

## **TRANSPORT**

### **WHAT'S YOUR VIEW**

Comment online [www.Wellington.govt.nz](http://www.Wellington.govt.nz)

Email [annual.plan@wcc.govt.nz](mailto:annual.plan@wcc.govt.nz), or send your views to

Draft Annual Plan, Wellington City Council, PO Box 2199, Wellington.

## 7. TRANSPORT

### 7.1 Transport planning

**A well-planned, efficient transport system is critical for economic growth, and for quality of life.**

A safe, efficient transport system allows people to get to and from work, and to enjoy all the city has to offer – meeting friends and family, taking part in sports or entertainment and cultural events, and so on.

A transport network that allows easy movement of people and goods is also vital for business. A transport network that encourages energy efficient forms of transport also has significant environmental benefits.

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

However, the city also faces significant transport challenges. Demands on the transport system are increasing as the city grows and behaviours change. As a result, the transport network is at or near capacity at peak times 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 reduce demand on the roading system.

There are also environmental reasons for reducing demand on the transport network. Vehicles contribute to noise, water and air pollution and carbon emissions.

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

We:

- Carry out planning projects aimed at ensuring the city's transport network develops in ways that respond to the challenges mentioned above.
- Work to reduce demand by encouraging use of alternative modes of transport such as cycling, walking, public transport and other initiatives such as car pooling.
- Work with the Greater Wellington Regional Council, central government and other agencies to ensure that Wellington's transport needs are considered in regional and national transport decisions.

## We continue to promote transport choices including walking, cycling, and passenger transport.

Providing viable transport choices is an important part of our commitment to reducing emissions. In response to our Cycling and Walking Policies, we're focused on working with schools to identify where students could be encouraged to ride or walk to school rather than being driven, and improving commuter routes in and out of the city.

As part of our long-term plan we also committed over \$4 million towards the development of strategic cycling and walking routes. The Porirua Stream walkway has been identified as a strategic route and planning for improvements have started with stage one of construction scheduled for 2010/11.

### MEASURING OUR PERFORMANCE

Our targets for 2010/11 are:

- 70% of residents agree the transport system allows easy movement for vehicles around the city.
- 90% of residents agree the transport system allows easy movement for pedestrians around the city.
- 34% of residents use the bus to access the central city on weekdays.
- 17% of residents use cycles to access the central city on weekdays.
- 4% of residents access the central city by walking on weekdays.
- 39% of primary school children walk to and from school on a daily basis.
- The number of pedestrians entering the CBD on weekdays has increased since 2009/10. The number of cyclists entering the CBD on weekdays has remained stable since 2009/10.

We will also monitor residents' perceptions of transport-related safety issues (i.e. issues of most concern). There are no targets for this measure.

### WHAT IT WILL COST

7.1 Transport Planning and Policy	Operating expenditure 2010-2011			Capital expenditure 2010-2011
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.1.1 Transport planning - (TDM)	(221)	860	639	-
<b>2010/11 7.1 Total</b>	<b>(221)</b>	<b>860</b>	<b>639</b>	<b>-</b>
<b>2009/10 7.1 Total</b>	<b>(429)</b>	<b>928</b>	<b>499</b>	<b>-</b>

## 7. TRANSPORT

### 7.2 Transport networks

**Less is often more for transport networks – we want less harm, less time commuting, and less environmental impact.**

Our goal is to manage the transport network so it is efficient, safe and sustainable.

To achieve this we:

- Maintain the city's extensive network of roads, streets, bridges, tunnels, footpaths, roadside walls, and cycleways.
- Manage the transport network, using traffic lights and a closed circuit camera system to minimise congestion at peak times.
- Promote traffic safety by working with communities to design and implement safety projects ranging from education and enforcement to installing new features such as new traffic lights, pedestrian crossings, roundabouts, guardrails and traffic calming features.

In 2010/11, we plan to start construction of the Westchester Drive to Glenside link – a key initiative that will contribute to the development of Wellington's northern suburbs. This project has been appealed and is currently subject to court related proceedings.

#### **We're proposing some alterations to Adelaide Rd.**

Over the past couple of years we've developed with the community a framework to strengthen public transport and allow for more intensive development along the northern section of Adelaide Rd. As part of this project we had anticipated receiving funding from NZTA towards road widening work. They have since aligned their funding with the government's priority on roads of national significance.

This left us with a choice. We could either fund the shortfall from borrowings or look at how we might achieve similar outcomes with less. The solution we propose is to reduce on-street car parking on one side of the road and introduce a green zone in both directions that provides a shared bus and cycle lane.

Other features include more pedestrian crossings to improve transport access, a landscaped median, increased street trees, and upgraded reserves to improve the look and feel of the area.

Our designs show this can be achieved within the existing road so we no longer anticipate the need to acquire land in the area outside of the John / Riddiford Street intersection improvements.

An 18-metre maximum building height has been proposed for the area. Adelaide Road is expected to come under increasing development pressure as the city's population increases. The framework seeks to manage change to ensure it is positive for the local community and the wider city.

## **We're proposing to support the introduction of new bus shelters.**

Across the city there are 1,300 bus stops, of which 450 have shelters. Our long term target is to install bus shelters on all high use bus stops on city-bound routes. Currently, only 300 city-bound stops have shelters.

Towards this target we propose to install shelters at 50 of the highest priority sites in the next two years. After that, over the next decade we propose to keep installing new shelters in conjunction with bus priority measures on key routes (on average 10 per year).

