

TRANSPORT

WHAT'S YOUR VIEW?

Comment online www.Wellington.govt.nz

Email 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

We aim to have a well-planned and efficient transport system.

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, and helping to create organisational travel plans.
- 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.

In 2011/12 we will continue ongoing work with NZTA to implement the various projects included in the Ngauranga to Airport which includes improvements to the basin reserve and other highway projects, as well as improvements to our Public Transport, walking and cycling networks.

We also work in partnership with Greater Wellington and NZTA on the Wellington Public Transport Spine Study. This study is looking into a high quality public transport system between the railway station and the hospital in Newtown and other possible connections within the urban growth corridor.

MEASURING OUR PERFORMANCE

Our targets for 2011/12 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.
- 35% of residents use the bus to access the central city on weekdays.
- 5% of residents use cycles to access the central city on weekdays.
- 17% of residents access the central city by walking on weekdays.
- 40% of primary school children walk to and from school on a daily basis.
- An increase in the number of pedestrians entering the CBD on weekdays from 2009/10 and an increase in the number of cyclists entering the CBD on weekdays 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 2011-2012			Capital expenditure 2011-2012
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.1.1 Transport planning - (TDM)	(517)	1,311	794	-
2011/12 7.1 Total	(517)	1,311	794	-
2010/11 7.1 Total	(221)	860	639	-

7. TRANSPORT

7.2 Transport networks

We manage the transport network so it is sustainable, safe and efficient.

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 signals, a closed circuit camera system to minimise congestion at peak times, and a range of road user regulations.
- 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 control signals, pedestrian crossings, roundabouts, guardrails and other traffic calming features.

We promote transport choices including walking, cycling, and passenger transport.

Viable transport choices are important to the health and well-being of our city and its residents. In order to promote cycling in the city, Thorndon Quay and Hutt Road have been identified for improvements and cycle friendly drainage grates will be installed on key cycle commuter routes, in addition to cycling clearways, dedicated road markings and corridors.

At a strategic level we work also progress the Tawa shared path project (a five kilometre path running the length of Tawa) that will continue through to the Porirua city centre. And we will continue to work closely with the New Zealand Transport Agency and the Hutt City Council to develop the Great Harbour Way for cyclists and walkers from Red Rocks on the south coast to Baring Head on the eastern entrance to the harbour.

In response to our Cycling and Walking policies, we will also continue to work 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.

Last year we agreed increased funding to install additional bus shelters on high use bus stops on city-bound routes. This is the second year of that programme and in the next 12 months we will install 25 shelters at the highest priority sites. Additional shelters will be installed over the next decade in conjunction with bus priority measures on key routes.

And make improvements to our roading network infrastructure.

In 2011/12 we will:

- complete the first stage of upgrading Adelaide Road. This will involve widening the Adelaide Road-John Street intersection to provide additional turning lanes to improve traffic flow. We'll also make improvements to pedestrian safety and redevelop the street frontage of Adelaide Road South and John Street. We had originally anticipated receiving funding from NZTA towards road widening work of Adelaide Road. They have since aligned their funding with the Government's priority on 'roads of national significance', so the framework of the Adelaide Road project was adjusted to align with the approved local share to reduce the burden on ratepayers. As a result, some capital expenditure has been reprioritised
- make improvements to Waterloo Quay including improved traffic and freight access to CentrePort and preparation for the installation of two new intersections at Kings Wharf and Cornwall Street.
- progress the construction of the Westchester Drive to Glenside link. This road will provide a direct link for residents of Churton Park and Stebbings Valley to the motorway and go some way to relieving traffic congestion on Johnsonville Road. Construction involves 900m of new road including two bridges and services
- undertake strengthening work of retaining walls in Ngaio Gorge and other key routes. Access in and out of Wellington will be vital after a major earthquake in order to transport people and supplies. Strengthening retaining walls in Ngaio Gorge is necessary to provide an alternative entry/exit route to Wellington than Ngauranga Gorge
- consider and implement further bus priority measures across the city to meet the growing demand and provide a viable alternative mode which is attractive to users. This year will see the extension of bus priority measures in Courtenay Place and Kent and Cambridge Terrace to complement improvements carried out in Manners Street and the rest of the Golden Mile.

