

# Transport

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# Transport

## WHAT WE DO

Our transport work includes:

- looking after the transport network, including 670km of streets and roads, as well as footpaths, bridges, retaining walls, cycle lanes, signs, traffic signals, roadside reserve areas, and operating the network to keep traffic flowing
- supporting public transport through bus priority measures such as bus lanes and letting buses go first at traffic lights, as well as by providing the Lambton Interchange and a network of bus shelters
- working suburb by suburb, through our SaferRoads project, to improve road safety through education, enforcement, and measures to slow traffic and protect pedestrians
- planning to ensure the city's transport network meets its future needs, and working to influence decisions about the regional and national transport networks
- providing car parking (on-street and off-street) in the city centre, and regulating parking in inner-city residential areas.

## KEY CHALLENGES

*Wellington's transport system is generally performing well.*

Most residents believe the city is easy to get around. By national standards, we are high users of public transport and of other alternatives to private cars such as walking. And our safety record in recent years – despite an increase in the number of accidents during 2005 - is among the best of any New Zealand city.

However, population growth, increasing numbers of tourists, and continued economic development are also increasing pressure on the transport network. In many parts of the city cars, buses and cyclists are all competing for space on narrow, hilly streets.

In most urban areas, building new roads isn't a viable or desirable option, which means we need to find other ways to deal with this increasing demand.

In addition, access to our port and airport need to be improved to ensure freight and visitors can move freely across the city. We need to reduce harmful environmental effects such as noise, water and air pollution. And northern access to the city needs to be improved (Councillors voted in April to support Transmission Gully).

## **CASE STUDY: KEEPING THE CITY MOVING**

*Since 2002, we've introduced bus lanes on several major routes around the inner city.*

We've also changed traffic signals at several intersections to allow buses to go first. These initiatives have helped to keep bus services reliable, by ensuring they don't get caught up in peak-hour traffic congestion.

Further improvements were made during 2005/06, including the introduction of a new bus lane along Kent Terrace, which will help smooth traffic flows and improve safety. In coming years, we're planning to expand the network of bus lanes further, to cover major suburban routes as well.

*The new bus lanes will form part of a comprehensive Traffic Demand Management plan to improve the city's traffic flows.*

Wellingtonians are already the highest users of public transport in the country. As the population grows, we want to see use of public transport increase even further.

Reducing traffic congestion benefits the economy and residents' quality of life, and encouraging alternatives to private cars is good for the environment.

In addition to bus priority measures, over the next three years we're planning initiatives to encourage walking and cycling.

In our urban planning role, we're encouraging development around key transport hubs so people can easily get from their homes to places of work without using private cars.

We've also worked with the Greater Wellington Regional Council on a study aimed at finding the most efficient, reliable public transport options for the city's northern suburbs.

During 2006/07, we'll be asking residents, businesses and other stakeholders about new bus lane proposals.

Implementation is likely to begin the following year. Areas to be considered include the Hutt Road-city route, as well as the routes from Ngaio, Karori, Kilbirnie, Island Bay and Brooklyn to the city, as well as several central city streets.

## **KEY FACTS**

Estimated total distance travelled each year by all vehicles on Wellington roads: 1.4 billion kilometres.  
Percentage of residents who are satisfied with the reliability of public transport: 75. Increase from the previous year: 6 percentage points.

Number of injury crashes on Wellington roads in 2005: 378. Number in the previous year: 330.

**WHAT IT COST**

		Actual	Budget	Variance	Actual
Net Expenditure/(Revenue) by activity \$000		2006	2006	2006	2005
8.1.1	Vehicle Network	3,864	6,751	2,887	3,202
8.1.2	Roads Open Spaces	5,943	6,014	71	5,915
8.1.3	Corridor Infrastructure	1,481	2,439	958	1,798
8.1.4	Pedestrian Network	3,198	4,579	1,381	3,714
8.1.5	Safety	1,143	382	(761)	840
8.1.6	Cycleway Network	(32)	25	57	18
8.1.7	Parking	(10,889)	(11,671)	(782)	(9,981)
8.2.1	Passenger Transport Network	(100)	404	504	82
8.4.1	Network Control and Management	2,628	2,687	59	1,952
<b>Operating Expenditure</b>		<b>7,236</b>	<b>11,610</b>	<b>4,374</b>	<b>7,540</b>

		Actual	Budget	Variance	Actual
Capital expenditure \$000		2006	2006	2006	2005
8.1.1	Vehicle Network	11,586	11,514	(72)	10,706
8.1.2	Roads Open Spaces	-	-	-	-
8.1.3	Corridor Infrastructure	5,317	5,124	(193)	4,046
8.1.4	Pedestrian Network	4,732	4,714	(18)	3,819
8.1.5	Safety	4,357	4,607	250	3,848
8.1.6	Cycleway Network	18	68	50	160
8.1.7	Parking	248	630	382	2,819
8.2.1	Passenger Transport Network	367	359	(8)	512
8.4.1	Network Control and Management	560	628	68	546
<b>Capital expenditure</b>		<b>27,185</b>	<b>27,644</b>	<b>459</b>	<b>26,456</b>

## OUTCOME 8.1 TRANSPORT EFFECTIVENESS

Our aim is for a well-planned and comprehensive transport network. This network should support a compact and highly liveable city where people can move about easily and safely.

