

# TRANSPORT

We aim to deliver an efficient and safe transport system that connects people and places.

## TRANSPORT ACTIVITIES

We manage 670km of streets and roads, as well as footpaths, cycle lanes, traffic signals, car parks and bridges and more.

Our transport activities also include transport planning, supporting public transport through bus priority measures, supporting walking and cycling, and working suburb by suburb to improve traffic safety.

## STRATEGIC APPROACH

Wellington's transport system is generally performing well, but transport is a significant issue for the city. The key challenges we face are to manage demand on the transport network, encourage alternatives to the private car, and enhance safety.

Our transport strategy goes hand in hand with our urban development strategy, which aims to focus more intensive development in key growth areas with high quality amenities and public transport links. These areas include the central city, Adelaide Road–Newtown, Kilbirnie, and northern suburbs such as Johnsonville.

This approach will improve access to public transport and also reduce the need to travel.

Our long-term approach to transport focuses on:

- developing the state highways and main arterial roads as the primary means of moving large volumes of traffic and freight to and through the city
- developing public transport systems as the main means for the movement of people along the 'growth spine'
- ensuring continued access to the central city for commuters and business activity
- supporting the development of the port and airport as major contributors to the city and regional economy.

We are also working to encourage more use of cycling and walking and other alternatives to private cars, and to progressively improve safety, suburb by suburb.

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# HIGHLIGHTS

## A long-term regional plan for the key Ngauranga-Airport transport corridor was completed.

The plan – a joint initiative of New Zealand Transport Authority, Wellington Regional Council and Wellington City Council – was adopted in October 2008 following extensive public engagement.

With the network nearing capacity along the route from Ngauranga through the central city to the Basin, the Ngauranga-to-Airport plan aims to make travel easier through a mix of increased public transport, more efficient use of existing roads, some new roading initiatives, and changes to support walking and cycling.

Early initiatives include bus priority measures along the Golden Mile and out to key suburbs, improved traffic management at the Basin Reserve, improving walking routes and protecting key parts of the network.

Longer-term initiatives could include rapid transit systems and duplication of the Terrace and Mount Victoria tunnels.

## We adopted plans to promote walking and cycling.

The cycling policy aims to make cycling safer and more convenient throughout the city. Where possible, cyclists will be able to use either dedicated cycle lanes or bus lanes on main transport corridors. Other initiatives include better surfaces for cycling (for example, by introducing cycle-friendly grates on drains) and improved parking for cycles.

The policy influenced Council decision in June 2009 to invest an additional \$4.75 million over 10 years in cycling and walking networks including the proposed Great Harbour Way and a cycle-walkway alongside Porirua Stream.

A range of initiatives will improve safety including traffic calming measures, road safety campaigns, actions to deal with dangerous intersections, and lower suburban speed limits.

## Further steps were taken to improve public transport with decisions on bus priority measures for the Golden Mile.

Since their adoption in 2003, bus lanes have helped to make bus travel more convenient and reliable. As the number of Wellingtonians using buses has grown, the Council has continued to seek ways to improve the network. (The bus service is delivered by private companies with support from the Greater Wellington Regional Council.)

During the year, the Council considered options for further improvement of central city pedestrian and bus networks. In June 2009, the Council made a decision to support in principle a proposal to open Manners Mall to buses, and to extend Cuba Mall down to Wakefield Street, subject to the outcome of a special consultative process. It is envisaged that this proposal will improve bus services, create new public spaces and better pedestrian links with Lambton Quay, Civic Square and the waterfront.

Any physical works are programmed for the 2009–11 years. Funding has also been set aside in our long-term plan for bus priority measures on arterial routes into the city and these will be progressively implemented over the next 10 years.

## PROGRESS TOWARDS LONG-TERM GOALS (OUTCOMES)

### 2.1 MORE LIVEABLE – Wellington will be easy to get around, pedestrian friendly, and offer quality transport choices.

Eighty percent of residents think the transport system allows easy access from the suburbs to the city, and 75% believe it allows easy movement around the city. Among pedestrians, 93% believe the transport system allows easy movement around the city. All of these results have improved since 2007.

A quarter of residents say there are barriers to using their preferred mode of transport.

