

# Land Transport

## Overview

The Land Transport activity concerns the Roothing division and covers management of all land transport matters, including the city's network of local roads.

There are some 233km of roads within Upper Hutt, virtually all of which are sealed. These comprise 151.8km of sealed urban road, 81.1km of sealed rural road and 1.3km of unsealed rural road. Upper Hutt also contains 46 road bridges, 6 foot bridges, 29 bus shelters, 12 carparks and 1,077 parking spaces, with a total replacement value of \$230 million. State Highway 2 runs the length of the district, from Silverstream through to the Rimutaka Summit, linking Upper Hutt to Lower Hutt, Wellington and the Wairarapa. State Highway 58, although largely outside of Upper Hutt, provides an important link across to Porirua and the Kapiti Coast. The highway system is the responsibility of Transit New Zealand.

For more information refer to the Roothing Asset Management Plan 2005 and Road Safety Programme.

## District Land Transport Programme

This section of the LTCCP is a summary of the Council's District Land Transport Programme. Copies of the District Land Transport Programme can be obtained from the Council if desired.

### Key Council Contributions to Community Outcomes

OUTCOME	OUTCOME	COUNCIL ROLE
ENVIRONMENT	<b>1 People Choose Upper Hutt</b>	PROVIDE attractive and informative directional road signage
ECONOMY	<b>2 Vibrant City Heart</b>	PROVIDE efficient and attractive roads, footpaths and street lighting PROVIDE convenient vehicle parking
ENVIRONMENT	<b>4 Green &amp; Attractive Living Environment</b>	PROVIDE a high quality, accessible and safe road network for all road users PLAN for sustainable development
SOCIAL	<b>5 Safe, Healthy &amp; Strong Community</b>	PROVIDE road safety education DESIGN roads for safety PROVIDE infrastructure that will not be unduly disrupted by disaster
ENVIRONMENT ECONOMY SOCIAL	<b>7 Connected with the World</b>	ENSURE Upper Hutt has excellent access to the state highway system ENSURE the best possible public transport links within and around Upper Hutt

## Key Issues and Responses by Council

### 1. Maintaining a Quality Roothing System

The local roading asset is an extremely valuable community asset, having a total replacement value of \$230 million. Maintaining this asset requires significant and ongoing expenditure.

The major factors which are considered in preparing the asset management plan include:

- Condition rating of road surfaces, footpaths and drainage
- Traffic counts
- Safety inspections and audits
- Routine inspections
- Streetlight and bridge inspections
- Public requests for action
- Road crash data
- Specialist studies e.g. study into the Implications of Forestry Traffic and minimisation of risk for natural hazards.

This data is analysed to produce a twenty year asset management programme for land transport infrastructure. Some changes may be made manually to the programme, to ensure that work is done in a logical, contiguous order and taking into account the activities of other utilities. As with other infrastructural services, should an unexpected event occur, the annual works programme will be re-prioritised to ensure that the most effective and efficient use is made of funding when the repair is carried out.

### 2. Road Links within the Wellington Region

Excellent road links with Wellington, Lower Hutt, Porirua, the Kapiti Coast and the Wairarapa are essential if the businesses and residents of Upper Hutt are to continue to thrive. Central Wellington congestion problems affect Upper Hutt – whether in terms of residents travel to and from work, or for businesses needing to move goods and services quickly and efficiently.

Council will continue to advocate to the Greater Wellington Regional Council and the various central government agencies responsible for land transport, including Transit NZ, Transfund and the Ministry of Transport, to ensure that there is sufficient recognition of and provision for the needs of the Wellington region.

- **Akatarawa Road as a Strategic Road Link**

The economics and practicalities of upgrading Akatarawa Road, which provides a strategic link between State Highways 1 and 2, to a 2 lane road are being investigated.

### 3. Development Contributions

Development places additional demand on the roading infrastructure and upgrades are required to maintain service levels. Council has levied development contributions for roading since 1 July 2004 for the following areas:

- Akatarawa Road
- Kaitoke
- Mangarua
- Katherine Mansfield extension
- Blue Mountains
- Moonshine Hill Road
- Swamp Road
- Alexander Road

The policy on development contributions is contained in Book 2.

## 4. Central City Access and Parking

One of the key issues facing the City Council over the next ten years is how to most effectively contribute to revitalising and growing the city centre. Easy access around town and convenient, free parking are two of the main draw cards available to encourage people to stop and shop in Upper Hutt.