PROGRESS TOWARDS OUR OUTCOME	OUTCOME INDICATORS	2004	2005
<ul style="list-style-type: none"> <li>There has been an increase in the total number of injury crashes in the city. Notable increases have been seen in the number of fatal crashes and minor-injury crashes.</li> </ul>	Road crashes in Wellington city - Fatal crashes (number).	1	4
	Road crashes in Wellington city - Serious-injury crashes (number).	55	54
	Road crashes in Wellington city - Minor-injury crashes (number).	274	320
<i>Source - Land Transport NZ (Note – statistics are for 2004 &amp; 2005)</i>			
<ul style="list-style-type: none"> <li>There has been a minor increase in the proportion of residents who think the city's transport system allows for easy access from the suburbs to the city.</li> </ul>		<b>2005</b>	<b>2006</b>
	Residents who think that the city's transport system allows easy access from the suburbs to the city (%).	78%	81%
<i>Source - WCC Resident Satisfaction Survey</i>			

### 8.1.1 Activity: Vehicle network

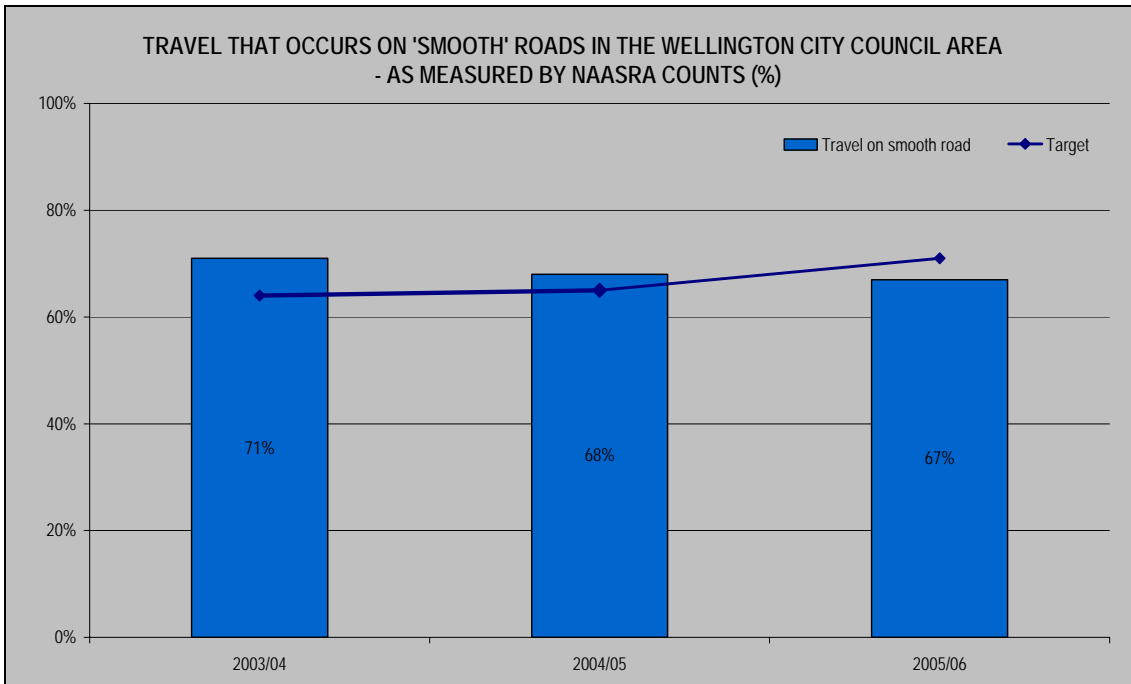
We manage a network that includes 59 bridges, four tunnels, and more than 660 kilometres of urban and rural roads, as well as all related pavements and service lanes. Roads are continuously monitored and maintenance is carried out regularly to reduce the need for major repair works. Upkeep of these roads includes resurfacing and major structural works such as maintenance and earthquake-strengthening of bridges and tunnels. Keeping the transport network in good working order helps keep traffic moving, reduces vehicle operating costs, saves fuel and keeps people safe.

#### What we did

- We maintained the roading network to existing levels of service. To achieve this, over 300 streets were prepared for resurfacing or had planned maintenance carried out and the remainder of the network was maintained as required.
- The Inner City Bypass was significantly progressed with around 70 percent of the overall project complete. It is on track to be completed by May 2007. The overall project is being delivered with Transit NZ.
- We progressed two road projects as part of the Northern Growth Framework. The link between Mark Ave and the Glenside interchange was advanced. Progress has been slower than anticipated though earthworks are being carried out on the new alignment. Construction of the road is expected to start early in 2007. The link between Cortina Ave to Ohariu Rd has been designed and earthworks have been completed. The work will open up the area to more efficient bus routing and improve local connections. It is expected that the road will be complete by the end of the 2006 calendar year.
- During the year 3,794 Road Works Notices were taken out by utility authorities and builders to cover approximately 45km of trenching work.

### How we performed

We measure the percentage of travel that occurs on smooth roads to indicate how comfortable travel is within the Wellington City Council area. To determine how smooth a road is, we monitor its physical condition using the New Zealand Standard NAASRA rating of roughness. Achievement in this area did not meet our Annual Plan target and fell slightly below past results.