Sixty-four percent of residents believe that peak traffic volumes are acceptable. This is an improvement from 55% in 2007. Thirty-nine percent of children walk to school every day, while 30 percent never walk. Both results are improvements from 2008.

### 2.2 MORE PROSPEROUS – Wellington will have a coherent and efficient transport system that aids economic development.

The volume of cargo loaded at Wellington airport and seaport declined in the year to March 2009 after several years of steady growth, while the volume unloaded continued to rise.

### 2.3 MORE SUSTAINABLE – Wellington will minimise the environmental effects of transport and support the environmental strategy.

Just 36% of Wellingtonians use private cars to come into the central city during the week, while 33% use buses and 17% walk. The proportion using private cars has dropped from 45% in 2007, while the proportion using buses and walking has grown.

Wellingtonians continue to be the least dependant on their cars and the highest users of public transport in the country.

### 2.4 BETTER CONNECTED/HEALTHIER – Wellington will have a highly interconnected public transport, road and street system that supports its urban development and social strategies. Wellington's transport system will contribute to healthy communities and social interaction.

Most residents believe that public transport is safe and affordable, and most are satisfied with frequency and reliability. Perceptions of frequency have improved since 2007, partly as a result of bus lanes and other priority measures.

However, the number of residents who think public transport is affordable has declined since 2007 (to 72%), and the number who are satisfied with frequency (68%) and reliability (64%) remains well below 2005 and 2006 levels.

Peak hour travel times on key routes across the city increased during the year but remain lower than in 2006. As noted in the 'highlights' above, the Council has adopted a 10-year plan to make cycling safer and more convenient throughout the city.

### 2.5 SAFER – Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

The number of crashes on Wellington roads has increased significantly, from 415 crashes in 2006 to 557 in 2008. Of the 2008 crashes, 87 involved serious injuries and five involved fatalities. The social cost of crashes was estimated at \$114 million.

Twelve percent of residents rate traffic safety as one of the city's most serious safety issues. However the number of residents who rate dangerous driving as one of the city's most serious safety issues has decreased. The proportion who rate dangerous driving as an issue has also fallen. As noted in the 'highlights' above, the Council is lowering speed limits in suburban centres, running road safety campaigns, and introducing traffic calming measures to improve safety.

The Council is also considering reduced speed limits to 30kph on Courtenay Place and improving bus services there.

## Newtown's residential streets are safer after adoption of a new 40kph speed limit.

A new speed limit of 40kph, introduced in January 2009, covers most Newtown residential streets, and reflects the way people already travelled in the area. Speed limits on arterial roads remain at 50kph.

It was adopted after extensive engagement with residents, including liaison with community groups and a public consultation programme as part of the Council's SaferRoads project. The vast majority of residents were in favour, with some supporting a further reduction to 30kph.

To raise awareness of the new limit, 'Slow down in Newtown' bumper stickers were delivered to all households in the suburb.

The Council has improved safety by installing new traffic lights, speed humps, kerb extensions and other streetscape improvements across the suburb, and by installing give way or stop signs at uncontrolled intersections. Many of these changes were requested by residents who were directly affected by problems with traffic speed or poor visibility.

The Council in September 2008 also reduced speed limits on Happy Valley Road, Ohiro Road, Hutt Road and Takapu Road in response to requests from residents, schools and businesses in these areas.

