



**Transport
Futures**

2000/2001 Annual Report

on the Regional Land Transport Strategy

Prepared by the
Transport Policy Department,
Wellington Regional Council

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CONTENTS

CONTENTS.....	1
SUMMARY	3
1 INTRODUCTION.....	5
2 BACKGROUND.....	6
2.1 LEGISLATION	6
2.2 IMPEDIMENTS TO IMPLEMENTING THE STRATEGY.....	6
3 OBJECTIVES	7
3.1 ACCESSIBILITY AND ECONOMIC DEVELOPMENT	7
3.1.1 <i>Expand and enhance Urban Public Passenger Transport</i>	<i>7</i>
3.1.2 <i>Improve the effectiveness of the strategic road network</i>	<i>8</i>
3.1.3 <i>Influence total travel demand by well-considered land use</i>	<i>9</i>
3.1.4 <i>Expanding and enhancing walking and cycling routes.....</i>	<i>11</i>
3.2 ECONOMIC EFFICIENCY AND AFFORDABILITY.....	13
3.2.1 <i>Price the strategic transport network to encourage its efficient use</i>	<i>14</i>
3.2.2 <i>Contain the growth of commuter road traffic</i>	<i>15</i>
3.3 SAFETY	17
3.3.1 <i>Improve the safe operation of the transport network.....</i>	<i>17</i>
3.4 SUSTAINABILITY	18
3.4.1 <i>Minimise the impact of transport on the environment.....</i>	<i>18</i>
4 PROGRESS MADE ON RLTS	19
4.1 TRANSIT NZ	20
4.2 WELLINGTON REGIONAL COUNCIL	22
4.3 WELLINGTON CITY COUNCIL	24
4.4 KAPITI COAST DISTRICT COUNCIL	25

LIST OF TABLES AND FIGURES

TABLES

TABLE 1:	AGGREGATE ZONE GROUPS DETERMINED BY LOCAL GOVERNMENT AREAS	10
TABLE 2:	REGISTRATION OF MOTOR VEHICLE.....	13
TABLE 3:	CAPITAL EXPENDITURE BY TRANSPORT AUTHORITY	14
TABLE 4:	PROJECT STATUS EXPLANATION	19
TABLE 5:	TRANSIT NZ PROJECT STATUS	20
TABLE 6:	WELLINGTON REGIONAL COUNCIL PROJECT STATUS	22
TABLE 7:	WELLINGTON CITY COUNCIL PROJECT STATUS.....	24
TABLE 8:	KAPITI COAST DISTRICT COUNCIL PROJECT STATUS	25

FIGURES

FIGURE 1:	INDEX OF AGGREGATED PATRONAGE AND SERVICE FIGURES FOR ALL SERVICE PROVIDERS (SOURCE: KEY FACTOR DATA SUPPLIED TO TRANSFUND)	7
FIGURE 2:	PARK AND RIDE FACILITY USAGE – VEHICLES.....	8
FIGURE 3:	REGIONAL STRATEGIC ROAD NETWORK	9
FIGURE 4:	DISTRIBUTION OF OCCUPIED DWELLINGS IN WELLINGTON CITY.....	10
FIGURE 5:	DISTRIBUTION OF OCCUPIED DWELLINGS IN THE HUTT VALLEY AND WAIRARAPA (SOURCE: STATISTICS NZ) ..	11
FIGURE 6:	DISTRIBUTION OF OCCUPIED DWELLINGS IN PORIRUA AND KAPITI COAST	11
FIGURE 7:	TRANSPORT FUEL PRICES – MARCH 2000 PRICES	13
FIGURE 8:	INDEX OF ANNUAL AVERAGE DAILY TRAFFIC AT SELECTED SITES ON THE STATE HIGHWAY SYSTEM (SOURCE: TRANSIT NEW ZEALAND)	15
FIGURE 9:	THE WRC TDM PROGRAMME.....	16
FIGURE 10:	NUMBER OF CASUALTIES IN THE WELLINGTON REGION – ALL ROADS.....	17
FIGURE 11:	REGIONAL FUEL SALES INDEX (FUEL SALES IN LITRES)	18

SUMMARY

This report fulfils the requirements of the Transport act by reporting on the progress made in implementing the 1999-2004 Regional Land Transport Strategy. The report summarises progress during the 2000-2001 financial year.

