



Meet the Regional Land Transport Committee (RLTC)

In the next few editions of Transport Futures we will introduce members of the RLTC in groups and roles.

One of the most notable ways in which the Land Transport Management Act 2003 restructured the RLTC was to remove user representatives and replace them with objectives and interest representatives - background descriptions of objectives are in the New Zealand Transport Strategy.

Objectives representatives gathered recently to discuss the scope of their briefs and found there was considerable overlap between them which will enable them to work closely together.

The full list of objective representatives and alternates includes:

Economic Development

Representative Philip Lewin
Alternate Charles Finny

Access and Mobility

Representative John Anderson
Alternate Maurice Bognuda

Safety and Security

Representative Howard Roysds
Alternate John Christianson

Health and Community

Representative Stephen Palmer
Alternate Margo McLean

Environmental Sustainability

Representative Brent Efford
Alternate Michael Mellors

Cultural Interests

Representative Tom Paku
Alternate Jack Rikihana



Pictured at the meeting were: (standing, left to right), Dr Stephen Palmer, Health; Mr Philip Lewin, Economic Development; Mr John Anderson, Access and Mobility; (sitting, left to right), Mr Howard Roysds, Safety; Mr Brent Efford, Environmental Sustainability; and Mr Michael Mellors, Environmental Sustainability.



Terry McDavitt – Chair, Regional Land Transport Committee

Upcoming events

Date	Venue	Format	Agenda
29 March	Greater Wellington	Workshop	Western Corridor/Funding
15 April	Greater Wellington	Workshop	TDM, RLTS review
31 May	Porirua City Council	Meeting	(Western Corridor consult)
7 July	Greater Wellington	Workshop	TBC
18 August	Hutt City Council	Meeting	TBC
6 October	Greater Wellington	Meeting	TBC
8 December	Wellington City Council	Meeting	TBC

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TRANSPORT FUTURES

MARCH 2005

Regional Land Transport Committee Annual prioritisation

Focus of prioritisation in 2005

The principal business of this meeting was to respond to *Transit New Zealand draft 2005/06 - 2014/15 ten year State Highway plan* previously circulated. Graham Taylor, Transit New Zealand Regional Manager, introduced and presented the programme noting the special circumstances applying such as the programme could not include Western (or Wellington) Corridor Study results, could not identify R or C funding, and as usual did not itemise ongoing committed works (eg Kaitoke, Plimmerton, McKays and the Inner City Bypass) that were nevertheless large investments in the region's transport system. RLTC interest centred on large projects (over \$3M), (a) for construction and (b) for progressing through Investigation stages.

Priorities for investigation

RLTC interest focuses on the investigation priorities; this is the route to the construction list to be taken by significant projects identified in corridor plans, and the formalised list of medium-term expectations for major roading improvements in the region.

The TWG report set the platform for a lively discussion – not so much on ranking as on progress. One material amendment was successful – promoting Paekakariki Grade Separation to equal top, joining the Petone-Grenada/ Cross Valley Connector, Ngauranga-Aotea, and Petone-Ngauranga complex.

Investigation priorities

Project	Recomm. Rank
Petone to Grenada Link	1=
Ngauranga to Aotea Quay Capacity Improvements	1=
Petone – Ngauranga Capacity Improvements	1=
Increase Hutt Rail Frequency	4
Akatarawa Road upgrade	5
SH2 intersection safety improvements	6
Masterton bypass and Forestry Roding	7
Paekakariki Grade Separation	8
Kennedy Good interchange	9
Aotea Quay Off Ramp realignment	10
Otaki to Te Horo Expressway	11
Rail electrification to Timberlea	12=
Featherston to Wellington Express Train	12=
Rimutaka Hill 70kph design	14