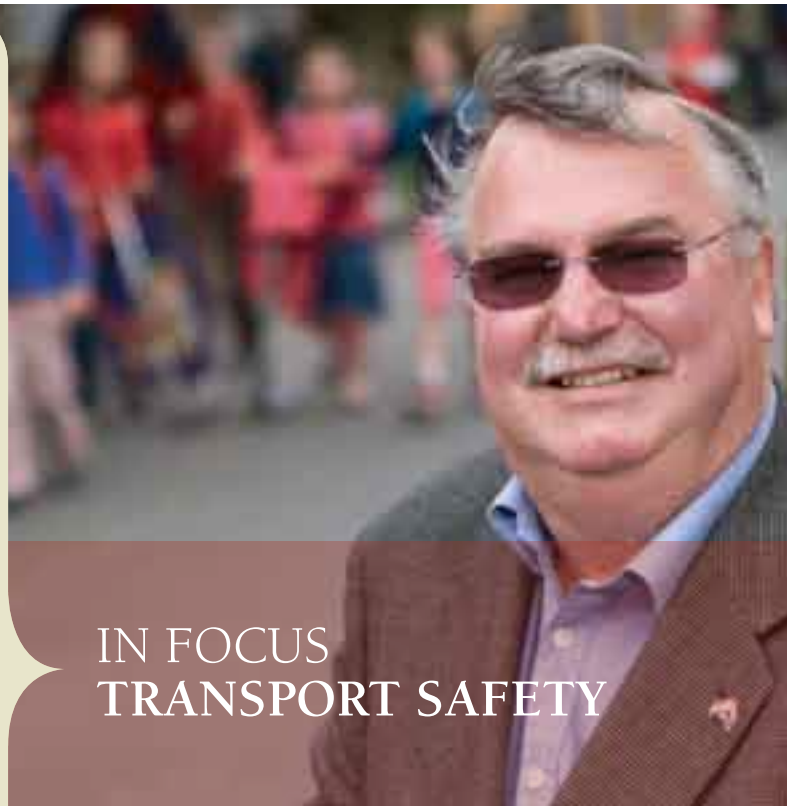
In June 2009, the Council agreed in principle to reduce speed limits in more than 20 suburban centres subject to consultation.

Initial monitoring in other parts of the city where speed limits have been lowered indicates that there have been fewer accidents and accidents have been less severe.

## ACHIEVEMENT OF STRATEGIC PRIORITIES

The Council's 2006-09 strategic priorities:

- **The Council has improved the performance of the city's transport system through Travel Demand Management.**  
Travel Demand Management aims to limit growth in car traffic especially at peak times, increase use of public transport, walking and cycling, and improve integration between all modes of transport. Bus priority measures, safety improvements, adoption of walking and cycling policies and a long-term plan for the Ngauranga-to-Airport transport corridor (see page 15) all contribute to this priority. The results of this work are reflected in residents' improved impressions of the transport network.
- **The Council has advocated for and facilitated investment in the city's state highway network.**  
The Council has worked with the New Zealand Transport Agency (NZTA) on highway projects affecting the city, in particular the long term Ngauranga-Airport plan. The Council has also worked with NZTA and other Councils in Wellington on long-term solutions for the northern corridor.
- **The Council has improved the performance of the city's passenger transport system through bus priority measures.**  
Our long-term plan is for bus priority measures throughout the Golden Mile (see page 15), on major arterial routes, to the Airport and Hospital and key suburban centres including Newtown, Hataitai, Kilbirnie, Brooklyn, Karori, Island Bay and Miramar.
- **The Council has worked to resolve the conflict between access to the port and access to the central area and beyond.**  
Since 2006, we have worked on roading improvements to enhance access to the port and central area. See 'transport networks' on page 18 for more.



## IN FOCUS TRANSPORT SAFETY

A series of Council and community initiatives to improve traffic safety around Redwood School in Tawa have had a "huge impact", says Principal Pieter Braun.

The initiatives have occurred progressively over the last three years, starting with infrastructure improvements such as installation of speed humps to slow cars and crossing islands to improve pedestrian safety.

The Council's Safer Routes to Schools staff have worked with the school – which has a roll 430 – to identify and promote safe walking and cycling routes. Parkwise staff have also visited the area to ensure that parents are not parking illegally and unsafely when they pick up and drop off their children.

"The staff that the Council have appointed to work with us have been very well received," says Pieter. "Working with the school and our road patrols, they have had a huge impact on children's understanding of safer ways of getting to and from school."

"All of these education programmes – getting kids involved, getting mums and dads involved – have made a difference."

Redwood School Principal Pieter Braun.

## ACTIVITY

# TRANSPORT PLANNING AND POLICY

This activity includes:

- **Transport planning**
- **Travel demand management planning**

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. There are also environmental challenges. Vehicles contribute to noise, and water and air pollution, and carbon emissions from vehicles impact on climate change.

We aim to manage these challenges through our transport planning and with specific steps to manage demand. The transport system influences where people choose to live and how easily they can get to and from work and leisure pursuits. That's why we link our transport planning to the growth spine concept in our urban development strategy (see previous section).