We make road safety a high priority.

In 2011/12 safety improvements to the roading network will focus on the following streets:

- Courtenay Place
- Tory Street
- Wakefield Street
- Cable Street

We will also install three sets of active warning signs near schools as well as two driver feedback signs and other ongoing minor safety changes to roundabouts, and kerbs to improve the safety of pedestrians. We will also continue our programme of looking at reducing speed limits in key areas to further increase pedestrian safety and deliver education campaigns road safety aimed at cyclists and pedestrians.

Fees and charges

This activity is funded from New Zealand Transport Agency, user fees such as parking, with the balance from rates. In some areas we seek to recover costs from those who temporarily use parts of our transport network for their own business purposes. We

have proposed some new fees and increases to fees in this area (for further information please see the fees and user charges appendix).

MEASURING OUR PERFORMANCE

Our targets for 2011/12 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 Asset Management 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.
- 64% 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).

WHAT IT WILL COST

7.2 Transport Networks	Operating expenditure 2011-2012			Capital expenditure 2011-2012
	Income (\$000)	Expenditure (\$000)	Net expenditure (\$000)	Total (\$000)
7.2.2 Vehicle network	(1,024)	21,973	20,949	23,596
7.2.3 Passenger transport network	(863)	1,402	549	2,154
7.2.4 Network-wide control and management	(1,862)	6,030	4,168	2,312
7.2.5 Cycle network	(13)	63	50	752
7.2.6 Pedestrian network	(38)	5,471	5,433	5,006
7.2.7 Road safety	(1,582)	5,389	3,807	2,802
2011/12 7.2 Total	(5,372)	40,328	34,956	36,622
2010/11 7.2 Total	(4,894)	37,800	32,906	43,064

7. TRANSPORT

7.3 Parking

Parking in the CBD is important for shoppers, tourists and those working and visiting the city.

We provide CBD on road car parking so that people can conveniently access the central city. 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 of these some 3400 are in the CBD. We provide on street spaces for taxis, couriers, people with disabilities, bus stops, diplomatic services and the like. 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 apply charges using meters and pay-and-display machines.

Additionally, we manage 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.