As part of the 'Main Street Vision', a number of recommendations were put forward regarding ways to improve traffic flows and parking. Council proposes to undertake to achieve better located carparking and access within the central city, subject to private sector development initiatives being realised.

## 5. Safety

Safety of all road users is a paramount concern of Council. Council works in conjunction with the NZ Police and the LTNZ to monitor and enforce the safe use of roads. Actions include:

- **Minor Safety Works**

From year to year, a range of minor safety upgrades are undertaken. The Blue Mountains upgrade is being progressed. Traffic calming works are being undertaken where road crash data and anecdotal reports indicate that action should be undertaken.

- **Road Marking and Signage**

Council will continue to repaint road markings, replace damaged signs and install new signs and markings where appropriate to improve safety.

- **Streetlighting**

The streetlighting programme covers the replacement of any streetlight lanterns that fail, the cost of energy for lighting and the installation of new streetlights, according to a programme developed as part of the asset management plan to address areas of lower standard urban lighting.

- **Street Cleaning**

Street cleaning is carried out by contract on a city wide basis, and central city street cleanliness is a priority.

- **Akatarawa Road Safety Upgrade**

This upgrade will address road safety, with improvements being made that are similar to those currently being constructed for the Blue Mountains Road.

- **Camp Street Pedestrian Railway Crossing**

Following a series of discussions with the community, local schools and Toll Rail on pedestrian safety when crossing railways in Upper Hutt, subject to the review of the new Silverstream pedestrian rail crossing, Council will undertake the construction of a new legal crossing from Camp Street across to Granville Street.

- **Road Safety**

Council has developed a Road Safety Programme, which forms part of the Road Safety Action Plan, and incorporates the Police Traffic Safety Service hours and Community Education Programmes. A part time Road Safety Co-ordinator is responsible for implementing the Road Safety Awareness programme. This position is partly funded by Land Transport New Zealand. A number of educational programmes are undertaken each year which target areas of concern indicated by the Upper Hutt Road Safety Report or identified from the public consultation process. Programmes include Safe with Age seminars, Cycle Helmets, Drink Driving, Speed and Inattention.

## 6. Public Transport

A significant number of Upper Hutt people use the public transport system, with over 10% of Upper Hutt residents using it to travel to work, according to the 2001 Census. It is also important for those travelling to school, to major events in Wellington, and for the 11% of Upper Hutt households that do not have access to a vehicle. The responsibility for funding public transport rests with the Greater Wellington Regional Council.

Council will continue to liaise with the Regional Council and public transport services providers such as Toll and local bus companies, to ensure that a convenient and affordable public transport service is provided. It will continue to advocate for a new railway terminal for Upper Hutt, and extension of the suburban train services to Timberlea and Cruickshank.

- **Carparks and Bus Shelters**

Council provides a number of carparks for commuters, in collaboration with the Regional Council. It also provides bus shelters where usage meets Regional Council criteria.

## 7. Pedestrians and Cyclists

Issues for pedestrians and cyclists include:

- Safety.
- Accessibility, especially for those with pushchairs or mobility scooters.
- Uneven road and pavement surfaces.

At the operational level, Council has responded by improving services for cyclists, as follows:

- Safe Cycling Routes to School, clearly marking suitable routes around the city. These routes were identified following consultation with schools, students and parents.
- 'Young Cyclist of the Year' promotion. This annual award is undertaken in collaboration with the local primary schools and Police.
- A recent review of cycling facilities in Upper Hutt.
- Provision of cycle lockers at some rail stations, where there is demand.

Road contractors are constantly monitoring the standard of footpaths and roads, and where a problem arises, act to fix the problem.

## 8. Future Demands

While Upper Hutt's population has remained stable over the past decade, monitoring from the traffic count programme shows that the number of vehicle movements has grown. Residential growth is occurring on the edge of the city and rural areas as well as infill development.

These developments incur a development contribution in the rural area to offset the cost of improvements to the roading network that are necessitated by the development. Future Land Transport needs are being considered as part of the Upper Hutt Growth Study.

## Significant Negative Effects

This activity does not have any significant negative effects on the social, economic, environmental or cultural wellbeing of the local Community when the asset is properly maintained.