### WHAT WE DID

- The Ngauranga to Airport Transport Plan was completed and steps were taken to begin implementation. These included adoption of Cycling and Walking Plans for the city (see 'highlights', page 15).
- We facilitated Wellington's first public car share club, known as City Hop, and started work with cycle hire company Next Bike on a plan for a public bike hire scheme.
- We worked with Greater Wellington Regional Council on school and workplace travel plans.
- Working with the Sustainability Trust, we completed a trial and evaluation of "Getting around Wellington" – a project encouraging residents to get around the city without their cars.

### WHAT IT COST

OPERATING EXPENDITURE (\$000)	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>2.1.2 Transport Planning<sup>1</sup></b>				
Expenditure	353	331	(22)	398
Revenue	(131)	(30)	101	(54)
Net Expenditure	222	301	79	344
<b>2.3.1 Travel Demand Management Planning<sup>2</sup></b>				
Expenditure	146	333	187	202
Revenue	(75)	(80)	(5)	(133)
Net Expenditure	71	253	182	69

<sup>1</sup> The variance in revenue is due to additional NZTA subsidy for Transport Network projects.

<sup>2</sup> The variance in expenditure is due to the Household Travel survey being completed at a regional level and savings on the development of the Walking and Cycling Policy.

## HOW WE PERFORMED

### IMPLEMENTATION OF 'PORT AND FERRY ACCESS' PLAN – ACHIEVEMENT OF KEY MILESTONES

Source: WCC Infrastructure

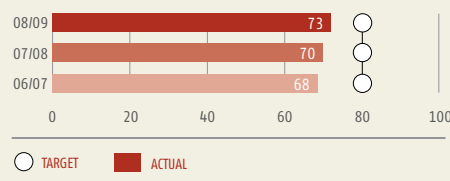
Waterloo Quay has been upgraded between Bunny Street and Kings Wharf in line with our target for the year. The road has been widened and a new traffic signal intersection has been installed at Kings Wharf to provide access to the CentrePort development area, Harbour Quays.

Footpath areas have been created, covered walkways installed, and pohutukawa trees planted in roadside swales which will filter undesirable elements from surface water runoff before it enters the harbour.

Design work is underway for the upgrade of the next section to Hinemoa Street.

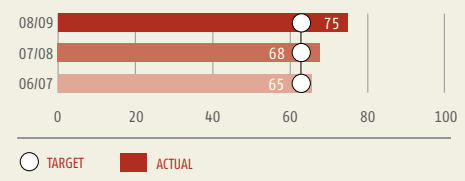
### RESIDENTS (%) WHO AGREE THAT ROADS ARE MAINTAINED TO A GOOD OR VERY GOOD STANDARD

Source: WCC Residents' Survey 2009



### WELLINGTON ROADS (%) THAT RECEIVE A "SMOOTH ROAD" RATING (NAASRA COUNTS)

Source: WCC Infrastructure





## ACTIVITY

# TRANSPORT NETWORKS

Our activities under this area include:

- **Port 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 62 bridges, four tunnels, more than 670km of urban and rural roads, as well as roadside drains, and more than 2400 retaining walls and sea walls.
- **Cycle network** – we manage the city's 23km network of cycleways, about half of which is dedicated cycleways and the rest is shared pedestrian/cycle paths.
- **Passenger transport network** – we support public transport through bus priority measures such as bus lanes and traffic signals that allow buses to go first, and we also provide bus shelters throughout the city.
- **Pedestrian network** – we manage over 960km of footpaths, as well as steps, accessways, subways, and pedestrian malls.
- **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.
- **Road safety** – we work with communities to improve road safety through a combination of education, enforcement and installing physical controls such as traffic lights, roundabouts, traffic islands, pedestrian crossings, guardrails, 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.

We aim to manage and maintain the city's transport network so it is efficient and sustainable.