Source – Infrastructure Business Unit, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	12,925	11,755	(1,170)	10,941
Revenue	9,061	5,004	4,057	7,739
Net expenditure	3,864	6,751	2,887	3,202
<i>Capital projects</i>				
Expenditure	11,586	11,514	(72)	10,706

The revenue variance is due to the recognition of unbudgeted vested assets revenue. This was partially offset by additional depreciation resulting from the revaluation of vehicle network assets.

## 8.1.2 Activity: Roads open spaces

We keep the city's 1,200 kilometres of roadside corridor attractive and free of visual obstructions. Our work includes removing or pruning overgrown plants, spraying weeds and new plantings. We encourage residents to help by "adopting" areas of roadside reserve on their street – we supply free plants for planting in those areas.

We also clean city and residential streets and sumps, empty rubbish bins in the central city and remove spills and litter.

### What we did

- We continued our programme of trimming and clearing trees that posed a hazard to electrical lines on road reserve (see also 5.2.1 Weed and pest plant management).
- We completed the schedule cutting of vegetation on the city accessways and walkways throughout the year.
- Each quarter we cleared and removed in excess of 1,000 tonnes of litter from city streets and open spaces.

### How we performed

More than eight out of ten residents stated that street cleaning in central Wellington was of a good or very good standard. This result was a minor improvement on last year's result and exceeded our Annual Plan target.



Source – Resident Satisfaction Survey, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	6,425	6,583	158	6,857
Revenue	482	569	(87)	942
Net expenditure	5,943	6,014	71	5,915
<i>Capital projects</i>				
Expenditure	-	-	-	-

### 8.1.3 Activity: Corridor infrastructure (drainage and walls)

We maintain the sea walls and retaining walls that make up the roadside corridor. Many of these walls are more than 90 years old and need repairing often. We programme this repair work to fix the worst faults on the most important roads first. We also control trees growing on walls so they don't cause damage.

We aim to remove graffiti within 48 hours of notification (offensive material is normally dealt with inside two hours). We also maintain and clean a roadside drainage network of 600 culverts and 1,200 kilometres of kerbs and channels (gutters).

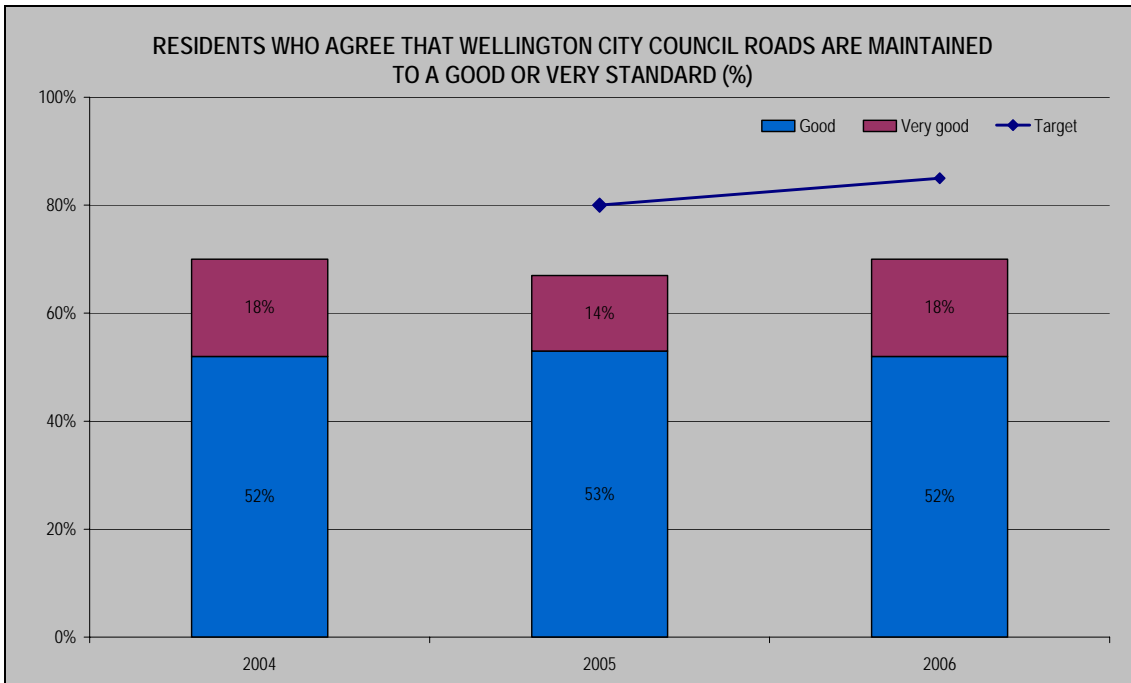
#### What we did

- We reconstructed 12 kilometres of kerbs and channels during the year. A major project completed was the improvements in Totara Road, which included the construction of 700 metres of kerbs and channels, 980 square metres of footpath, 85 metres of dish channel, and further 100m of handrails and substantial lengths of retaining structures.
- A total of 41 retaining structures were completed in the year. This was in line with our renewal programme for existing structures. Some of these also related to the repair of structures and road formation resulting from storm damage from previous years.

#### How we performed

Just over two-thirds of residents surveyed agreed that Wellington City Council roads are maintained to a good or very good standard. This result fell short of our Annual Plan target for a second year, but shows some progress over the previous year's result.





Source – Resident Satisfaction Survey, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	4,268	4,204	(64)	3,912
Revenue	2,787	1,765	1,022	2,114
Net expenditure	1,481	2,439	958	1,798
<i>Capital projects</i>				
Expenditure	5,317	5,124	(193)	4,046

The revenue variance is due to a combination of the final 2004/05 LTNZ claim being higher than anticipated and the recognition of unbudgeted vested assets.