We're also continuing with our programme of bus priority measures, aimed at making bus journeys quicker and more reliable. This year we start focusing on the arterial routes in and out of the central city, starting with Kent and Cambridge Terraces and Taranaki Street.

## **We're also proposing initiatives to prepare the city for Rugby World Cup 2011.**

We propose to bring forward a previously planned upgrade of Waterloo Quay, ensuring that this important gateway to the city is completed in time for the Rugby World Cup.

We also propose to invest more in keeping our city clean. As more people live, work and play in the CBD, demand for street cleaning is exceeding our current cleaning capacity. We propose to invest more each year, with an additional one-off increase to meet peak demand resulting from the Rugby World Cup.

## **Maintaining our assets to a high standard is all part of being a responsible property owner.**

Our city's hilly topography means access to many properties is through footpaths and steps. We own 117km of handrails protecting these accessways. We recently clarified an approach to the maintenance of access ways that are in public and joint ownership, which has resulted in increased demand for maintenance and repairs to damaged rails. We propose additional funding each year to ensure that fences and handrails are maintained to an acceptable standard, allowing us to meet our obligations as a responsible property owner.

### **MEASURING OUR PERFORMANCE**

Our targets for 2010/11 are:

- 75% of residents rate the road and footpath network as good or very good.
- 100% of urgent service requests are responded to in two hours and non-urgent within 15 days.

- At least 68% of roads meet NASRAA (National Association of Australian State Road Authorities) smooth roads standards.
- 97% of street pavements receive a 'good' or higher condition rating (measured against Council standards).
- 100% of street lighting for all major roads meets national standards.
- 80% residents are satisfied with the street lighting in the central city, and 70% of residents are satisfied with suburban street lighting.
- 90% of residents agree that the city's transport facilities and services provide good value for money.
- 62% of all retaining walls receive a 'good' or higher condition rating.
- 70% of cycleway users are satisfied with cycleway maintenance and 50% are satisfied with the safety.
- The number of road casualties continues to fall from 2009/10 and previous levels (vehicles, pedestrians, and cyclists).
- Average peak travel times between the CBD and suburbs are maintained or improved (for travel from Miramar, Karori, Island Bay and Johnsonville).
- The planning and design stage of the ports access capital works programme is completed.

## WHAT IT WILL COST

7.2 Transport Networks	Operating expenditure 2010-2011			Capital expenditure 2010-2011
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.2.1 Ports Access	-	-	-	4,580
7.2.2 Vehicle network	(962)	20,932	19,970	26,436
7.2.3 Passenger transport network	(813)	1,228	415	2,038
7.2.4 Network-wide control and management	(1,810)	5,671	3,861	2,549
7.2.5 Cycle network	(6)	67	61	711
7.2.6 Pedestrian network	(38)	5,067	5,029	4,490
7.2.7 Road safety	(1,265)	4,835	3,570	2,690
<b>2010/11 7.2 Total</b>	<b>(4,894)</b>	<b>37,800</b>	<b>32,906</b>	<b>43,494</b>
<b>2009/10 7.2 Total</b>	<b>(4,741)</b>	<b>36,432</b>	<b>31,691</b>	<b>33,220</b>

## 7. TRANSPORT

### 7.3 Parking

**We provide CBD car parks so that people can conveniently access the central city.**

Central city car and motorbike parking is important for shoppers, tourists, people working in Wellington, and people coming in to the city for recreational activities. Provision of car parking helps make Wellington a liveable, prosperous city.

We provide more than 12,000 on-street parking spaces in the central city and surrounding area. To ensure that as many people as possible can access parking spaces and that the roading network is free of obstructions, we regulate and enforce parking times and impose charges using meters and pay-and-display machines.

Additionally, we provide off-street parking at Clifton Terrace, the Michael Fowler Centre, and beneath Civic Square. On the fringes of the central city, we operate coupon parking zones and resident parking areas to balance the needs of residents, visitors, shoppers and commuters.

**We plan to provide Driver Advisory Signs along key arterial routes to help people find available parking spaces in the CBD**

The purpose of the signs is to provide people looking for casual parking with the most direct route to a vacant parking space. This will help minimise congestion within the CBD caused by people driving around looking for short-term parking and help create a more effective transport network. We are proposing to spend \$350,000 and introduce the signs prior to the expected large numbers of visitors arriving for the Rugby World Cup in September 2011.

#### MEASURING OUR PERFORMANCE

Our targets for 2010/11 are:

- The average weekday on-street car park turnover rate is 6.8 cars per day, and for weekends it is 4.3 cars per day.
- 95% compliance with WCC on-street car park time restrictions and 85% compliance with payment requirements.
- On average, 75% of on-street car parks are occupied.
- 85% of residents are satisfied with the availability of on-street car parking.

**WHAT IT WILL COST**

7.3 Parking	Operating expenditure 2010-2011			Capital expenditure 2010-2011
	Income (\$000)	Expenditure (\$000)	Net surplus (\$000)	Total (\$000)
7.3.1 Car parking	(27,014)	11,580	(15,434)	269
<b>2010/11 7.3 Total</b>	<b>(27,014)</b>	<b>11,580</b>	<b>(15,434)</b>	<b>269</b>
<b>2009/10 7.3 Total</b>	<b>(26,060)</b>	<b>11,201</b>	<b>(14,859)</b>	<b>287</b>