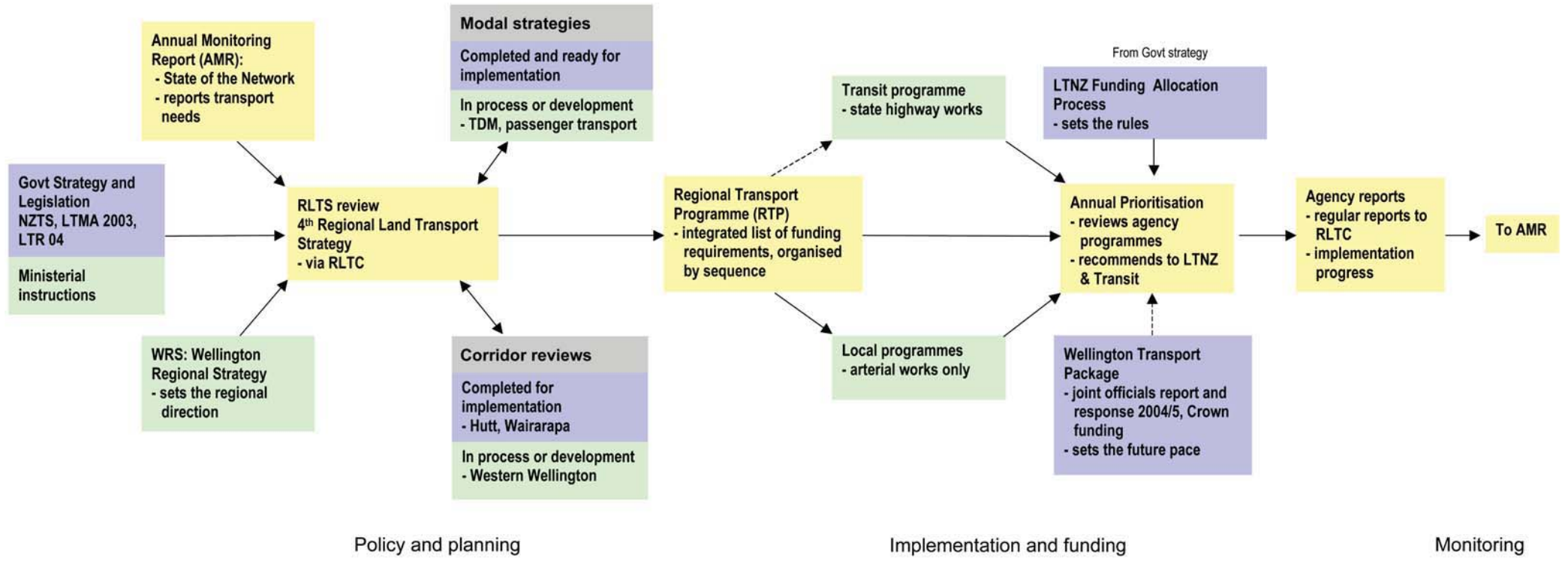
Priorities for Construction

A Technical Working Group (TWG) report set the platform. TWG recommendations were endorsed with one amendment that promotes Rimutaka Corner Easing (Muldoon's) to fifth on the list. The top four remained Western Link Road, Centennial Highway median barrier, Dowse to Petone and Basin Reserve improvements.

Large construction priorities

Project	RLTC 2005 Recomm. Rank
Western Link Road – stage 1	1
Centennial Highway median barrier	2
Dowse to Petone upgrade	3
Basin Reserve capacity improvements	4
Rimutaka Corner Easing (Muldoon's)	5
Western Link Road – Stage 2	6
Valley Floor Connector	7
Melling Interchange	8
SH2/58 Interchange	9
Whitford Brown Grade Separation	10
Tawa interchange safety improvements	11
Haywards (SH2 to Summit) four laning	12

RLTS processes



Key

Complete
Work in progress
Ongoing RLTS cycle

Abbreviations

LTMA	Land Transport Management Act 2003
LTNZ	Land Transport NZ
LTR	Land Transport Review
NZTS	New Zealand Transport Strategy
RLTS	Regional Land Transport Strategy
RLTC	Regional Land Transport Committee
TDM	Transport Demand Management
WRS	Wellington Regional Strategy (growth)

The diagram illustrates the structure of several different RLTS processes. Follow the yellow boxes to understand the logical sequence, and to see where any particular exercise is going to next.

For example, once completed the current Western Corridor Review (WCR) will become absorbed in the new RLTS and hence feed into the regional transport programme. From there the RLTC will inform agency programmes for future prioritisation rounds and agency reports.

In the real world the different exercises are in different rhythms, so it is commonplace to have several elements of this diagram on the agenda of the same meeting. Prioritisation (March) and Monitoring (September) occur annually, but RLTS Reviews, Corridor and Modal Reviews and Programme Reviews can be more than a triennium apart. The Wellington Regional Strategy and Wellington Transport Package exercises shown here are one-offs of current interest.



FEBRUARY 2005

Passenger Transport Statistics for the Wellington region

This is issue number one of what is intended to be a quarterly report on passenger transport statistics.

Editorial

This is the first quarterly passenger transport statistics report. This first report contains the information that would have previously been provided to the Passenger Transport Committee in the Divisional Manager's report, with one big difference.

The information here is for a set period, the three months of October, November and December 2004. This will enable direct comparisons with similar periods as these reports develop. It will also coincide with the statistical report requirements of Land Transport New Zealand from July 2005.

Looking forward, the report will be able to identify trends, particularly showing what progress is being made towards the Council's LTCCP outcomes.

The report as this stage contains the following sections:

- financials for the Transport Division
- progress on the Annual Plan
- monitoring of the LTCCP outcomes
- service monitoring data

These quarterly reports are for Councillors and should therefore provide information that Councillors find most useful. We are looking for feedback on the report content.