## WHAT WE DID

### TRANSPORT NETWORK

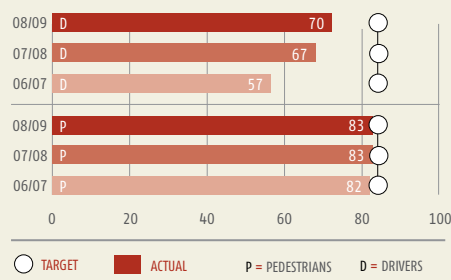
- Replacement of the single-lane Rangoon Street Bridge in Khandallah was completed with a new two-lane bridge officially opened in February 2009.
- We renewed historic 1940s red brick kerb and channels in two sites, Ravi St and Sunshine Ave. This reflects our commitment to retaining the city's distinctive character and 'sense of place'.
- We installed and replaced 6,500 traffic signs, installed two sets of new traffic signals, renewed approximately 24.2km of footpaths, 11.5km of kerb and channels, and we resurfaced 60km of roads. We replaced 87 bus shelters and installed three new shelters (at Grafton Road, Happy Valley Road and Tukanae Street), and oversaw 65 separate civil engineering jobs including minor drainage works, retaining walls and bridge maintenance.
- Substantial strengthening and flood protection work was undertaken on rural roads on the west side of the city including Takarau Gorge Road, Ohariu Valley Road and Opau Road.

### SAFETY

- Reduced speed limits were introduced in Newtown and other areas of the city (see 'highlights').
- We conducted a pedestrian safety campaign focusing on reducing the number of accidents in the central city. From 2004–2008, a total of 440 pedestrians were injured on Wellington roads, and four died. More than 40% of the accidents took place in the CBD. The campaign focused on showing people how easy it was to be distracted by mobile phones or music devices.

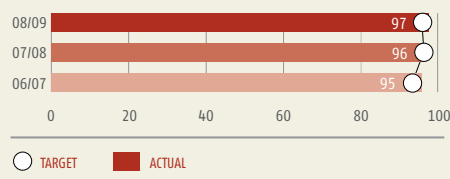
### RESIDENTS SATISFACTION (%) WITH TRAFFIC SIGNALS

Source: WCC Residents' Survey 2009



### TRAFFIC SIGNS THAT MEET CONDITION RATING STANDARDS (3 OR BETTER ON 5-POINT SCALE)

Source: WCC Infrastructure



### ENTIRE INTERSECTION SIGNAL OUTAGES LASTING MORE THAN 24 HOURS

Source: WCC Infrastructure

	2006/07	2007/08	2008/09
TARGET	0	0	0
ACTUAL	1	2	0

- A streetlighting upgrade of Courtenay Place was completed as part of a wider Courtenay Place Precinct Project. The new lights enhance visibility, safety, and energy efficiency.
- We worked with Wellington Police to deliver a cycle light campaign aimed at ensuring that cyclists have appropriate lights.
- We worked closely with cycling groups to provide a cycle route through Newtown as part of the SaferRoads project.

Also see 'how we performed' for ports access.

### WHAT IT COST

OPERATING EXPENDITURE (\$000)	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>2.2.2 Ports Access</b>				
Expenditure	-	-	-	54
Revenue	-	-	-	-
Net Expenditure	-	-	-	54
<b>2.4.1 Vehicle Network<sup>1</sup></b>				
Expenditure	21,734	22,833	1,099	20,157
Revenue	(5,825)	(1,690)	4,135	(5,407)
Net Expenditure	15,909	21,143	5,234	14,750
<b>2.4.2 Cycle Network</b>				
Expenditure	46	60	14	42
Revenue	(9)	(6)	3	(5)
Net Expenditure	37	54	17	37
<b>2.4.3 Passenger Transport Network<sup>2</sup></b>				
Expenditure	925	939	14	860
Revenue	(778)	(548)	230	(610)
Net Expenditure	147	391	244	250

<sup>1</sup> The revenue variance is due to the recognition of unbudgeted vested asset income. The favourable expenditure variance is due to lower than budgeted depreciation resulting from the revaluation of network assets.

<sup>2</sup> The variance in revenue is due to a higher use of bus shelter space (advertising) than budgeted.

