.2.6 Pedestrian Network				
Expenditure	4,784	4,819	35	4,235
7.2.7 Road Safety⁷				
Expenditure	2,740	2,662	(78)	2,703
Unspent portion of budget to be carried forward	N/A	325	-	N/A

¹ Vehicle Network operating revenue is over budget due to the recognition of unbudgeted vested asset income. Operating expenditure is under budget due to favourable interest rate costs.

² Network-wide Control and Management operating expenditure is under budget due to lower than budgeted depreciation.

³ Road Safety operating revenue is over budget due to higher New Zealand Transport Agency (NZTA) funding to offset the increased Street Light Maintenance costs. Operating expenditure is under budget due to reduced traffic management for City events and organisational overhead costs.

⁴ The Adelaide Road project is behind schedule, with detailed design changes due to NZTA funding criteria requirements. Work is scheduled to begin in 2010/11.

⁵ Capital works on the construction phase of the Manners Mall bus priority project were delayed by an appeal to the Environment Court, work commenced in May. Work is scheduled to be completed in 2010/11.

⁶ Tawa stream walkway/cycleway was delayed awaiting final approval of detailed design. Work is scheduled to begin in 2010/11.

⁷ Criteria for NZTA funding was not met for capital works for a Road Safety project in Newtown/Berhampore.

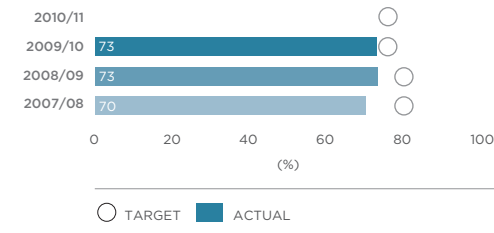
Funding note: This activity is funded from general rates, with some contribution from the New Zealand Transport Agency and user fees.



HOW WE PERFORMED

We want to ensure Wellington's transport network is efficient, convenient, reliable and safe. Residents' high levels of satisfaction with the condition of roads and footpaths, our assurance that we've continually met road quality standards and the continual reduction in road casualties demonstrate our success in this area.

Residents' (%) condition rating of roads (good and very good)



Source: WCC Residents' Satisfaction Survey 2010.

Residents' (%) condition rating of footpaths

Result: 79% rate footpaths as good or very good (target: 75%).

Source: WCC Residents' Satisfaction Survey 2010.

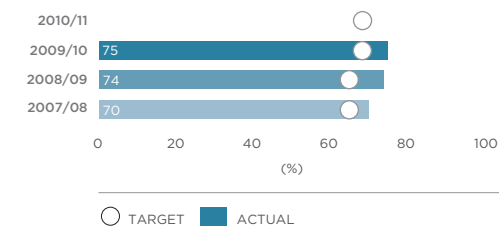
Requests for service

Result: we responded to 93% of urgent requests for service within two hours (target: 100%) and 100% of non-urgent requests for service within 15 days (target: 100%).

The variance from target was due to jobs not being properly recorded by contractors over weekends. This has now been addressed.

Source: WCC Infrastructure.

Roads (%) meeting smooth roads condition ratings (NASRA counts)

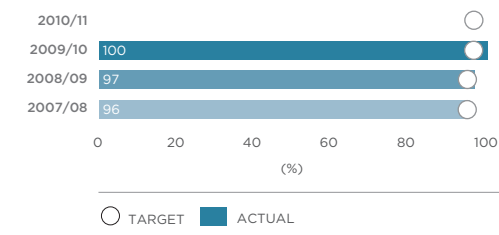


The above figures include condition ratings for both rural and urban roads.

Road condition is assessed using criteria from the National Association of Australian State Road Authorities. Different types of road seal are used for different needs. Most roads are sealed with chipseal, which is flexible and provides a good quality surface. Asphalt is quieter and smoother but more expensive, and is used in shopping areas and other areas where traffic volumes are heavy.

Source: WCC Infrastructure.

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



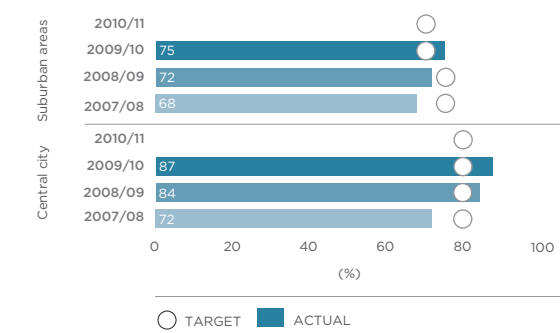
Source: WCC Infrastructure.

Street lighting - % compliant with national standards

Result: 88% of lights comply (target: 100%).

Source: WCC Infrastructure.

Residents (%) satisfaction with street lighting in the central city and suburbs



Source: WCC Residents' Satisfaction Survey 2010.

Cycleways - user (%) satisfaction

Result: 49% of users were satisfied with maintenance of cycleways (target: 70%) and 35% were satisfied with safety (target: 50%).

Source: WCC Residents' Satisfaction Survey 2010.