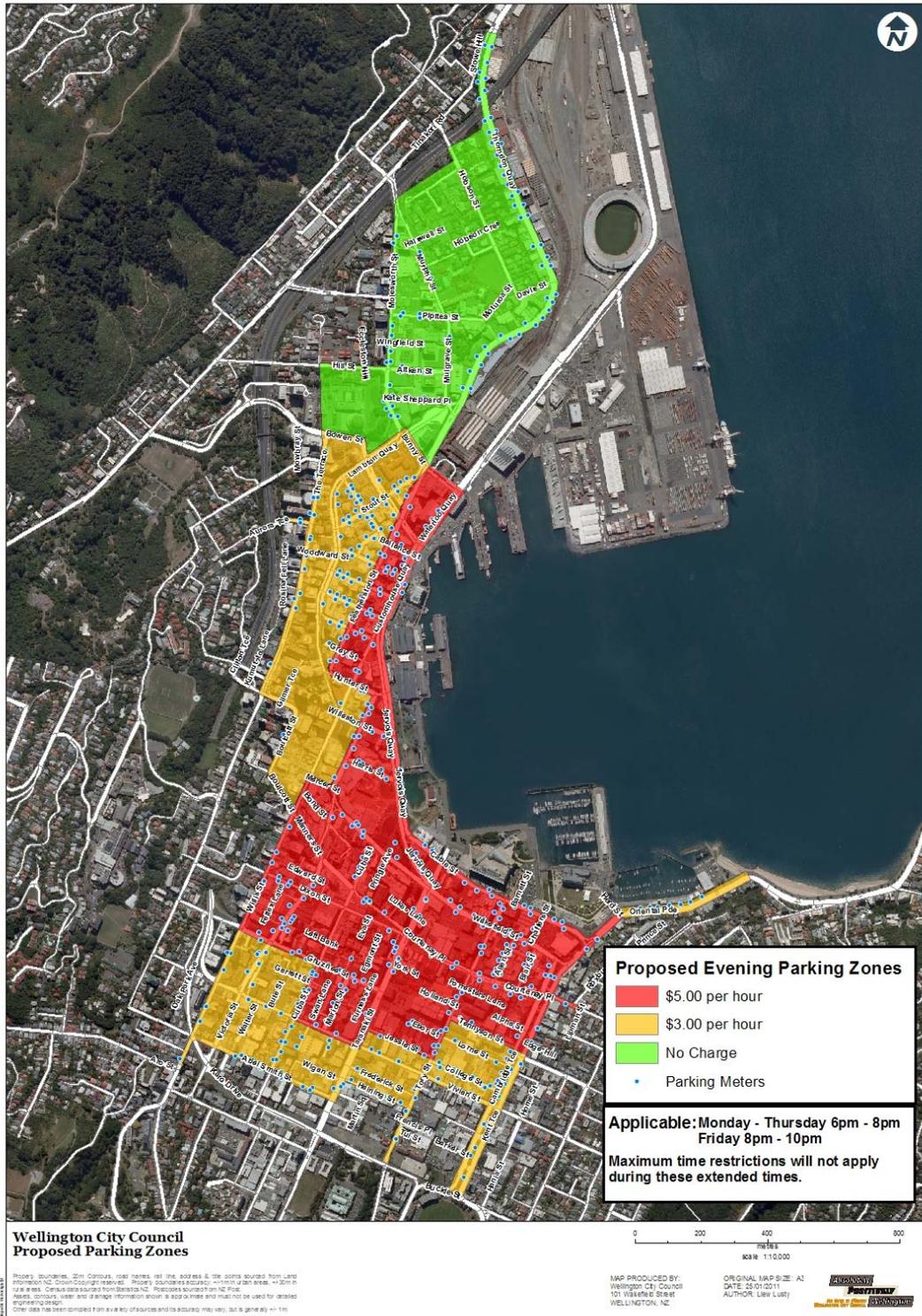
We continually seek to improve our parking service.

There is continual demand for parking in the city. At times people park on footpaths, berms and broken yellow lines causing safety issues. To manage this we have an ongoing programme to identify areas of off street or roadside parking that can be improved.

Fees and charges

We propose to increase parking fees by \$1 per hour and also extend the time when charges apply in the evening in some areas of the city (see map). Parking revenue collected covers the cost of managing the service and providing parking amenities. It also contributes towards transport infrastructure projects including road seal, signs and markings, and free spaces for loading zones, motor cycles and taxi stands. This contribution towards transport projects reduces funding required from rates to around 20 percent of all transport related costs. These costs have continued to increase since the last time that parking fees were increased in 2004. The increase will bring the Council's charges in line with inflationary increases since 2004.

We had considered a nominal fee of \$2 for weekend parking – but on balance – have decided against that option due to the impact on weekend shopping and local businesses. In 2011/12 we will look at how taxi usage of CBD roadside parks and the impacts on turnover and the availability of parking for other users.



MEASURING OUR PERFORMANCE

Our targets for 2011/12 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 87% 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

73 Parking	Operating expenditure 2011-2012			Capital expenditure 2011-2012
	Income (\$000)	Expenditure (\$000)	Net surplus (\$000)	Total (\$000)
731 Car parking	(30,021)	12,178	(17,843)	1,316
2011/12 73 Total	(30,021)	12,178	(17,843)	1,316
2010/11 73 Total	(27,014)	11,880	(15,134)	289