

TRANSPORT



Introduction

This provides a succinct outline of the key challenges we face, our long-term approach, the outcomes we seek, the types of things we do towards those, and an indication of the measures we use to monitor progress. We also state what we'll focus on for the next three years.

Strategy tree

The diagram shows the links between the community outcomes, our long-term outcomes and the activities we do towards those.

7.1 Transport planning and policy

This activity covers our transport planning and travel demand management work. We outline what we do, provide context as to why it's important, and outline the budget and performance measures for this area.

7.2 Transport networks

This activity covers our work on the vehicle, cycle, pedestrian and passenger transport networks. It also covers road safety and our work to manage the entire network. We outline what we do, provide context as to why it's important, and outline the budget and performance measures for this area.

7.3 Parking

This activity covers car parking. We outline what we do, provide context as to why it's important, and outline the budget and performance measures for this area.

STRATEGY AT A GLANCE

OUR AIM ▶	<i>Providing quality connections</i>
WHAT WE DO TO SUPPORT OUR AIM	7.1 Transport planning and policy 7.2 Transport networks 7.3 Parking
CHALLENGES WE FACE	<ul style="list-style-type: none">• Congestion is likely to become an increasing concern as the city's population grows and car ownership levels remain high.• Safety – particularly for pedestrians and cyclists – is also a growing issue.• We need to ensure our approach to the transport network supports sustainable options but also advocate on behalf of our community for other agencies that have responsibilities over regional and national networks to provide reliable services to accommodate a desire to change behaviour.
OUR LONG-TERM APPROACH	<ul style="list-style-type: none">• Our approach to transport focuses on ensuring that the system works as efficiently as possible, while also encouraging a transition towards more use of public transport and other alternatives to private cars. By taking this approach, we aim to manage congestion, and also make the transport system healthier, safer and more sustainable.• Providing infrastructure that supports different modes – such as cycle ways, footpaths, bus routes, motorbike stands, and roads – also gives people choices about how to travel, including low cost options.
OUR FOCUS / PRIORITIES	<ul style="list-style-type: none">• Overall we'll aim to maintain the network to ensure it remains efficient.• Planning for improvements to the transport network to ensure it develops in ways that meet future needs.• Continuing with our work to reduce demand on the roading network by making improvements to the bus lane network and encouraging alternative transport modes to the private car such as walking.
HOW WE KNOW WHEN WE'VE SUCCEEDED	<ul style="list-style-type: none">• When: more people are satisfied with public transport reliability and frequency; more people are satisfied with road, footpath and cycleway maintenance and safety; and when fewer people are injured or killed on our roads.• When the average inner city car park 'turn-over rate' continues to achieve performance targets and when there is greater compliance with our parking regulations.



Connecting people and places

Introduction

Wellington is:

- a compact city that is relatively easy to get around
- a city with higher use of public transport and walking than any other in the country
- a city with a safe transport system by national standards
- linked to the world through the port and airport.

The challenges we face

Wellington's transport system is generally performing well and we need to ensure that it remains efficient and sustainable. Congestion is likely to become an increasing concern as the city's population grows and car ownership levels remain high. Safety – particularly for pedestrians and cyclists – is also a growing issue.

The city's terrain and location means there are few options to simply expand the roading network. So other solutions are required to ensure that goods and services can be moved in and out of the city with ease and so people and businesses can connect.

There is also a need to be responsive to the growing community awareness of the impact transport choices can have on the environment and to fluctuations in the price of fuel. We'll need to work with other agencies that have responsibilities over regional and national networks to ensure that collectively we provide reliable and sustainable services to make it simpler for people to change travel behaviours.

The long-term approach

Our approach to transport focuses on ensuring that the system works as efficiently as possible accommodating all modes of transport, while also encouraging a transition towards more use of public transport and other alternatives to private cars. By taking this approach, we aim to manage congestion, and also make the transport system healthier, safer and more sustainable.

Our transport strategy supports our urban development strategy. By focusing more intensive residential development, around places of work, shops and other facilities in key centres, we can improve access to public transport and also reduce the need to travel.

Providing infrastructure that supports a range of different modes – such as cycleways, footpaths, bus routes, motorbike stands, and roads – also gives people choices about how to travel, including low cost options.

Supporting policies

Our work in this area is supported by our Cycling Policy, Walking Policy, and Parking Policy and associated traffic regulations. These are available from www.Wellington.govt.nz.

Links with other strategies

The Council's Transport Strategy works hand in hand with urban design to ensure that people can quickly and easily move between their homes and their places of work, education, recreation, shopping and so on.

An efficient transport system is also crucial for the prosperity of Wellington and its people, for example by supporting tourism and trade. And transport contributes to social well-being by helping people to get together to take part in social or recreation activities.