ACCESS

- Public transport passenger KM's increased by 1.8%, continuing the trend of the past few years.
- After a decrease in road traffic between 1998 and 1999, traffic on the strategic road network increased between 1999 and 2000.
- Transport Authorities continued to provide facilities for cyclists.
- WRC (Wellington Regional Council) is investigating a Regional Pedestrian Strategy.

AFFORDABILITY

- Capital expenditures by transport authorities remained stable between 1999 and 2000.
- Transport costs to users rose sharply in the 2000-2001 financial year due to the increase petrol prices.

SAFETY

- Projects to improve safety on the region's roads continued with Transit NZ implementing road safety projects and the LTSA Local and Regional Council's implementing road safety education programmes.
- Injuries from crashes on the region's roads declined with the lowest injury crashes in ten years.

SUSTAINABILITY

- Sustainability objectives remained an integral part of all transport projects and corridor studies.
- Regional petrol purchases (in litres) decreased three percent between 1999-2000 and 2000-2001 while regional diesel (in litres) purchases increased four percent. Overall fuel purchases fell one percent.

WELLINGTON CBD CORRIDOR

- The Wellington CBD Corridor Study was initiated as a joint transport study with Wellington City Council (WCC). The results of the study fell outside this reporting period.
- Wellington Regional Council's Passenger Transport Committee has become concerned about the slow introduction of bus priority measures in Wellington City. The committee is working with WCC to ensure these much needed projects proceed earlier than the WCC currently has them programmed.

HUTT CORRIDOR

- The Hutt Corridor Study is proceeding. The technical group has considered the results of preliminary stage one modelling. WRC officers have begun refined stage one modelling.

WESTERN CORRIDOR

- Transport authorities are continuing to implement the western corridor plan. Individual progress is summarised below:
 - Transit NZ has made progress in implementing projects set out in the RLTS. However, Transit has indicated that some projects may be delayed in the Environment Court. WRC stresses that improvement of capacity of the existing strategic network be balanced (RLTS: 2.2.1) and that the effect of the delays be considered on other capacity improvements.
 - Many public transport projects listed in the RLTS for completion by 2004 are either in operation or planned to be implemented shortly. The key rail infrastructure projects are on hold pending the outcome of the Tranz Metro Wellington purchase which is putting the long-term future of rail services at risk.
 - Kapiti Coast District Council is planning to begin construction of the Western link road in 2004-2005.

1 INTRODUCTION

The 1999-2004 Wellington Regional Land Transport Strategy is based on state-of-the-art technical analysis set in a context of transport legislation and regional policies.

Section 2 of this report presents a brief background of the RLTS. The legislative context of the RLTS, the regional policy statement, and impediments to implementing the strategy are summarised.

Section 3 assesses the state of each of the objectives. *Accessibility and Economic Development* is examined by considering public transport information (service/patronage, Park and Ride; changes in land-use (2001 Census provisional results) and; initiatives being made for walking and cycling in the region.

Economic Efficiency and Affordability is assessed by looking at money spent by road users (RUC and petrol prices); capital expenditure by transport authorities; progress made on road pricing investigations and; levels of commuter traffic on the Strategic Road Network (STN).

Safety objectives are reported in a summary of the Land Transport Safety Authority's Wellington Regional Report for 1996-2000. *Sustainability* objectives are assessed using fuel consumption data for the region.

Section 4 discusses the progress each transport authority has made in implementing projects identified in the RLTS. Each project is allocated to the authority that has a main responsibility for implementing them and each project assessed as to its status.

Section 4 also updates progress on the corridor studies. The Western Corridor Study is complete. Corridor studies in progress include the Wellington CBD Corridor Study and the Hutt Corridor Study.

2 BACKGROUND

2.1 LEGISLATION

Section 182 (1) of the Land Transport Act 1998 states:

Every regional council that is required to prepare a regional land transport strategy must prepare an annual report as to the progress in implementing its regional land transport strategy.

Section 175 (1) of the Land Transport Act 1998 states:

Every regional council must prepare a land transport strategy for its region.