Road casualties (per 10,000 population)

	TARGET	2008/09	2009/10
Vehicles	Reduction	22.8	19.4
Pedestrians	Reduction	4.9	3.5
Cyclists	Reduction	4.8	3.7

In addition to monitoring the number of casualties, we also look at the locations of accidents to guide our road safety work. This includes working with communities to improve road safety through education, enforcement and installing physical controls such as traffic lights, roundabouts, traffic islands, pedestrian crossings, street lights and other features that slow traffic or protect pedestrians. Our work aims to reduce the number of crashes that occur each year.

Source: NZ Transport Agency.

Peak travel times between CBD and suburbs

Peak travel time-range (minutes) (target: maintain or improve)

LOCATION	2007/08	2008/09	2009/10
Miramar	7.5-24.5	8.0-28.0	8.5-19.0
Karori	9.0-22.0	8.5-22.0	8.0-23.0
Island Bay	7.5-14.5	8.0-16.5	8.0-16.5
Johnsonville	7.0-16.0	7.0-21.0	6.5-22.0

The range shows the quickest and slowest peak travel times for each route. These have remained broadly stable over time. Maintaining or improving on these times helps us monitor trends in congestion and public transport use. Factors impacting on travel time include weather, road condition, school holidays etc.

Source: WCC Infrastructure.

Residents' (%) perceptions that WCC transport network provides good value for money

Result: 72% of residents agree the Council transport network provides good value for money (target: 90%).

Source: WCC Residents' Satisfaction Survey 2010.

Ports access

Result: planning and design for stage two of the ports access programme is complete; this covers Waterloo Quay as far as Aotea Quay, and the cruise ship passenger entry to the city (target: complete planning and design).

Source: WCC Infrastructure.

Walls - condition rating (%)

Result: 91% of walls are rated '3' or better-'1' being very good and '5' very bad (target: 60%).

The rating is higher than the target - the target was based on previous data. Since the target was set, an assessment of 150 "condition 3" walls has been completed as well as a number of wall/seawalls renewals.

Source: WCC Infrastructure.

7.3 PARKING

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 park turnover.

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

KEY PROJECTS

We conducted a review of our Parking Policy, taking into account the needs of residents and businesses as well as public safety.

The review generally found that Council parking schemes are effective, though some changes were needed to achieve a better balance between resident and commuter parking in the inner city. The changes included making businesses ineligible for resident parking permits, and increasing the costs of resident and coupon parking.

We also began consultation on a proposal to impose a time limit on pay-and-display and metered parking in the central city on Sundays, with the aim of increasing park turnover so that people coming in to the city to shop can find parks.

OUTCOMES

This activity contributes to the following outcome: more liveable, through which we aim to ensure that Wellingtonians have good access from homes to shops and places of work, including access to parking.

WHAT IT COST

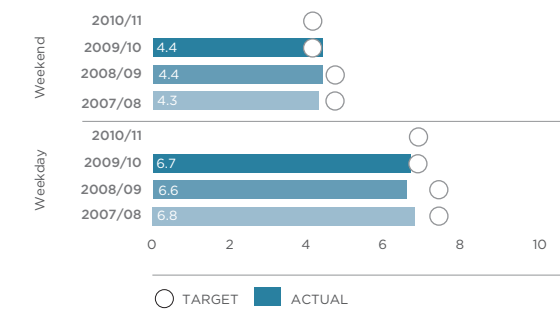
	ACTUAL 2010	BUDGET 2010	VARIANCE 2010	ACTUAL 2009
OPERATING EXPENDITURE (\$000)				
7.3.1 Car Parking¹				
Expenditure	11,038	11,201	163	10,559
Revenue	(25,510)	(26,060)	(550)	(25,467)
Net Expenditure	(14,472)	(14,859)	(387)	(14,908)
CAPITAL EXPENDITURE (\$000)				
7.3.1 Car Parking				
Expenditure	283	354	71	926

¹ Net expenditure is under budget due to a reduction in enforcement income resulting in savings to processing costs.

HOW WE PERFORMED

To ensure people can access the central city and its amenities, we provide convenient on-street parking throughout the central city. Our success is demonstrated through daily parking turnover rates and increased compliance with parking regulations.

Central city on-street daily parking turnover rates



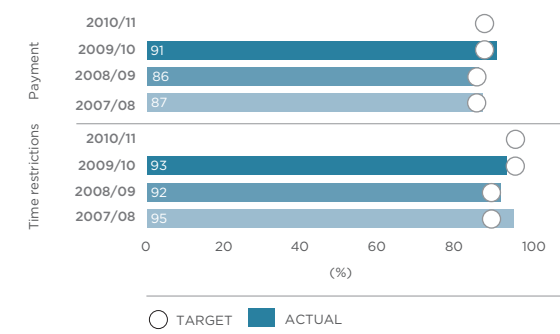
Source: WCC Infrastructure.

On-street car parking – average occupancy (%)

Result: 77% (target: 75%).

Source: WCC Infrastructure.

Compliance with parking time restrictions and payment



Source: WCC Infrastructure.

Residents' (%) satisfaction with the availability of car parks

Result: 41% of residents are satisfied with the availability of on-street car parking on weekdays and 55% at weekends (target: 85%). This is a new performance measure.

Source: WCC Residents' Satisfaction Survey 2010.