STATE OF THE CITY – KEY FACTS

Percentage of Wellingtonians who use public buses to access the central city (weekdays):	33%
Percentage of Wellingtonians who think there are barriers to using their preferred mode of transport:	25%
Percentage of primary school children who walk to school daily:	39%
Percentage of Wellingtonians who think peak travel volumes are acceptable:	64%
Number of serious injury crashes on Wellington roads in 2007:	87
Percentage of Wellington residents who think it's easy to travel from the suburbs to the city:	80%

Negative effects

With any transport system, the potential negative effects are significant. In particular, there are environmental costs, ranging from air pollution and carbon monoxide 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 and we aim to reduce congestion times. 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.

Other potentially significant negative effects we need to consider include:

- The timing of road works and other improvements. These can impact on local businesses but may also affect growth opportunities. Our transport planning is designed to minimise the impact and focus our work in growth areas.
- Safety. The transport network brings pedestrians, cyclists and vehicles together. This presents hazards to users. We've developed road safety programmes and design solutions reduce the likelihood and severity of accidents.

What we want – the outcomes we seek

Wellington City Council aims to achieve the following long-term goals or 'outcomes' for the city. Along with the Council, businesses, community organisations, central and regional government, and individuals all play crucial roles in contributing to these outcomes.

■ 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.

The Council contributes by operating an efficient road transport network, and through transport planning to ensure remains efficient into the future.

We measure progress towards this outcome by monitoring peak average travel times between the CBD and suburbs (trends over the last three years indicate a reduction in travel times for Miramar, Karori, and Johnsonville, while travel times for Island Bay have increased).

■ **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.

The Council contributes through its provision of an efficient road transport network, support for bus priority measures, and policies promoting walking and cycling.

We measure progress towards this outcome by monitoring the percentage of pedestrians (91% in 2008) and drivers (71% in 2008) who think it is easy to move around the city.

■ **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.

The Council supports more sustainable transport through bus priority measures, promoting urban growth around key transport 'hubs', and developing plans to encourage walking and cycling.

We measure progress towards this outcome by monitoring the percentage of Wellingtonians that use different modes of transport (in 2008: car 46%, bus 28%, walking 16%, train 6% and cycle 2%) .

■ **SAFER**

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

The Council enhances transport safety through campaigns, traffic calming measures, reduced speed limits, safe walking routes to schools and other measures.

We measure progress towards this outcome by monitoring the number of accidents on Wellington's streets and roads (trends over the last three years indicate a decrease in the number of fatal crashes and an increase in the number of serious crashes).

■ **MORE PROSPEROUS**

The city's transport system will contribute to economic development.

The Council supports prosperity by operating the transport network that allows for the efficient movement of goods and people around and across the city.

We measure progress towards this outcome by monitoring the amount of cargo loaded (707,609 tonnes in 2008) and unloaded (1,246,350 tonnes in 2008) at the Wellington seaport and airport.

Our focus for the next three years

Overall we'll aim to manage and maintain the network to ensure it remains efficient. Our key focus will be on:

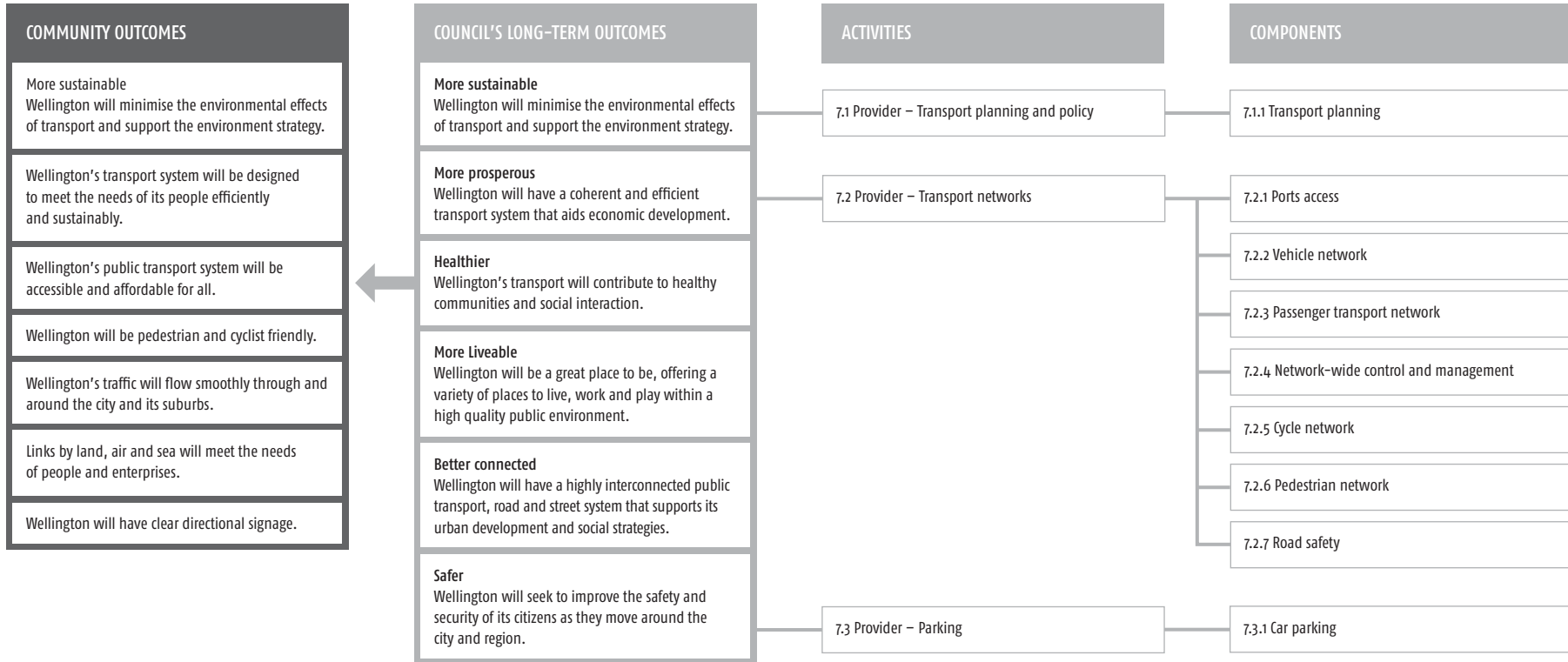
- Planning for improvements to the transport network to ensure it develops in ways that meet future needs. This includes: working alongside Greater Wellington and the New Zealand Transport Agency to ensure the implementation of the Ngauranga to Airport Corridor plan; improvements to the road corridor along Adelaide Road; a proposal to restore the Golden Mile bus route through what is currently Manners Mall; increase the city's strategic cycling and walking networks; and manage congestion problems at the Basin Reserve.
- Continuing with our work to increase capacity on the roading network by making improvements to the bus priorities and encouraging alternative transport modes to the private car such as walking.

Our investment in the city

In the transport area we plan to spend \$152.764 million in operating expenditure in the next three years and \$119.488 million on capital works.

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

STRATEGY TREE – TRANSPORT



7.1 TRANSPORT PLANNING

What's included here

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.

Our work in this activity includes: working with the Greater Wellington Regional Council, central government and other agencies to ensure that Wellington's transport needs are taken into account in regional and national transport decisions; developing and implementing travel demand initiatives to ease congestion and make the transport network more efficient; and undertaking detailed modelling and planning work to ensure the city's transport network develops in ways that meet future needs.

Why it's important

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

Contribution to community outcomes

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'.

What we'll provide – our level of service

Wellington's transport system is performing reasonably well. Most residents believe the city is easy to get around, and by national standards, we are high users of public transport and of other alternative transport modes to private cars, such as walking.

We do face significant challenges. Growth in car ownership and use, environmental issues, and changing public demands all place pressure on Wellington's transport network. The roading network is at or near capacity at peak times with cars, buses, cyclists and parking 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 maintain the efficiency of the roading system. Our work in this area includes:

- Ensuring the transport network is well integrated with the wider regional and national transport networks through long-term planning and co-ordination with the regional council and central government agencies.
- Working to reduce demand by encouraging use of alternative transport modes to the private car such as cycling, walking, the use of public transport and other travel demand management initiatives such as encouraging car pooling.
- Planning for improvements to the transport network to ensure it develops in ways that meet future needs.

This work includes traffic modelling, identifying factors that affect travel mode choices and any long-term trends that would impact on the mix of roading network services we provide, consulting with the community on potential options for network improvements, and applying for resource consents to undertake work.

Over the **next three years**, the following key planning projects will be worked on:

- We will complete the Ngauranga Triangle Strategic Transport Study (formerly the Petone to Grenada link Road study) in collaboration with the New Zealand Transport Agency and the Hutt City Council. The study's focus has been broadened to include the SH1 and 2 networks from Petone and Grenada to Ngauranga Gorge. The study is scheduled for completion in late 2009 and potential improvement projects identified from the study will feed into the regional land transport programme for consideration.
- We'll improve the bus network along the Golden Mile. This includes a proposal to convert Manners Mall into a bus lane. This will involve a further public consultation process. The project will create new public spaces at lower Cuba Street and better pedestrian links with the Lambton Quay area, Civic Square and the waterfront. The plan is part of a package of changes designed to make bus journeys through the city faster and more reliable. It is an essential step in improving the main public transport route through the city, is in line with the city's transport and urban design strategies, and aims to make Wellington more vibrant. It is also critical to the Ngauranga to Airport Plan (outlined below), which was agreed last year and contains a series of projects designed to make the journey between Ngauranga Gorge and the airport quicker and easier for people regardless of how they travel.