Background to the development of the 1999-2004 Wellington RLTS can be found in Section A of the RLTS.

Section 175 (3) of the Land Transport Act 1998 states:

A regional land transport strategy may not be inconsistent with any regional policy statement or plan that is for the time being in force under the Resource Management Act 1991.

The statutory transport directives contained in the Wellington Regional Policy Statement are discussed on page 14 of the RLTS.

2.2 IMPEDIMENTS TO IMPLEMENTING THE STRATEGY

The impediments to implementing the RLTS, identified in previous annual reports remain. These are detailed in WRC's *"The Wishbone Study – Delivering land transport outcomes in the Wellington Region"*.

The report concluded that while legislation requires that regional land transport strategies be produced, it doesn't require them to be implemented. The problems are compounded by the lack of guidance in a national land transport strategy and by a complex and restrictive funding regime.

The report recommended that the legislative regime be changed to require the implementation of regional land transport strategies. The funding regime should be changed to enable regional land transport strategies to be implemented.

* The Regional Council set up the Regional Land Transport Committee under section 114_o of the Local Government Act 1974 [*"...a local authority may delegate to a committee any of its functions, duties or powers..."*]. One of the delegations of the committee is to ensure *"that the Regional Land Transport Strategy is consistent with all statutory requirements"* (Councillor's Handbook, December 1998, 9.1.2).

3 OBJECTIVES

3.1 ACCESSIBILITY AND ECONOMIC DEVELOPMENT

3.1.1 Expand and enhance Urban Public Passenger Transport (RLTS: Theme 1.1)

(1) Public Transport Service and Patronage

Figure 1 shows the increase in WRC-supported public transport provision, and the corresponding increase in patronage. The data is taken from the reports supplied to Transfund at the end of each financial year. The data includes both school and public contracts.

Service provision is calculated by multiplying the number of seats on a transport line (capacity) by the annual vehicle km. Passenger km are calculated by multiplying passenger numbers by the number of stages travelled.

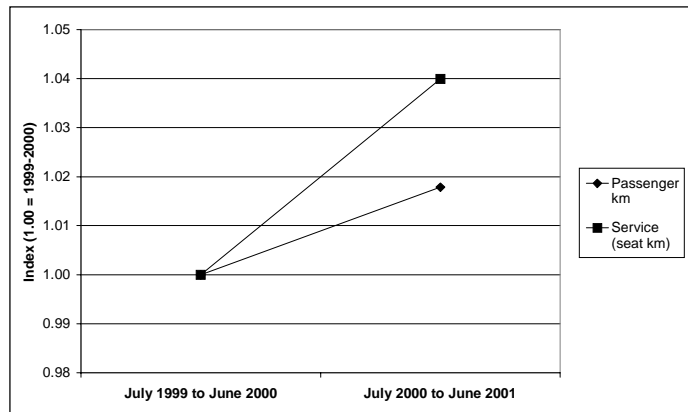


Figure 1: Index of aggregated patronage and service figures for all service providers (Source: Key factor data supplied to Transfund)

The results show that Service increased by four percent since 1999 and public transport usage has increased by 1.8%. The reporting of patronage data has only recently been standardised making it difficult to extract long term trends in public transport usage. However, public transport officers report that public transport patronage and service has been growing steadily over the past decade.

(2) Park 'n' Ride Usage

The Park and Ride facilities allow public transport users to travel to a station in their private vehicle, and park there for free. This is a critical component of the public transport network. WRC has made an effort in the current RLTS to increase its number of Park and Ride sites and improve the quality of existing parks.

Figure 2 shows capacity and usage of the park and ride system for clusters of railway stations around the Wellington Region. A WRC officer has estimated capacity, as some car parks are unmarked. The number of car parks used is an average taken from surveys throughout the year.