Dave Watson

Progress on Annual Plan

Planning and monitoring the transport network

- The review of the Regional Land Transport Strategy will continue within a budget of \$230,000 (YTD \$86,230.00)
- A series of cycling promotion initiatives will be implemented within a budget of \$126,000 (YTD \$38,364.48)

Building the public transport infrastructure

- All current public transport user facilities will be maintained in accordance with the Council's guidelines to the satisfaction of the Manager, Transport Policy, and within a budget of \$766,000 (YTD \$389,753.62)
- The Council will provide additional bus-only lanes and bus priority systems within Wellington City in conjunction with Wellington City Council, within a budget of \$145,000 (YTD \$52,625.97)

Funding and promoting public transport

- The Council will achieve, through the tendering process approved by Transfund New Zealand, a total contract price for bus and rail services of no more than \$42,683,000 (YTD \$20,902,699.00)
- All tendering and contract procedures will be carried out in accordance with the competitive pricing procedures approved by Transfund New Zealand
- A 24-hour, 7-day passenger timetable enquiry service will be provided within a budget of \$380,000 (YTD \$204,516.00)

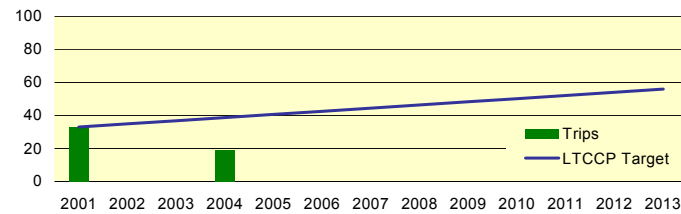
Monitoring LTCCP outcomes

The 2003-2013 LTCCP set the following transport targets:

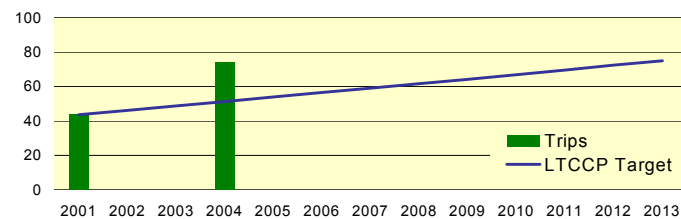
- Promoting reduced vehicle emissions and managing traffic growth
- Encouraging greater use of public transport, cycling and walking
- Funding public transport services and facilities – and encouraging their use
- Trying to achieve a good balance between private and public transport use
- Supporting integrated land-use and transport planning
- Supporting selective road improvements
- Assisting people with disabilities
- Promoting safety within our transport systems (eg at bus stops and train stations)

All these LTCCP targets are currently monitored and formally recorded in the annual report of the RLTS. All the information is collected on an annual basis. The information shown below is taken directly from the September 2004 RLTS monitoring report.

Short trip active mode use



Percentage of trips less than 2km made by pedestrian or cycling modes. Source: GWRC household survey, 2001; GWRC active mode survey, 2004



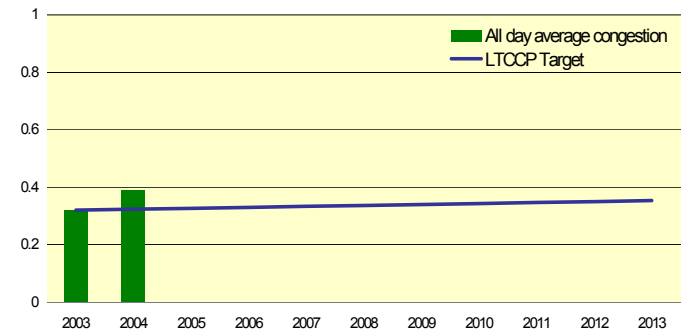
Percentage of trips less than 1km made by pedestrian or cycling modes. Source: GWRC household survey, 2001; GWRC active mode survey 2004

Definition: The graphs show how the percentage of short trips by the active modes of cycling and walking compare with the GWRC LTCCP targets. As the 2001 data was collected as part of an expensive model calibration survey, it was decided to instigate a new annual 'active mode survey' using similar methodology to that in the 2001 survey.

Interpretation: The 2004 active mode survey showed that only 19% of people made trips of less than 2km by the active modes of cycling or walking (c.f. 33% in 2001), while 74% made trips less than 1km by the same modes (c.f. 44% in 2001).

Comments: As the methodology of the 2004 active mode survey was not identical to that of the 2001 survey, it will be some years before an accurate trend will emerge. The LTCCP target is that 75% of all trips up to 1km are walked or cycled and 56% of all trips up to 2km are walked or cycled by 2013. While already a relatively high number of people make short trips by active modes, GWRC aims to encourage significantly more trips by these modes.