## 8.1.4 Activity: Pedestrian network

Pedestrian safety is a crucial aspect of the transport network. We maintain more than 840 kilometres of footpaths, as well as pedestrian subways, bridges, canopies, seats and bollards.

The budget for this activity also covers co-ordination of street events such as marches and parades, and the maintenance of shared driveways in Tawa (which is paid for by the Tawa driveways rate).

### What we did

- We have installed 160 "iBins" as part of our revamp of the city's street furniture assets.
- The city's footpaths were maintained in a safe and functional state throughout the year. We renewed 27 kilometres of footpaths and fully reconstructed two pedestrian accessways.
- We constructed 17 new footpaths in areas where there was demand from the public and had the highest importance as determined by our prioritisation criteria.
- We committed to identifying and providing priority walking routes in the city as part of a travel demand plan (see 8.1 Transport effectiveness above).

### How we performed

#### THE KILOMETRES OF PEDESTRIAN NETWORK THAT IS RENEWED OR UPGRADED DURING THE YEAR

Our Annual Plan target was to achieve the programmed work schedule for the year. During the year we carried-out renewal work on 27km of footpaths and constructed 3.25 km of new footpaths. Our annual programmed work schedule was achieved with 30.25km of renewed or upgraded pedestrian network.

*Source – Infrastructure Business Unit, Wellington City Council*

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	4,038	4,690	652	4,435
Revenue	840	111	729	721
Net expenditure	3,198	4,579	1,381	3,714
<i>Capital projects</i>				
Expenditure	4,732	4,714	(18)	3,819

The revaluation of footpath assets resulted in lower depreciation expenditure. Additional revenue was received for the long-term utilisation of car parking spaces by companies undertaking construction on adjoining land and sandwich board income.

### 8.1.5 Activity: Safety

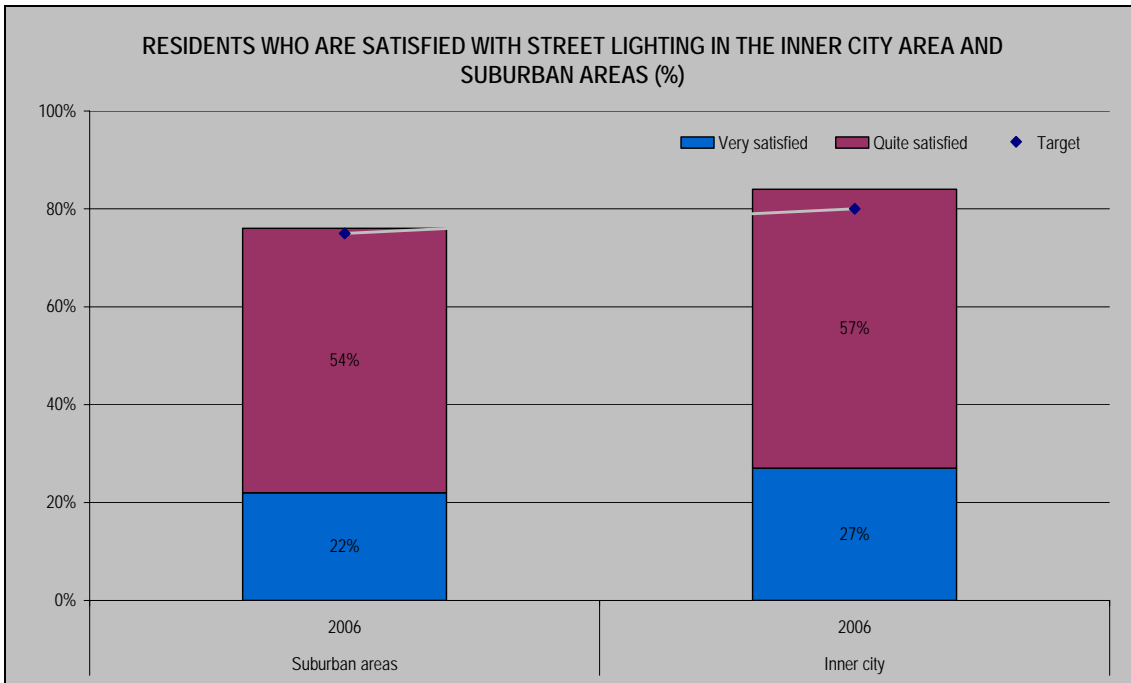
We make ongoing improvements to the safety of our road network. This work involves a wide range of measures including improving lighting, widening footpaths, installing “traffic calming” measures such as speed bumps, and installing barriers and handrails to protect pedestrians.

#### What we did

- We installed a total of 60 new streetlights during the year and existing residential streetlights were upgraded to higher levels of illumination.
- As part of the SaferRoads project – where we work with communities to identify priorities for safety improvements to bring down the number of accidents in each area – we completed engineering works in Wilton, Wadestown, Northland and Thorndon.
- We started a range of traffic calming measures and safety improvements in Karori. These are expected to be complete by the end of 2006. Four new traffic signals are planned in Karori with the first set commissioned at Karori Road and Chaytor Street.
- We reduced speed limits in Lambton Quay and Willis Street. Further speed limit reduction will be implemented in the rural roads in Makara and Ohariu as well as Middleton Road in the north.