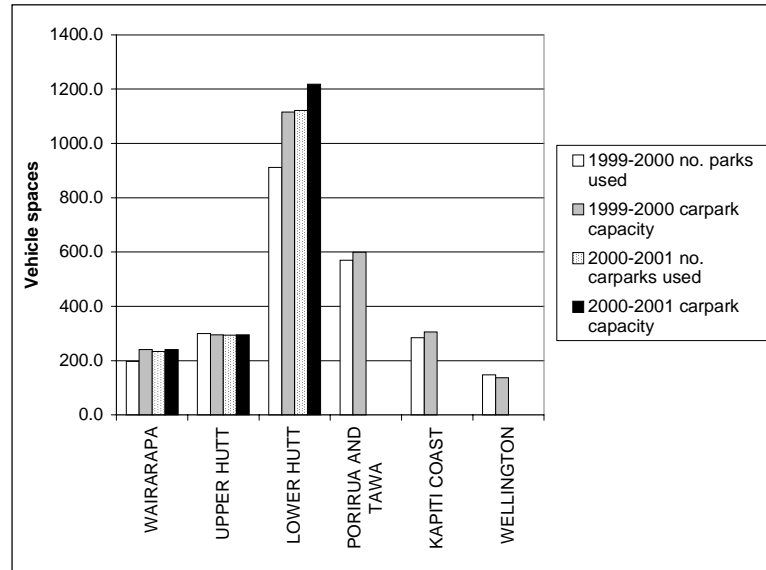


Figure 2: Park and Ride facility usage – vehicles
(Source: WRC Monitoring)

The car parks are well used with total park and ride utilisation at 89% in the 1999-2000 financial year. Even though 2000-2001 monitoring is not complete we are seeing increasing use of the Park and Ride system. This is supported by an increase in both the quality and quantity of official Park and Ride car parks.

The most significant improvement in Park and Ride usage is in Lower Hutt. Usage increased nearly 23% between the 1999-2000 and 2000-2001 financial years.

Analysis by WRC (for Transfund funding applications) indicates that if the Park and Ride facilities did not exist a significant number of extra cars would be added to the strategic road network during the peak period. Recent experience has been that new capacity at the Park and Ride sites have been consumed quickly.

3.1.2 Improve the effectiveness of the strategic road network (RLTS: Theme 1.2)

The Strategic Road Network (SRN) is illustrated in figure three. It is the part of the network that is designed to carry predominantly through traffic rather than local traffic. Projects listed to improve the effectiveness of the SRN are listed in Section 4.



Figure 3: Regional Strategic Road Network
(Source: RLTS 1999-2004 Appendix 2)

Traffic levels at certain points along this network are discussed under theme 2.2.

3.1.3 Influence total travel demand by well-considered land use (RLTS: Theme 1.3)

(1) Changes in land-use

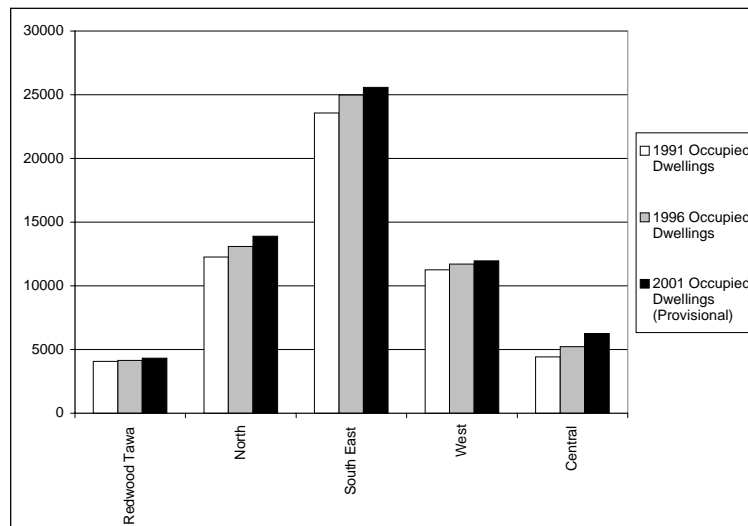
Residential and business locations are major factors driving transport demand. The aim of this theme is to find optimal land-use patterns that can help reduce the demand for travel. This Annual Report uses some of the provisional 2001 census results.

The data has been grouped into sectors identified in the Regional Land Transport Model. These groupings are described in table 1. This makes it easier to compare actual data with modelled data.