Travel time performance indicator: Greater Wellington regional congestion



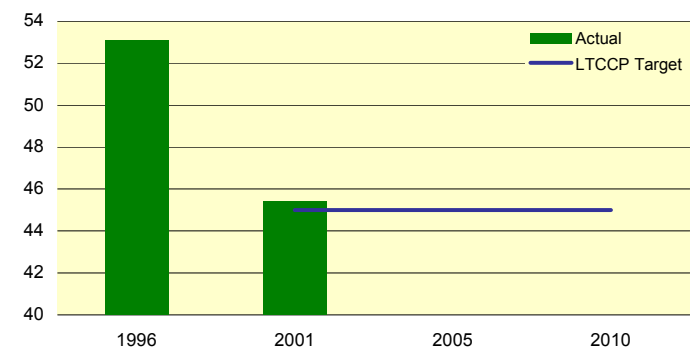
Greater Wellington regional congestion (mins delay/km travelled). Source: Transit New Zealand

Definition: The graph shows all-day average congestion on Wellington's roads compared with the GWRC LTCCP target.

Interpretation: Between 2003 and 2004 all-day average congestion increased 22% to 0.39 minutes' delay per kilometre travelled.

Comments: The LTCCP target is based on congestion not increasing by more than 1% per year from 2003, so the 22% increase experienced in the last year is of concern. The new regional Travel Demand Management Strategy and Road Pricing Study, both due for release in mid-2005, should go some way to identifying methods for addressing this issue.

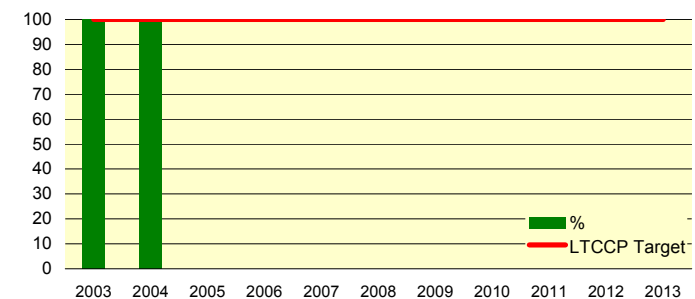
Mode of journey to work



People travelling into Wellington CBD by private car, truck or van. Source: Statistics New Zealand

Definition: The graph shows the percentage of people travelling into the Wellington CBD on census day. Census information is collected five-yearly and covers a single day. Data is available for 1996 and 2001, so this indicator will next be updated in the 2007/08 AMR. An LTCCP Target is that 'less than 45% of work trips into central Wellington are made by private car'.

LTCCP safety perceptions on public transport



People surveyed not citing safety concerns as a reason for not using public transport. Source: GWRC perception survey, 2004

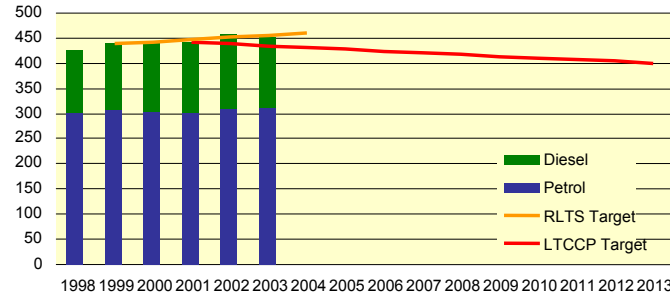
Definition: The graph shows the percentage of respondents who said they had not used public transport in the past 12 months

owing to safety concerns. The GWRC LTCCP target is also represented.

Interpretation: The graph shows that of the 201 respondents who said they had not used public transport in the past 12 months, none cited safety concerns as the reason.

Comments: This is the second year GWRC has measured perceptions of GWRC residents. This year we have again achieved our LTCCP target of 'no-one cites safety as a reason why they do not use public transport'.

Fuel consumption



Greater Wellington fuel (diesel and petrol) consumption (million litres). Calendar year. Sources: local authorities

Definition: The graph shows calendar-year total petrol and diesel sales in each local authority, as collected monthly for the local body fuel tax. Although some non-retail sales occur, and some fuel is purchased outside the region but used in it (and vice versa), this is nevertheless a reliable measure of total regional fuel consumption. Sub-regional disaggregation adds little value to the data as fuel is not necessarily used in the area in which it is bought.

Interpretation: Regional petrol and diesel sales fell by 1.3% between 2002 and 2003, down to 452 million litres consumed. This fall was driven by the western part of the region (where over 86% of regional fuel is sold), where total fuel sales fell by almost 2%. It was the opposite for Wairarapa, where fuel sales increased by just over 2%.

Comments: Transport-produced ambient vehicle emissions are linked to fuel consumption. Total fuel sales are, therefore, a reasonable proxy measure for total air pollution attributable to motor vehicles.

At present, fuel sales continue to demonstrate slow growth. Work will be required if we are to meet our LTCCP Target.

Service monitoring data

Patronage