#### How we performed

Our Annual Plan targets were for 75 percent of residents to be satisfied with street lighting in suburban areas and 80 percent of residents to be satisfied with street lighting in the inner city area. Both targets were achieved with three quarters of residents stating they were satisfied with suburban street lighting and just over eight out of ten residents stating they were satisfied with inner-city street lighting.



Source – Resident Satisfaction Survey, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	4,235	3,969	(266)	4,228
Revenue	3,092	3,587	(495)	3,388
Net expenditure	1,143	382	(761)	840
<i>Capital projects</i>				
Expenditure	4,357	4,607	250	3,848

Additional depreciation expenditure was incurred due to the revaluation of safety assets and additional expenditure was incurred on street light maintenance. The revenue variance reflects reduced LTNZ subsidy income.

Capital expenditure projects were slightly underspent as a result of contractor delays. This underspend has not been carried forward as future works will be funded from the existing 2006/07 capital budget.

### 8.1.6 Activity: Cycleway network

We maintain more than 20 kilometres of cycleway in the city and suburbs. The cycleways require regular upkeep to ensure they have smooth surfaces and clear signage and lane markings, as well as cycle stands at appropriate parking points. We also maintain a network of approximately 100 kilometres of tracks suitable for mountain bikes (see also 5.3.7 Walkways).

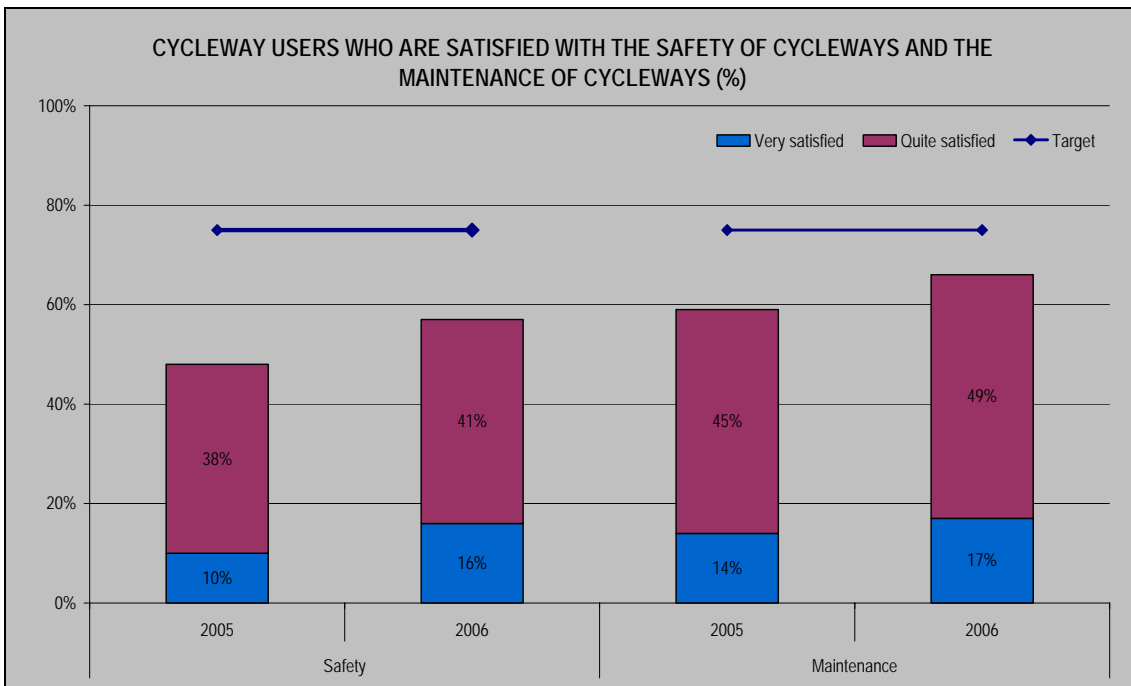
**What we did**

- We carried out ongoing maintenance of the shared cycle paths and lanes and added cycle stands.
- We ran an enforcement campaign targeting cars parked on cycling lanes and along coastal routes.
- We committed to identifying and providing cycle routes in the city as part of a travel demand management plan (see 8.1 Transport effectiveness above).

**How we performed**

We have seen notable increases in the number of residents surveyed who stated they were satisfied with the safety of cycleways (9 percent increase) and those who said they were satisfied with the maintenance of cycleways (7 percent increase).

Both results still fell short of achieving their Annual Plan targets.



Source – Resident Satisfaction Survey, Wellington City Council

## What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	37	63	26	45
Revenue	69	38	31	27
Net Revenue	(32)	25	57	18
<i>Capital projects</i>				
Expenditure	18	68	50	160

### 8.1.7 Activity: Parking

We provide short-term, metered roadside car parks in the city centre. To ensure easy access and convenience we aim to have a high turnover of these parks. We also manage off-street car parks at Clifton Terrace, the Michael Fowler Centre and beneath Civic Square. In addition, we operate coupon and resident parking areas to give city dwellers on the fringe of the central business district some relief from the daily influx of commuters.