OPERATING EXPENDITURE (\$000)	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>2.4.4 Pedestrian Network<sup>3</sup></b>				
Expenditure	4,365	4,481	116	4,724
Revenue	(156)	(45)	111	(706)
Net Expenditure	4,209	4,436	227	4,018
<b>2.4.5 Network-wide Control and Management<sup>4</sup></b>				
Expenditure	3,521	4,008	487	3,333
Revenue	(909)	(950)	(41)	(1,014)
Net Expenditure	2,612	3,058	446	2,319
<b>2.5.1 Road Safety<sup>5</sup></b>				
Expenditure	4,385	4,698	313	4,525
Revenue	(1,260)	(1,233)	27	(1,361)
Net Expenditure	3,125	3,465	340	3,164

<sup>3</sup> The variance in expenditure is due to savings achieved from contract tenders. The variance in revenue is due to the recognition of unbudgeted vested asset income.

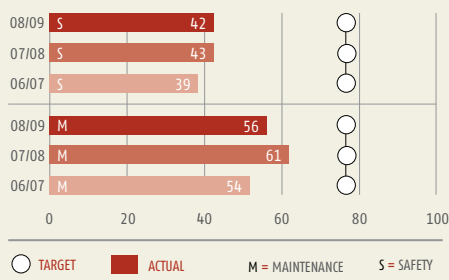
<sup>4</sup> The variance in expenditure is due to lower than expected depreciation resulting from the revaluation of network assets and to vacancies.

<sup>5</sup> The variance in expenditure is due to lower than budgeted depreciation resulting from the revaluation of network assets.

## HOW WE PERFORMED

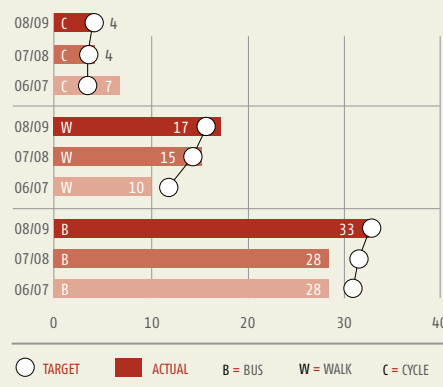
### USERS (%) SATISFACTION WITH CYCLEWAY MAINTENANCE AND SAFETY

Source: WCC Residents' Survey 2009



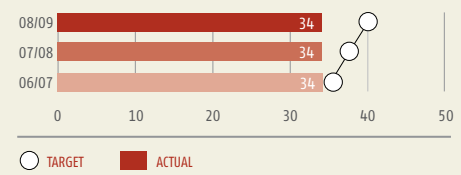
### RESIDENTS (%) MODE OF TRANSPORT TO ACCESS CENTRAL WELLINGTON ON WEEKDAYS

Source: WCC Residents' Survey 2009



### BUS STOPS (%) WITH A BUS-SHELTER

Source: WCC Infrastructure



Three new shelters were constructed this year – the total number of stops increased from 410 to 413.

The Council has committed an additional \$4.75 million over the next decade to strategic cycleways. We expect this to have a positive impact on satisfaction with cycleways.

CAPITAL EXPENDITURE (\$000)	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>2.2.2 Ports Access<sup>6</sup></b>				
Expenditure	2,391	1,415	(976)	31
<b>2.4.1 Vehicle Network<sup>7</sup></b>				
Expenditure	20,049	19,501	(548)	18,405
Unspent portion of budget to be carried forward	N/A	1,052	-	N/A
<b>2.4.2 Cycle Network</b>				
Expenditure	71	75	4	54
<b>2.4.3 Passenger Transport Network<sup>8</sup></b>				
Expenditure	535	534	(1)	242
Unspent portion of budget to be carried forward	N/A	743	-	N/A

<sup>6</sup> Additional capital works to the Port and Ferry Access have been externally funded by Centreport.

<sup>7</sup> A number of projects required detailed design changes delaying programmed works, in addition to delays experienced for land acquisitions.

<sup>8</sup> Capital works on the construction phase of the bus priority project have been delayed due to the consultation and re-design process. Work is scheduled to be completed in 2009/10.