# Land Transport

## Level of Service Objectives and Performance Measures

Indicator	Performance Measure	Target 2006/07	Targets For Future Years
<b>Objective:</b>	<b>Council will maintain a safe local roading network with a high quality riding surface and effective directional signage, street lighting and road markings.</b>		
<b>1 ROAD SURFACES</b>			
1a Average Roughness of all City Roads	NAASRA* counts	All roads less than or equal to 125 NAASRA counts <sup>3</sup>	All roads less than or equal to 125 NAASRA counts <sup>3</sup>
1b Roughness of Urban Sealed Roads	NAASRA * counts	Length of urban roads with a roughness less than 150 NAASRA counts is greater than or equal to 75%	Length of urban roads with a roughness less than 150 NAASRA counts is greater than or equal to 75%
1c Roughness of Rural Sealed Roads	NAASRA * counts	Length of rural roads with a roughness less than 150 NAASRA counts is greater than or equal to 65%	Length of rural roads with a roughness less than 150 NAASRA counts is greater than or equal to 65%
<b>2 Road Riding Surface</b>	Community satisfaction with the riding surface of the City's roads	90% of respondents rate as satisfactory <sup>1</sup>	90% of respondents rate as satisfactory <sup>1</sup>
<b>3 SAFETY</b>			
3a Road Crashes	Number of road crashes and casualties	Achieve a reduction in the numbers of road crashes and casualties on that of the previous years <sup>4</sup>	Achieve a reduction in the numbers of road crashes and casualties on that of the previous years <sup>4</sup>
3b Road Design	Carry out an investigation on each black spot identified in the safety report prepared by the Land Transport Safety Authority	Investigations of identified black spots on any local streets that have had a significant increase in crashes in the past year	Investigations of identified black spots on any local streets that have had a significant increase in crashes in the past year <sup>5</sup>
3c Road Marking Satisfaction	Community satisfaction with the City's road markings	90% of survey respondents rate the city's road markings as satisfactory or better	90% of survey respondents rate the city's road markings as satisfactory or better
<b>4 STREETLIGHTING</b>	Street lights inspection	Achieve a minimum 97.5% of streetlights working in the annual City-wide streetlight inspection	Achieve a minimum 97.5% of streetlights working in the annual City-wide streetlight inspection
<b>5 SATISFACTION</b>			
5a Streetlights	Community satisfaction with the streetlighting throughout the City	90% of community survey respondents rate streetlighting as satisfactory or better	90% of community survey respondents rate streetlighting as satisfactory or better
5b Street Cleanliness	Community satisfaction with the cleanliness of the City's streets	90% of respondents rate as satisfactory or better <sup>1</sup>	90% of respondents rate as satisfactory or better <sup>1</sup>
5b Directional Signage	Community satisfaction with the City's directional signage	90% of respondents rate as satisfactory or better <sup>1</sup>	90% of respondents rate as satisfactory or better <sup>1</sup>
<b>Objective:</b>	<b>Council will provide convenient car parking for the central city &amp; commuters.</b>		

# Land Transport

Indicator	Performance Measure	Target 2006/07	Targets For Future Years
<b>6 CAR PARKS SATISFACTION</b>	Community satisfaction with the City's carparks	90% of respondents rate as satisfactory or better <sup>1</sup>	90% of respondents rate as satisfactory or better <sup>1</sup>
<b>Objective:</b>	<b>Council will provide attractive &amp; safe conditions for pedestrians and cyclists.</b>		
<b>7 FOOTPATHS</b>			
7a Footpath Condition	Assessment of footpath conditions to mitigate dangerous surface conditions developing	Inspect footpaths on a six monthly cycle <sup>6</sup>	Inspect footpaths on a six monthly cycle <sup>6</sup>
7b Footpath Satisfaction	Community satisfaction with footpaths in commercial and residential areas	90% of survey respondents rate footpaths in commercial and residential areas as satisfactory or better	90% of survey respondents rate footpaths in commercial and residential areas as satisfactory or better
<b>8 CYCLISTS</b>	Wearing of cycle helmets	Achieve a 90% cycle helmet wearing rate as measured by survey	Achieve a 90% cycle helmet wearing rate as measured by survey <sup>7</sup>
<b>Objective:</b>	<b>Council will provide a road safety program.</b>		
<b>9 EDUCATION</b>	Undertake a road safety education programme	60 people attend the Safe with Age seminars <sup>2</sup>	60 people attend the Safe with Age seminars <sup>2</sup>
<b>Objective:</b>	<b>Council will undertake capital &amp; asset management works in a cost effective manner.</b>		
<b>10 WORKS</b>	Completion of Capital Works	Works completed within budget (Refer to Work Programme)	Works completed within budget (Refer to Work Programme)

\* NAASRA counts are a standard measure of the road surface riding comfort. Typically, the roughness value for a new road is between 70 and 90 NAASRA counts per kilometre.