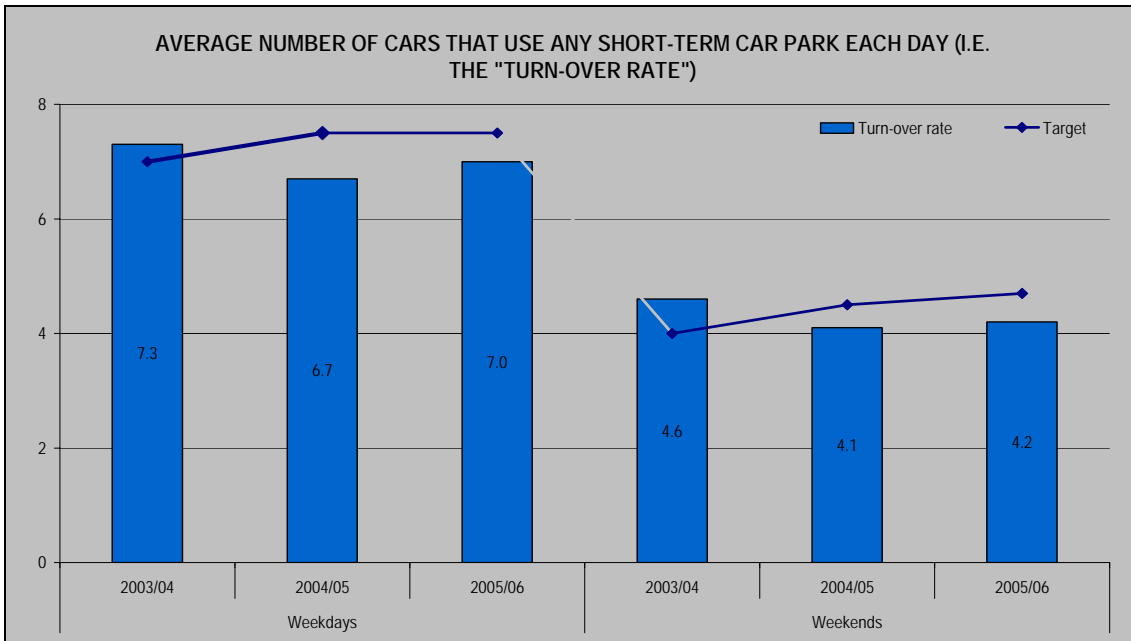
#### What we did

- We continued to implement our Mobility Parking Policy. The policy promotes equity in parking for people with limited mobility in the public domain through design and placement, and increasing the number of parks and enforcement. This was the first year of a three-year project to extend the number of mobility parks in the CBD from 23 to 60.
- We addressed the issues of some contracted wardens not ticketing vehicles that belonged to their colleagues and passed this information to Parkwise who terminated the employment contracts of nine wardens. We reviewed our current monitoring practices to minimise any opportunity for recurrence.

#### How we performed

The parking turnover rate is the average number of vehicles that use a particular car park over a period of time. A high turnover rate means a park is being used efficiently, i.e. many users rather than few.

During 2005/06, an average of 7.0 cars made use of each carpark on weekdays, while 4.2 cars made use of each carpark on weekends. Although we have seen some minor improvement in the turn-over rate for weekdays and weekends the Annual Plan targets were not achieved.



Source – Infrastructure Business Unit, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	9,409	9,374	(35)	10,029
Revenue	20,298	21,045	(747)	20,010
Net Revenue	(10,889)	(11,671)	(782)	(9,981)
<i>Capital projects</i>				
Expenditure	248	630	382	2,819

The net operating expenditure variance reflects lower parking meter revenue and increased depreciation expenditure resulting from the revaluation of parking meter assets. Capital expenditure has been deferred until a report on the prioritisation of roadside parking improvements has been completed.

## OUTCOME 8.2 TRANSPORT ACCESSIBILITY

Our aim is for Wellington to have a range of transport options so people can easily fulfil their work and lifestyle requirements.

PROGRESS TOWARDS OUR OUTCOME	OUTCOME INDICATORS	2005	2006
<ul style="list-style-type: none"> <li>The proportion of residents who believe there are barriers to using their preferred mode of transport to access central Wellington during weekdays continues at the same levels.</li> <li>The trend away from residents using cars to access central Wellington on a weekday continues. More residents are walking or bussing to access central Wellington.</li> </ul>	Residents who think that there are barriers to using their preferred mode of transport (%).	24%	24%
	Residents' mode of transport used to come into the central business district, on week days:		
	car (%).	45%	43%
	bus (%).	31%	32%
	walk/scooter/skateboard (%).	12%	16%
	train (%).	6%	6%
	bicycle (%).	2%	2%
<i>Source - WCC Resident Satisfaction Survey</i>			

### 8.2.1 Activity: Passenger transport network

Support for the city's public transport network is a significant commitment for the Council. Our aim is to encourage greater use of buses and rail, as this would improve energy efficiency and reduce pollution. Our active support of public transport includes the maintenance of signs, bus shelters, timetables, and pedestrians shelters. Our partnership with Adshel provides us with savings as shelters with advertising are provided and maintained at no cost to the Council.