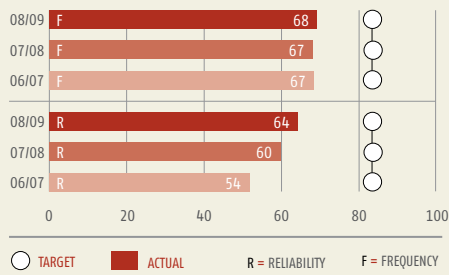
CAPITAL EXPENDITURE (\$000)	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>2.4.4 Pedestrian Network</b>				
Expenditure	4,235	4,437	202	4,557
<b>2.4.5 Network-wide Control and Management<sup>9</sup></b>				
Expenditure	1,684	2,053	369	1,946
Unspent portion of budget to be carried forward	N/A	-	-	N/A
<b>2.5.1 Road Safety<sup>10</sup></b>				
Expenditure	2,703	2,759	56	1,745
Unspent portion of budget to be carried forward	N/A	404	-	N/A

<sup>9</sup> The net favourable variance is due to savings achieved from contract tenders.

<sup>10</sup> The variance is due to the installation of traffic signalling being delayed due to longer than planned public consultation. Work is to be completed in 2009/10.

### RESIDENTS (%) SATISFACTION WITH PUBLIC TRANSPORT RELIABILITY AND FREQUENCY

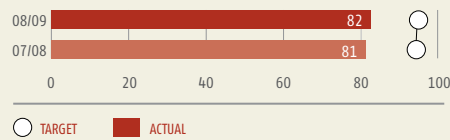
Source: WCC Residents' Survey 2009



While the targets weren't reached the results (for frequency) are broadly in line and (for reliability) improve on past years.

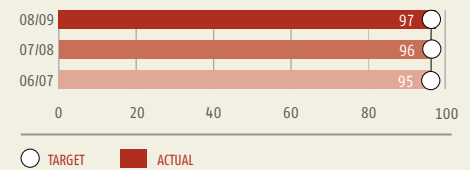
### ROADS (%) WITH A FORMED FOOTPATH ON AT LEAST ONE SIDE

Source: WCC Infrastructure



### STREET PAVEMENTS (%) WITHIN ACCEPTABLE DEFECT LIMITS

Source: WCC Infrastructure



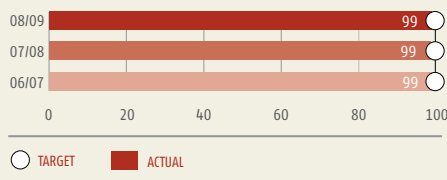


“Wellington’s transport system is generally performing well, but transport is a significant issue for the city. The key challenges we face are to manage demand on the transport network, encourage alternatives to the private car, and enhance safety.”

## HOW WE PERFORMED

### ROAD SAFETY: REPORTED URGENT ROAD HAZARDS MADE SAFE WITHIN 4 HOURS

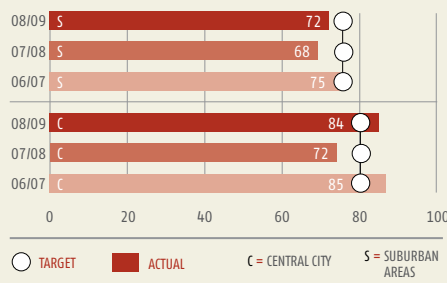
Source: WCC Infrastructure



We have established new response time requirement for dangerous hazards under new term contracts. They are 2 hours (instead of 4 hours).

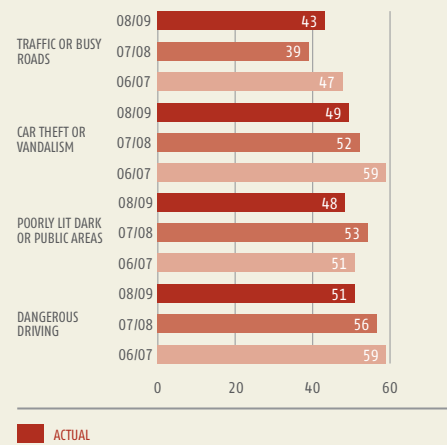
### RESIDENT SATISFACTION (%) WITH STREET LIGHTING

Source: WCC Residents' Survey 2009



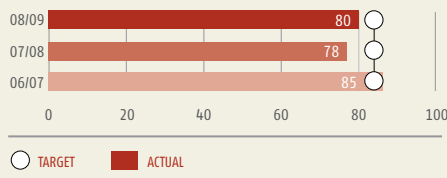
### PERCEIVED TRANSPORT SAFETY ISSUES (%)