<sup>1</sup> Annual Community Survey

<sup>2</sup> In-house monitoring

<sup>3</sup> In-house monitoring using data received from RAMM contract

<sup>4</sup> Identified in the Upper Hutt safety report prepared by the Land Transport Safety Authority

<sup>5</sup> Annual Streetlighting Survey

<sup>6</sup> Council Staff Survey

<sup>7</sup> Bi-annual cycle survey

# Land Transport

Work Programme	Forecast LTCCP Year 1 2006/07 (\$ 000)	Forecast LTCCP Year 2 2007/08 (\$ 000)	Forecast LTCCP Year 3 2008/09 (\$ 000)	Forecast LTCCP Years 4-10 years (\$ 000)	Source Of Funding 2006/2007
<b>ASSET MANAGEMENT</b>					
Street Drainage	246	258	266	2,199	Rates/Land Transport New Zealand (LTNZ)
Resealing	435	544	593	4,033	Rates/LTNZ
Road Marking and Signage	254	264	272	2,098	Rates/LTNZ
Lighting	116	209	250	1,016	Rates/LTNZ
Minor Safety	406	224	232	1,828	Rates/LTNZ
Silverstream Bridge	950	0	0	0	Loans
Bridge Refurbishments	70	0	0	817	Loans/LTNZ
Footpaths	262	270	279	2,561	Rates Rates/Greater Wellington Regional Council
Carparks and Bus Shelters	53	55	57	437	Rates
Litter Bin Replacement	7	7	7	58	Rates/Special Funds - Blue Mountain Road/ Accumulated Funds
Miscellaneous Work	90	87	52	1,047	
<b>CAPITAL WORKS</b>					
CBD Development	1,114	723	746	110	Loans
Akatarawa Road Upgrade	0	0	346	1,096	Rates/LTNZ/Accumulated Funds
Parkes Line Rd -MacLaren Street	70	0	0	0	Loans
Karapoti Bridge Replacement	445	0	0	0	Special Funds - Development Contribution
Rural Roads Upgrades	32	260	102	2,311	
<b>PROJECTS</b>					
Akatarawa Road Investigation Study	112	0	0	0	Rates/LTNZ
<b>Total</b>	<b>4,662</b>	<b>2,901</b>	<b>3,202</b>		

# Land Transport

Cost of Service Statement	Forecast Annual Plan Year 0 2005/06 (\$ 000)	Forecast LTCCP Year 1 2006/07 (\$ 000)	Forecast LTCCP Year 2 2007/08 (\$ 000)	Forecast LTCCP Year 3 2008/09 (\$ 000)
Operating Costs	3,758	3,127	3,130	3,223
Interest	127	239	285	306
Depreciation	2,262	2,131	2,294	2,280
Operating Income	(3,369)	(3,571)	(2,532)	(2,612)
<b>NET OPERATING COST</b>	<b>2,778</b>	<b>1,926</b>	<b>3,177</b>	<b>3,197</b>
Capital Expenditure	4,319	4,550	2,901	3,202
Loan Repayments	144	113	171	207
Transfers to Funds	25	287	306	280
Less Depreciation and Other Unfunded Items	(1,904)	(1,761)	(1,912)	(1,882)
<b>TOTAL FUNDING REQUIRED</b>	<b>5,362</b>	<b>5,115</b>	<b>4,643</b>	<b>5,004</b>
<b>Funded by :</b>				
General Rates	3,221	3,329	3,675	3,790
Loans Raised	1,782	1,607	723	1,092
Transfers from Funds	316	102	245	122
Accumulated Funds	43	77	0	0
<b>TOTAL FUNDING</b>	<b>5,362</b>	<b>5,115</b>	<b>4,643</b>	<b>5,004</b>

## 10 Year Financial Forecast