#### What we did

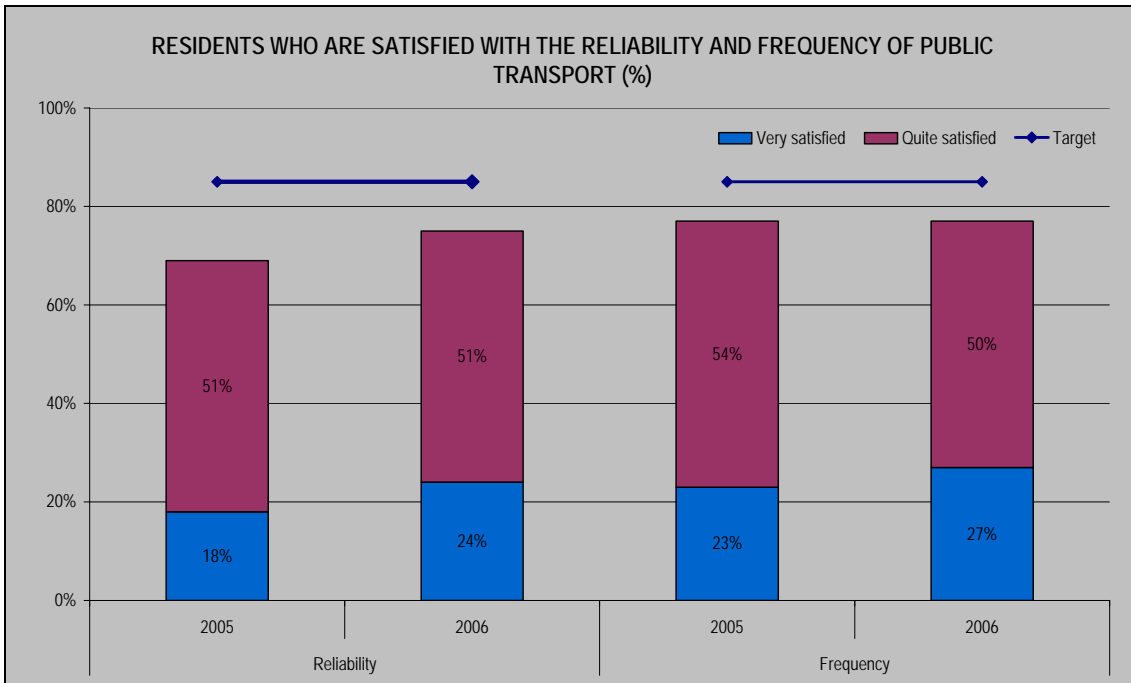
- We continually improve the facilities for bus passengers by increasing the number of bus shelters. This year we added 12 new shelters. Our long-term plan is to provide a shelter at all the city-bound stops.
- We continued our bus priority programme. Three lanes were introduced on Kent Terrace to provide more capacity on the approach to the Basin Reserve. Congestion at this point in the state highway to the airport and Newtown has been eased. As part of the scheme, an evening peak bus lane was installed to assist movements through the area and new signals were added to allow buses to make a quick transition from the stop across lanes in advance of other vehicles.

#### How we performed

We monitor resident perceptions of the public transport to assess how well resident needs are being met. We have seen a notable increase in the proportion of residents who state they are satisfied with the reliability of public transport (a 6 percent increase), while perceptions of frequency have remained constant.

Both results still fell short of achieving their Annual Plan targets.





Source – Resident Satisfaction Survey, Wellington City Council

### What it cost

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<b>Operational projects</b>				
Expenditure	776	923	147	859
Revenue	876	519	357	777
Net Revenue	(100)	404	504	82
<b>Capital projects</b>				
Expenditure	367	359	(8)	512

The revenue variance reflects income recovered the Greater Wellington Regional Council for maintenance work performed on bus shelters and public transport facilities. The revaluation of bus shelters and pedestrian canopies resulted in lower depreciation expenditure.

## OUTCOME 8.3 TRANSPORT EFFICIENCY

Our aim is for an efficient transport system that contributes to the city's economic viability and growth.

PROGRESS TOWARDS OUR OUTCOME	OUTCOME INDICATORS	2005	2006
<ul style="list-style-type: none"> <li>The proportion of residents who believe that peak travel volumes are acceptable continues at the same level.</li> </ul>	Residents who think that peak traffic volumes are acceptable (%).	56%	56%
	<i>Source - WCC Resident Satisfaction Survey</i>		
<ul style="list-style-type: none"> <li>Peak travel times measured along specific routes through the city now take less time than they did a year ago.</li> </ul>	Peak travel times from: <b>Johnsonville to the airport (minutes).</b>	24.54	22.67
	<b>Central city to the airport (minutes).</b>	10.32	10.21
	<i>Source - Infrastructure Business Unit, Wellington City Council</i>		
<ul style="list-style-type: none"> <li>The amount of overseas cargo loaded at Wellington seaport and airport has increased. The amount of cargo unloaded has decreased.</li> </ul>	Cargo loaded at Wellington Seaport and Airport (tonnes)	686,095	735,533
	Cargo unloaded at Wellington Seaport and Airport (tonnes)	1,516,604	1,065,834
	<i>Source - Statistics NZ</i>		

## OUTCOME 8.4 TRANSPORT SUSTAINABILITY

Our aim is for Wellington's transport solutions to ensure the wise use of resources and cater for the community's long-term needs.