**Table 1: Aggregate Zone Groups Determined by Local Government Areas
(Source: WTSM User Manual)**

<i>Groupings</i>	<i>Geographic Area</i>
South/East	Airport, Miramar, Seatoun, Hataitai, Kilbirnie, Newtown, Island Bay, Mornington
West	Karori, Kelburn, Thorndon, Wadestown
CBD	Wellington CBD
North	Ngaio, Khandallah, Ngauranga, Johnsonville
Redwood/Tawa	Redwood, Tawa
Porirua/Titahi Bay	Porirua, Titahi Bay
Whitby/ Pukerua Bay	Whitby, Plimmerton, Pukerua Bay, Paekakariki
Kapiti Coast	Raumati, Paraparaumu, Waikanae
Upper Hutt	Upper Hutt
Lower Hutt	Lower Hutt, Eastbourne, Wainuiomata
North Kapiti	
Wairarapa	

Figure 4 shows the growth in the number of occupied dwellings over the past 10 years for sectors in Wellington City.



**Figure 4: Distribution of occupied dwellings in Wellington City
(Source: Statistics NZ)**

Distribution of occupied dwellings is continuing the same pattern of growth identified from the previous Census. Important influences include the growth in inner city dwellings. International research suggests that this is can be a useful way of reducing travel demand, as the CBD remains the main employment centre in the region.

Figure 5 shows the growth in occupied dwellings in the Hutt Valley and the Wairarapa. Again, existing trends continue with moderate to slow growth in these areas.

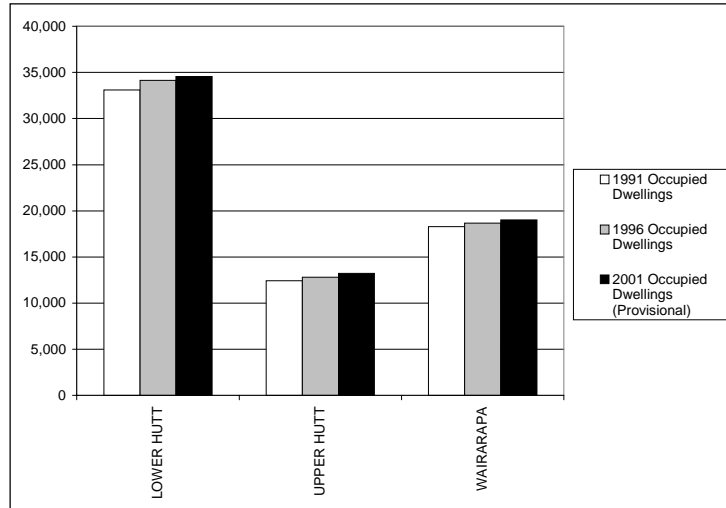


Figure 5: Distribution of occupied dwellings in the Hutt Valley and Wairarapa (Source: Statistics NZ)

Figure 6 shows the growth in occupied dwellings in Porirua and Kapiti Coast. Existing trends continue with moderate to slow growth in Porirua and moderate to rapid growth in the Kapiti Coast.

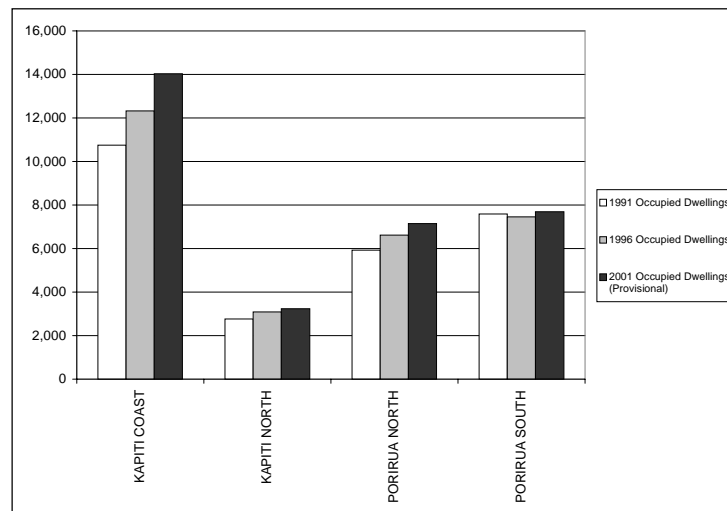


Figure 6: Distribution of occupied dwellings in Porirua and Kapiti Coast (Source: Statistics NZ)

3.1.4 Expanding and enhancing walking and cycling routes (RLTS: Theme 1.4)

The main purpose of this theme is to increase the mode share of walking and cycling.