- We will work alongside the New Zealand Transport Agency and Greater Wellington Regional Council, to complete the design, obtain consents and secure funding for the Ngauranga to Airport Corridor Plan. The plan has been subject to extensive consultation. It aims to meet the growing transport needs along this critical arterial route that provides connections to Wellington Hospital, the airport, and CentrePort. It is also an important commuter route and aligns with the Council's growth spine concept.

The Regional Transport Committee considers it a priority project. The detailed design phase of this project is scheduled for 2011 with 2013 identified for construction. The timing of this will be dependent on decisions made by the New Zealand Transport Agency. For detailed information on the project visit www.Wellington.govt.nz.

- We will widen Adelaide Road to accommodate bus lanes (see activity 6.1), and improve transport linkages through this important road corridor to Wellington Hospital, the airport and the southern and eastern suburbs.
- We will progress design and construction for improvements to Waterloo Quay between Kings Wharf and Hinemoa Street as part of work to improve linkages with the port, which has seen significant developments in recent times. Work will include removing railways tracks, road widening and upgrading the footpath on the eastern side of Waterloo Quay.
- We will progress new strategic cycle routes in the city in line with the with Regional Council's Regional Cycling Plan. This will include: 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 from the South Coast to the centre of the city. We have budgeted \$250,000 in 2009/10 and \$500,000 per year there after to plan and implement such routes.

How we'll measure our level of service and performance

We will know we are making progress when more people use public transport and walk to access the central city, and transport safety perceptions continue to improve. Our performance targets for transport planning are in the table below.

OUTCOMES WE SEEK		MEASURING PROGRESS TOWARDS OUR OUTCOMES				
MORE LIVEABLE MORE SUSTAINABLE	<ul style="list-style-type: none"> • Resident perceptions that the transport system allows easy access to the city • Resident perceptions that public transport is convenient and affordable • Resident perceptions that peak traffic volumes are acceptable 	<ul style="list-style-type: none"> • Total fuel used on Wellington roads (per capita) • Mode of transport to access the central city (i.e. car, bus, train, walking, cycling) • Users of public buses (actuals) • Air quality monitoring (i.e. nitrogen dioxide, carbon monoxide, and particulate matter) 				

COUNCIL ACTIVITY LEVELS OF SERVICE	MEASURING OUR PERFORMANCE	PERFORMANCE TARGETS				
		BASELINE 2008	2009/10	2010/11	2011/12	2012/13–2018/19
We carry out transport planning and policy activities to ensure we have a well-planned, sustainable and efficient transport system that allows for the easy movement of people and goods to and through the city.	Residents (%) who agree the transport system allows easy movement around the city – vehicle users and pedestrians	Vehicles 71% Pedestrians 91%	Vehicles 70% Pedestrians 90%	Vehicles 70% Pedestrians 90%	Vehicles 70% Pedestrians 90%	Vehicles 70% Pedestrians 90%
	Mode of transport to access the central city (weekdays):					
	• Bus	32%	33%	34%	35%	40%
	• Walking	16%	16%	17%	17%	18%
	• Cycling	2%	3%	4%	5%	>5%
Cyclists and pedestrians entering the CBD (weekdays)*	Cyclists 604 Pedestrians 5,361	Cyclists: Maintain Pedestrians: Increase	Cyclists: Increase Pedestrians: Increase	Cyclists: Increase Pedestrians: Increase	Cyclists: Increase Pedestrians: Increase	
Primary school children who walk to and from school daily	37%	38%	39%	40%	48%	
Resident perceptions of transport related safety issues (i.e. issues of most concern)	Car theft 59% Dangerous driving 59% Traffic / busy roads 47%	No targets – transport related safety perceptions are for monitoring purposes only.				

*counts are undertaken at 26 survey locations around edge of the CBD.

■ WHO SHOULD PAY

Activity component	User fees	Other income	Rates	General rate	Residential target	Commercial target	Downtown/ other
7.1.1 Transport planning	-	-	100%	100%	-	-	-

For more information on how we fund our activities see the Revenue and Financing Policy in volume two.

■ WHAT IT WILL COST

7.1 Transport Planning and Policy	Operating expenditure 2009–2012			Capital expenditure 2009–2012
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.1.1 Transport planning	(429)	928	499	-
2009/10 7.1 Total	(429)	928	499	-
2010/11 7.1 Total	(341)	821	480	-
2011/12 7.1 Total	(650)	1,236	586	-
2008/09 7.1 Total	(110)	664	554	-

Note: Funding for Adelaide Road is included in activity 7.2 Transport networks. Funding for restoring the Golden Mile is included in activity 6.5 Public spaces.

7.2 TRANSPORT NETWORKS

What's included here

We aim to have a transport network that is reliable and allows people and goods to move in and out of the city easily and safely. Our work in this area includes maintaining the city's extensive network of roads, streets, bridges, tunnels, footpaths, roadside walls, and cycleways. We manage the transport network, using traffic lights to minimise congestion at peak times, and promote traffic safety by working with communities to design and implement safety projects ranging from education and enforcement, to installing features such as new traffic lights, pedestrian crossings, roundabouts, guardrails and other traffic calming features.