Source: WCC Residents' Survey 2009



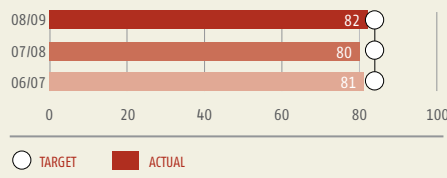
### RESIDENTS (%) WHO RATE MAINTENANCE OF ROADSIDE VEGETATION AS GOOD OR VERY GOOD

Source: WCC Residents' Survey 2009



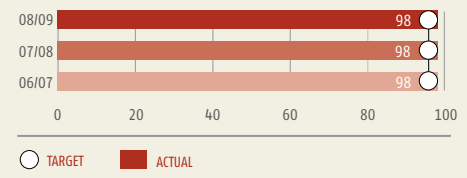
### RESIDENTS (%) WHO RATE STREET CLEANING IN THE CBD AS GOOD OR VERY GOOD

Source: WCC Residents' Survey 2009



### STREET CLEANING – COMPLIANCE WITH PERFORMANCE STANDARDS FOR CBD STREET CLEANING

Source: WCC CitiOperations



# ACTIVITY PARKING

We aim to provide convenient parking throughout the city to ensure as many people as possible can access parking spaces. Provision of car parking helps make Wellington a liveable, prosperous city.

This activity includes provision of more than 3,000 on-street car parking in the central city, coupon parking zones, and resident parking areas which balance the needs of residents, visitors, shoppers and commuters.

Key challenges include: balancing parking against competing demands for on-street space (e.g. bus priority lanes, more space for pedestrians); and managing parking where demand exceeds supply.

## WHAT WE DID

- We ran a campaign to discourage parking on footpaths.
- Eleven new motor cycle bays were installed around the CBD to minimise the number of motor cycles parking on footpaths.
- City-wide tougher enforcement procedures were introduced for illegal parking around schools.

## WHAT IT COST

	ACTUAL 2009	BUDGET 2009	VARIANCE 2009	ACTUAL 2008
<b>OPERATING EXPENDITURE (\$000)</b>				
<b>2.1.1 Car Parking<sup>1</sup></b>				
Expenditure	10,559	10,097	(462)	10,000
Revenue	(25,467)	(24,136)	1,331	(23,785)
Net Revenue	(14,908)	(14,039)	869	(13,785)
<b>CAPITAL EXPENDITURE (\$000)</b>				
<b>2.1.1 Car Parking<sup>2</sup></b>				
Expenditure	926	926	-	228
Unspent portion of budget to be carried forward	N/A	67	N/A	N/A

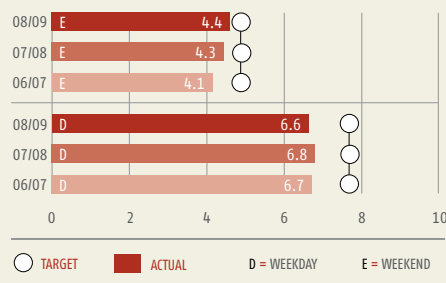
<sup>1</sup> The variance in revenue is due to increased parking enforcement and meter income. The variance in expenditure is due to an increase in contractual and operating costs directly related to the increase in revenue.

<sup>2</sup> Parking bay construction delayed pending resource consent. Work will be completed in 2009/10.

## HOW WE PERFORMED

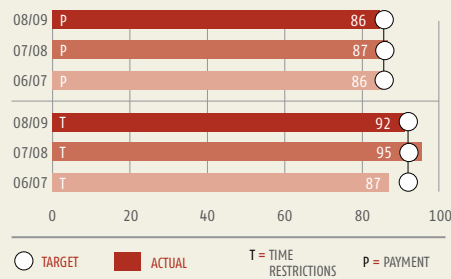
### ON-STREET CARPARK TURN-OVER

Source: WCC Infrastructure



### ON-STREET CARPARK COMPLIANCE – TIME RESTRICTIONS AND PAYMENT

Source: WCC Infrastructure



Parking – The ‘turn-over rate’ is the average number of cars that use a particular car park each day. During the year, an average of 6.6 cars made use of car parks on weekdays, while 4.4 cars made use of each car park on weekends. The results are still below target.