



Report **05.673**
Date 30 November 2005
File TP/01/04/03

Committee **Regional Land Transport**
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RLTS Review - The Role of Land Transport Modes

1. Purpose

To present to the Committee the proposed role for each of the region's land transport modes, to be included in the draft RLTS when it is released for consultation in early 2006.

2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

Section 175(2)(j) of the Land Transport Act 1998, as amended by the Land Transport Management Act 2003, requires every regional land transport strategy to 'identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic'.

Attachment 1 of this report describes in detail the role of the different transport modes in the Greater Wellington region. It is proposed that this attachment be included as a chapter of the draft RLTS in accordance with the above legislative requirement.

4. Comment

The region's transport system is often referred to as a single entity. However the transport system is made up of many different modes, each with a unique role based on its particular characteristics.

The predominant mode of transport within our region is by private car, accounting for over 70% of trips made in our region every day. The popularity of the private car as a mode choice is based on its convenience, flexibility and in some cases affordability. There are also many trips where the time of travel,

origin and/or destination, goods or equipment carried, mean the trip cannot be served by any other mode. It is likely that the private car will continue to be the most dominant mode of travel for the foreseeable future. However it is acknowledged that increasing oil prices are likely to support a greater mode shift to other forms of transport as these become relatively more affordable.

While the draft RLTS recognises the predominance of the above mode and seeks to provide for an improved level of service for high value car journeys, a key component of the draft Strategy is to maintain and improve the mode share of walking, cycling and Passenger Transport (PT) within our region.

Passenger rail provides a key role along strategic routes by carrying large numbers of people through congested corridors to the Wellington CBD. Buses provide PT services throughout urban and suburban areas within the region, in addition to providing an important supporting role for rail as a local connector network. Taxi's also play a key role by providing for those trips which are not catered for by scheduled PT services or routes, particularly for those who do not have access to a private car or with limited mobility.

Walking and cycling can have significant health and environmental benefits and are often the most efficient mode for short trips. Walking in particular is widely used to access a range of facilities and locations, including in combination with other modes for longer journeys.

The ability of the regions transport network to move freight in an efficient and reliable way is crucial to the region's continued economic growth. Rail freight has an important role in the movement of freight over longer distances, thereby reducing pressure on the road network and the environment. Road freight is particularly important in serving shorter freight journeys which cannot be transferred to rail. These journeys should be supported by an efficient and reliable road network with strong links between the regions industrial and commercial centres.

Achieving the strategy's vision of an integrated land transport system that supports the region's prosperity in a way that is economically, environmentally and socially sustainable will involve recognising and providing for the specific role each transport mode as part of the overall transport network.

5. Communication

There is nothing to communicate.

6. Recommendation

That the Committee:

Agrees the role for each mode, as set out in Attachment 1 of this report, be included in the draft Regional Land Transport Strategy.

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Attachment 1: The Role of the Modes Paper (for inclusion in the draft RLTS)