Why it's important

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

We provide cycling and walking networks to encourage alternative options to the private motor vehicle for commuting. These are environmentally sustainable, and enhance 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 and walkers.

Our work to enhance the public transport network through implementing bus priority measures makes the network more efficient, helps reduce congestion, makes the city

more sustainable and provides a cost effective option for people to move to and through the city.

Contribution to community outcomes

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', 'Wellington will have clear directional signage', 'Wellington will be pedestrian – and cyclist-friendly', 'Wellington's traffic will flow smoothly through and around the city and its suburbs', and 'Wellington's public transport system will be accessible and affordable for all'.

What we'll provide – our level of service

We will:

- Manage and maintain the transport network that includes 74 bridges, four tunnels, more than 670km of urban and rural roads, as well as roadside drains, and more than 2400 retaining walls.
- Keep roadside retaining walls structurally sound and remove all graffiti from such walls within 48 hours of notification (offensive material is normally tackled within two hours).
- In each of the next three years – we'll carry out more than 50km of resealing work and more than 20km of seal smoothing work on the city's streets and roads.
- Encourage cycling by providing more than 24km 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.

- Encourage public transport use with bus priority lanes and bus priority signals to speed up bus trips.
- Provide more than 410 bus shelters and 1320 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). Our partnership with Adshel means shelters with advertising are provided and maintained at no cost to the Council.
- Maintain over 980km 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.
- Manage traffic flow 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 NZ Transport Authority 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.
- Work with local communities to improve traffic safety. We will use 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 moderate 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.

Key projects over the next three years include:

- Roading improvements to Riddiford Street in conjunction with the new hospital development.
- Road safety programmes in Newtown through to 2010 and from 2011 focus on improving safety in the central business district with a particular focus on improving safety for pedestrians along Courtenay Place.
- Implementing the walking policy that was adopted in 2008. The area of priority for the first three years will be to encourage increased walking trips to and from schools

for children and their parents by improving the footpath network in the area and addressing any safety issues. The factors that will increase walking trips to schools will vary depending on existing infrastructure, speed limits and other safety factors within the vicinity of each school. We will work closely with individual schools to identify and implement all practicable solutions.

- Implementing the cycling policy that was adopted in 2008. The focus over the next three years will be on identifying and implementing safety improvements for cyclists on Wellington's roads.
- Extending bus lanes along the Golden Mile in 2009/10 and then on routes heading towards Newtown: Kent/Cambridge Terraces and Taranaki Street in 2010/11 and then Adelaide Road in 2011/12.
- Upgrading all Belisha Beacons – orange signals – at pedestrian crossings to meet new national safety requirements and carry out upgrade work on the Karori tunnel to address seepage.

How we'll measure our level of service and performance

We will know we are making progress when: more people are satisfied with public transport reliability and frequency; more people are satisfied with road, footpath and cycleway maintenance and safety; and when fewer people are injured or killed on our roads. Our performance targets for the roading network are in the table on the following page.

OUTCOMES WE SEEK	MEASURING PROGRESS TOWARDS OUR OUTCOMES
BETTER CONNECTED HEALTHIER SAFER MORE SUSTAINABLE MORE PROSPEROUS	<ul style="list-style-type: none"> Resident perceptions that peak traffic volumes are acceptable Resident perceptions that the transport network allows easy movement around the city (drivers and pedestrians) Resident perceptions of barriers to using preferred mode of transport Resident satisfaction with public transport reliability and frequency Number of road crashes Social cost of crashes Cargo loaded and unloaded at Wellington Seaport and Airport