PROGRESS TOWARDS OUR OUTCOME	OUTCOME INDICATORS	2004	2005
<ul style="list-style-type: none"> <li>Carbon monoxide monitoring at Victoria and Vivian streets indicate concentrations are higher than other sites around the region, but peak levels have not exceeded National Ambient Air Quality Guidelines.</li> </ul>	Carbon monoxide emissions - Vivian and Victoria Streets (1-hour National Ambient Air Quality Guidelines = 30)	Max 7.7; mean 0.96	Max 7.8; mean 0.92
	Carbon monoxide emissions - Vivian and Victoria Streets (8-hour National Ambient Air Quality Guidelines = 10)	Max 4.2; mean 0.92	Max 4.3; mean 0.92
<i>Source - Greater Wellington Regional Council</i>			
<ul style="list-style-type: none"> <li>The total amount of fuel used on Wellington city roads continues to increase.</li> </ul>		<b>2004/05</b>	<b>2005/06</b>
	Total level of fuel used on roads in the Wellington City area (million litres).	127.043	133.764
<i>Source - Infrastructure Business Unit, Wellington City Council</i>			

### 8.4.1 Activity: Network control and management

Traffic flows need to be managed to minimise congestion at busy periods. We run a traffic control system that includes around 100 sets of traffic lights, closed circuit television camera systems and a central traffic computer system.

Network management also involves planning and computer modelling of general travel patterns around the city, including pedestrian, motor vehicle, cycle and parking patterns. We also provide transportation advice on major land use development proposals; an example this year was Meridian Energy's proposed wind farm in Makara.

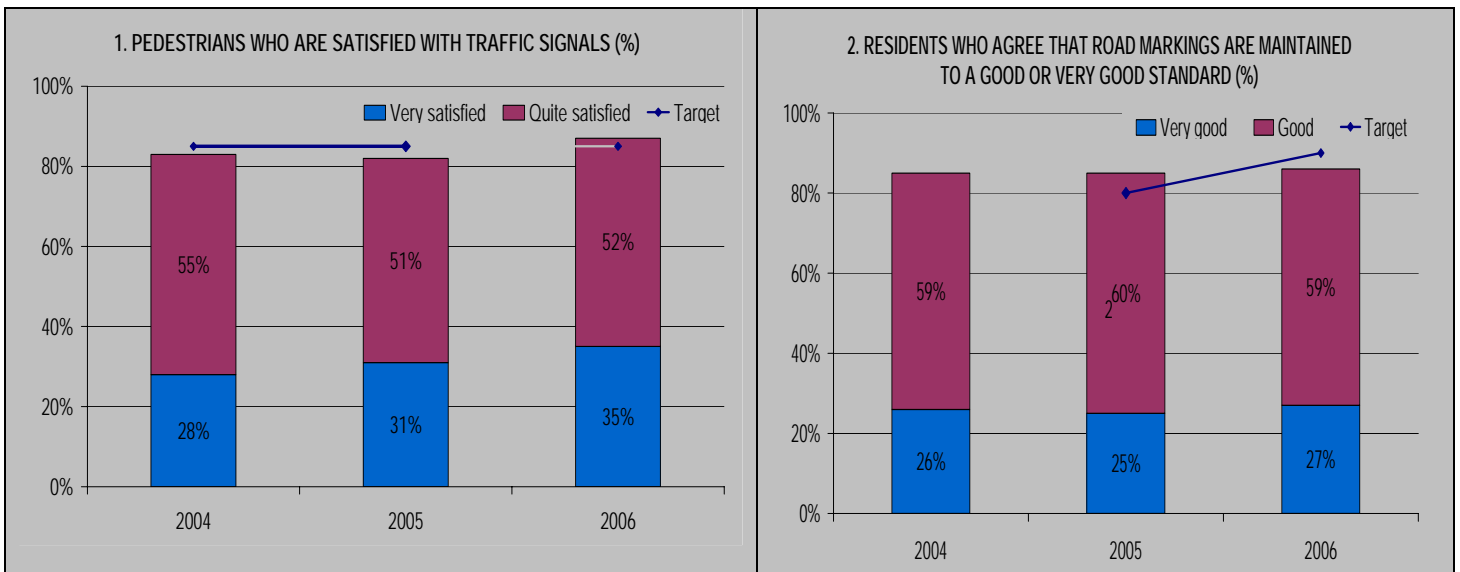
Our work also includes the maintenance of road markings, the cats' eyes that highlight lane divisions, and signs that direct motorists around the city, including visitors to tourist attractions.

**What we did**

- We installed six new sets of traffic signals.
- We carried-out ongoing upgrades of quartz-halogen signal lanterns to energy-efficient LED lanterns.
- We worked with the disability reference group to install another 100 fully audio-tactile call-box signals at intersections.
- We worked closely with Transit NZ to increase the level of cooperation in line with the Memorandum of Understanding between the two organisations. A combined traffic signal maintenance contract with Transit New Zealand was tendered and the tenders evaluated.
- We worked closely with our contractors to implement new road markings and signs to comply with the updated Land Transport NZ requirements.

**How we performed**

The proportion of pedestrians surveyed that state they are satisfied with traffic signals increased notably during the year (5 percent increase), surpassing our Annual Plan target. Although we have seen a minor increase in the proportion of residents who stated road markings are maintained to a good or very good standard (2 percent increase), our Annual Plan target was not achieved.



Source – Resident Satisfaction Survey, Wellington City Council

**What it cost**

Cost of activity \$000	Actual 2006	Budget 2006	Variance 2006	Actual 2005
<i>Operational projects</i>				
Expenditure	3,954	4,092	138	3,582
Revenue	1,326	1,405	(79)	1,630
Net expenditure	2,628	2,687	59	1,952
<i>Capital projects</i>				
Expenditure	560	628	68	546