COUNCIL ACTIVITY LEVELS OF SERVICE	MEASURING OUR PERFORMANCE	PERFORMANCE TARGETS				
		BASELINE 2008	2009/10	2010/11	2011/12	2012/13–2018/19
We provide a transport network that is efficient, convenient, reliable and safe – enabling the easy movement of people and goods to and through the city.	Resident condition (%) rating of the network – roads and footpaths (good or very good)	Roads 70% Footpaths – new measure	Roads 75% Footpaths 75%	Roads 75% Footpaths 75%	Roads 75% Footpaths 75%	Roads 75% Footpaths 75%
	Requests for service response rate – urgent (within 2 hours) and non-urgent (within 15 days)	Urgent 88% Non-urgent 81%	Urgent 100% Non-urgent 100%	Urgent 100% Non-urgent 100%	Urgent 100% Non-urgent 100%	Urgent 100% Non-urgent 100%
	Roads (%) which meet smooth roads standards (Smooth roads – measured by Smooth Travel Exposure based on NAASRA* counts)	68%	At least 68% of roads	At least 68% of roads	At least 68% of roads	At least 68% of roads
	Street pavements (%) condition rating (measured against WCC condition standards – i.e. free from trip hazards)	97%	97%	97%	97%	97%
	Street lighting (%) for major roads (arterial, principal and collector roads) meets national standards	95%	100%	100%	100%	100%
	Resident satisfaction (%) with street lighting in the central city and suburban areas	Central 72% Suburbs 68%	Central 80% Suburbs 70%	Central 80% Suburbs 70%	Central 80% Suburbs 70%	Central 80% Suburbs 70%
	User satisfaction (%) with the safety and maintenance of cycleways	Maintenance 61% Safety 43%	Maintenance: At least 70% Safety: At least 50%	Maintenance: At least 70% Safety: Improve on past year	Maintenance: At least 70% Safety: Improve on past year	Maintenance: At least 70% Safety: Improving trend
	Road casualties** (per 10,000 population): • Vehicles • Pedestrians • Cyclists	22.8/10,000 4.9/10,000 4.8/10,000	Continued reduction	Continued reduction	Continued reduction	Continued reduction
	Average peak travel times (am/pm combined) – between CBD and suburbs: • Miramar • Karori • Island Bay • Johnsonville	2008 = 15.19min / 2006 = 18.35min 2008 = 13.03min / 2006 = 14.38min 2008 = 13.16min / 2006 = 11.28min 2008 = 17.04min / 2006 = 17.30min	Maintain or improve	Maintain or improve	Maintain or improve	Maintain or improve
	Residents (%) who agree that WCC transport network facilities and services provide good value for money	New measure	90%	90%	90%	90%
Ports access – capital works programme	Completed detailed planning for Kings Wharf and Bunny Street; commenced street improvements along Waterloo Quay.	Planning and design stage	Planning and design stage	Commence further street improvements along Waterloo Quay – Kings Wharf to Hinemoa Street.	-	
Walls condition rating – walls (%) rated 3 or better (1 – very good to 5 – very bad)***	58%	60%	62%	64%	70%	

* NAASRA counts are a standard measure of the road surface riding comfort. ** Figures include fatal, serious and minor casualties.

*** Walls work programme is prioritised according to condition rating (i.e. walls rated 5 – very poor have highest priority).

How we manage our 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, renewal and upgrade depend on several factors including the condition of the asset, the expected 'life' of the asset, the levels of service we seek, safety, anticipated demand, our strategic objectives, and the need to ensure efficient and effective use of resources.

Demands on the network are influenced by a number of factors. Growth in car ownership rates (3–4% per year); population growth; lifestyles and travel behaviour patterns; demographic changes (i.e. the impact of an ageing population – a greater proportion of the population outside of the traditional working age may reduce demands at peak times); and price for fuel are all factors that affect the volumes and characteristics of traffic movement.

Predicting the nature of any increases or change is difficult. As a planning tool it is presumed that travel trips will increase but will be tempered by natural congestion forcing behaviour changes. Increasing the capacity of the network to match demand has limitations. However efficiencies are introduced wherever possible to enable maximum traffic use of the network.

We will manage the increase in demand through a mix of:

- upgrades to the vehicle network: we will work closely with Greater Wellington and the New Zealand Transport Agency on determining roading priorities for the region and advocate for the allocation of funding to upgrade key areas of the city's network

- demand management initiatives: options aimed at reducing demand for the services for example aligning our transportation and urban growth strategies

We also have in place operational, maintenance and renewal programmes to ensure assets perform to their potential. For our major asset components this means:

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 to maintain the integrity of the assets. Decisions on the type of work to be carried out are based on cost-benefit analysis and assessments 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 or where there is a need to limit noise because of heavy or high traffic volumes. Chipseal is used where the road structure is flexible and where there is no need for the other expensive surfaces. 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 city's four tunnels are inspected for structural soundness every five years and structural and/or cosmetic work is carried out as needed. All tunnels are currently structurally sound. We plan to complete works to minimise water seepage at Karori Tunnel in 2011/12. The bridges are also inspected every five years and structural and/or cosmetic work is carried out as needed. A condition survey is currently being undertaken and a full report will be completed by April 2009.

Walls: The city's terrain means we have a large number of retaining walls. These protect access from slippage. Most of the walls are in satisfactory conditions. We completed a survey in 2005 that identified those walls that required urgent attention. We increased our budget to provide for this work. By the end of 2009/10 we plan to replace or rehabilitate 5 percent of the network (6,500 square metres). Our long-term renewal programme provides for remedial works to a further 15 percent of walls that are currently graded '4' (in poor condition).

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. The 2008 Walking Policy has prioritised the need to increase walking trips to and from schools for children and their parents. We will be working with schools in the coming year to identify improvements to the network that would facilitate increased walking trips. In the central city, footpath widening projects are planned to meet pedestrian demand and increased use of footpaths for restaurants, cafes and public seating. The assets are maintained to meet performance standards, for example we aim to repair any hazards to public safety within four hours of the hazard being reported.

Network management assets (traffic lights and signs etc): We carry out regular inspections of these to assess their condition. The budget for traffic signal maintenance was increased in 2007 to provide for the costs of maintaining additional signals which are being installed as part of the SaferRoads project. 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.

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.

Overall, our asset programme is intended to protect the current levels of service, mitigate risk and minimise cost by implementing a balanced programme of planned and reactive works. These include responses to emergencies and hazards, such as slips, and repairs of minor faults as identified (e.g. potholes or deteriorated road markings) and the programme of renewals. The asset renewals are based on an analysis of condition assessments and failure history and an economic analysis of 'life cycle' costs.

■ WHO SHOULD PAY

Activity component	User fees	Other income	Rates	General rate	Residential target	Commercial target	Downtown/ other
7.2.1 Ports access	-	-	100%	100%	-	-	-
7.2.2 Vehicle network.	-	5%	95%	95%	-	-	-
7.2.3 Passenger transport network	-	70%	30%	30%	-	-	-
7.2.4 Network-wide control and management	-	25%	75%	75%	-	-	-
7.2.5 Cycle network	-	15%	85%	85%	-	-	-
7.2.6 Pedestrian network	-	-	100%	100%	-	-	-
7.2.7 Road safety	-	25%	75%	75%	-	-	-

For more information on how we fund our activities see the Revenue and Financing Policy in volume two.

■ WHAT IT WILL COST

7.2 Transport Networks	Operating expenditure 2009–2012			Capital expenditure 2009–2012
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.2.1 Ports access	-	-	-	-
7.2.2 Vehicle network	(961)	20,259	19,298	19,261
7.2.3 Passenger transport network	(703)	1,046	343	3,914
7.2.4 Network-wide control and management	(957)	3,844	2,887	2,167
7.2.5 Cycle network	(6)	48	42	475
7.2.6 Pedestrian network	(49)	4,888	4,839	4,819
7.2.7 Road safety	(2,065)	6,347	4,282	2,584
2009/10 7.2 Total	(4,741)	36,432	31,691	33,220
2010/11 7.2 Total	(4,889)	38,187	33,298	42,380
2011/12 7.2 Total	(5,050)	40,831	35,781	41,955
2008/09 7.2 Total	(4,472)	37,019	32,547	28,196

7.3 PARKING

What's included here

We provide on-street parking spaces in the central city and provide off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square so people can conveniently access the city.

Why it's important

Central city car and motorbike parking is important for shoppers, people working in the city, visitors to the city, and people coming in to the city for recreational activities. It is also necessary to allow for goods to be picked up and delivered throughout the city. The provision of car parking helps make Wellington a liveable, prosperous city.

Contribution to community outcomes

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'.

What we'll provide – our level of service

We'll continue to provide more than 12,000 on-street parking spaces in the central city and surrounds. In addition, we'll provide off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square.

We'll regulate and enforce parking times and impose charges using meters and pay-and-display machines to ensure as many people as possible can access parking spaces, and that the roading network is free of obstructions.

On the fringes of the central city, we'll continue to operate coupon parking zones and resident parking areas to balance the needs of residents, visitors, shoppers and commuters.

We are currently reviewing our parking policy. The review will take into account the needs of residents and businesses as well as safety and the need to keep the road corridor free of obstructions. The resident and coupon parking scheme will be included as part of the review.

How we'll measure our level of service and performance

We'll know we're succeeding when the average inner city car park 'turn-over rate' is maintained and when there is greater compliance with our parking regulations. Our performance targets are detailed in the table below:

OUTCOMES WE SEEK		MEASURING PROGRESS TOWARDS OUR OUTCOMES					
MORE LIVEABLE		• See outcome indicators for Transport Planning and Policy, and Transport Network					
COUNCIL ACTIVITY LEVELS OF SERVICE	MEASURING OUR PERFORMANCE	BASELINE 2008	2009/10	2010/11	2011/12	2012/13–2018/19	
	We provide convenient on-street parking throughout the city to ensure as many people as possible can access parking spaces.	On-street car park turn-over rates – weekdays and weekends	Weekdays 4.3 Weekends 6.8	Weekdays 4.3 Weekends 6.8	Weekdays 4.3 Weekends 6.8	Weekdays 4.3 Weekends 6.8	Weekdays 4.3 Weekends 6.8
		On-street car park average occupancy	73%	75%	75%	75%	75%
		On-street car park compliance – time restrictions and payment	Time 95% Payment 87%	Time 95% Payment 87%	Time 95% Payment 87%	Time 95% Payment 87%	Time 95% Payment 87%
Resident satisfaction with the availability of on-street car parking		New measure	85%	85%	85%	85%	

How we manage our assets that support this activity

Parking meters and pay-and-display machines are managed in line with our Transportation, Traffic and Roading Asset Management Plan. A full parking meter replacement programme was undertaken in 2004/05. Approximately 1300 meters were removed and replaced with 500 pay-and-display machines. A number of meters were retained in areas that weren't suitable for pay-and-display. These service mobility parks.

There is currently no machine on the market to provide for the needs of mobility park users. We are currently designing a multi functional pay and display machine that will allow for accessible use. These will be installed in 2011/12. They will replace the aging meters and the 'classic' pay and display machines that have limited payment options.

WHO SHOULD PAY

Activity component	User fees	Other income	Rates	General rate	Residential target	Commercial target	Downtown/ other
7.3.1 Parking	100%	-	-	-	-	-	-

For more information on how we fund our activities see the Revenue and Financing Policy in volume two.

WHAT IT WILL COST

7.3 Parking	Operating expenditure 2009–2012			Capital expenditure 2009–2012	
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)	
7.3.1 Car parking	(26,060)	11,201	(14,859)	287	
2009/10 7.3 Total	(26,060)	11,201	(14,859)	287	
2010/11 7.3 Total	(26,842)	11,465	(15,377)	296	
2011/12 7.3 Total	(27,649)	11,663	(15,986)	1,350	
2008/09 7.3 Total	(24,136)	10,097	(14,039)	993	

10-year Financial Projections – Transport

Operational Expenditure (\$'000)

Annual Plan 2008/09	Activity	Activity Name	Forecast 2009/10	Forecast 2010/11	Forecast 2011/12	Forecast 2012/13	Forecast 2013/14	Forecast 2014/15	Forecast 2015/16	Forecast 2016/17	Forecast 2017/18	Forecast 2018/19
664	7.1	Transport planning and policy	928	821	1,236	1,006	887	907	932	956	982	1,016
37,019	7.2	Transport networks	36,432	38,187	40,831	42,566	43,867	46,497	47,577	48,576	52,452	53,462
10,097	7.3	Parking	11,201	11,465	11,663	11,955	11,777	12,144	12,534	12,930	13,341	13,751
47,780		Total Operating Expenditure	48,561	50,473	53,730	55,527	56,531	59,548	61,043	62,462	66,775	68,229
7,757		Less: Non-funded Depreciation	7,521	7,742	8,580	8,830	9,043	9,789	10,116	10,396	11,636	11,532
40,023		Total Operating Expenditure to be funded	41,040	42,731	45,150	46,697	47,488	49,759	50,927	52,066	55,139	56,697
		Operating expenditure funded by:										
25,721		Direct activity income	27,833	28,667	29,531	30,422	31,339	32,258	33,232	34,234	35,264	36,321
11,354		General Rates	9,777	10,627	11,767	12,503	12,366	13,610	13,680	13,690	15,602	15,968
22		Targeted Rates	33	33	33	33	33	33	33	33	33	33
2,926		Grants & Subsidies	3,397	3,404	3,819	3,739	3,750	3,858	3,982	4,109	4,240	4,375
-		Other Income	-	-	-	-	-	-	-	-	-	-
40,023		Total Funding for Operational Expenditure	41,040	42,731	45,150	46,697	47,488	49,759	50,927	52,066	55,139	56,697

10-year Financial Projections – Transport

Capital Expenditure (\$000)

Annual Plan 2008/09	Activity	Activity Name	Forecast 2009/10	Forecast 2010/11	Forecast 2011/12	Forecast 2012/13	Forecast 2013/14	Forecast 2014/15	Forecast 2015/16	Forecast 2016/17	Forecast 2017/18	Forecast 2018/19
28,196	7.2	Transport networks	33,220	42,380	41,955	36,746	37,474	40,626	38,170	41,080	44,664	102,352
993	7.3	Parking	287	296	1,350	311	1,217	1,242	1,271	1,301	1,332	1,367
29,189		Total Capital Expenditure	33,507	42,676	43,305	37,057	38,691	41,868	39,441	42,381	45,996	103,719
		Capital expenditure funded by:										
10,297		Depreciation	10,905	11,181	12,317	12,863	12,837	14,201	14,620	15,031	16,906	17,115
10,484		Grants & Subsidies	14,418	16,150	15,643	15,360	17,909	17,624	15,474	15,946	16,413	76,407
515		Development Contributions	1,091	1,703	2,307	2,639	2,735	2,747	2,758	2,758	2,758	2,758
7,893		Borrowings and working capital*	7,093	13,642	13,038	6,195	5,210	7,296	6,589	8,646	9,919	7,439
29,189		Total Funding for Capital Expenditure	33,507	42,676	43,305	37,057	38,691	41,868	39,441	42,381	45,996	103,719

* A debit balance indicates increased borrowings, while a (credit) balance indicates a funding surplus in that year which offsets borrowings and working capital.