(1) Cycling

WRC continues to support cycling in the region through the Regional Cycle Forum. In the 1999-2000 financial year the Forum met three times. In the 2000-2001 financial year the Forum met twice. The Forum is regularly attended by:

- Wellington Regional Council

- Wellington City Council
- Porirua City Council
- Kapiti Coast District Council
- Hutt City Council
- Upper Hutt City Council
- Land Transport Safety Authority
- Advocacy groups (such as C.A.N; MTB Skills)
- Interested individuals (such as students researching cycling issues)

(2) Walking

WRC are developing a region-wide pedestrian strategy for discussion and consultation in 2002. The purpose of this strategy will be to increase walking as a mode of travel using both engineering and education methods.

3.2 ECONOMIC EFFICIENCY AND AFFORDABILITY

(1) Road user charges

Table 2 shows the costs of registering vehicles for New Zealand roads. These prices have not changed since the adoption of the current RLTS.

Table 2: Registration of motor vehicle
(Source: LTSA)

Vehicle Type		1999-2000 (GST incl.)	2000-2001 (GST incl.)
<i>Passenger Car/Van</i>			
Private Passenger		202.85	202.85
<i>Motorcycle</i>			
Private Passenger	Less than 61cc	177.45	177.45
	Over 61cc	188.70	188.70

(2) Price of fuel

Figure 7 compares the retail price of regular petrol with the retail price of auto diesel since the RLTS came into effect. It shows that, in real terms, the price of petrol and diesel has increased causing the cost to users of the transport system to rise.

The sustainability section provides an analysis of how fuel consumption has been affected.

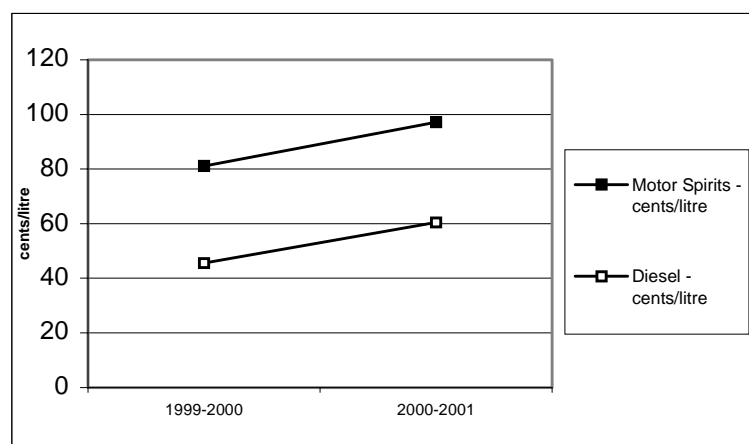


Figure 7: Transport fuel prices – March 2000 prices
(Source: Ministry of Economic Development Energy Data File)

(3) Capital expenditure

Cost effectiveness is one of the key criteria that must be applied under the Land Transport Act. Hence, it is very important that we measure how much we are paying for transport systems.

Table 3 shows capital expenditures by transport authorities throughout the region. The information is sourced from annual reports to ensure the accuracy of the information.

Expenditures have not been reported for this period because authorities have not produced annual reports for the 2000-2001 financial year in time for this report.

**Table 3: Capital expenditure by transport authority
(Source: Annual Reports and Plans)**

Transport Capital Expenditure (\$000)	1998-1999	1999-2000
Kapiti Coast District Council (Roading)	792 ⁱ	1,936 ⁱⁱ
Hutt City Council (Roading inc. parking)	7,233 ⁱⁱⁱ	6,873 ^{iv}
Carterton District Council (inc. loan repayments)	573 ^v	683 ^{vi}
Upper Hutt City Council	1,434 ^{vii}	1,442 ^{viii}
Masterton District Council (inc. loan repayments)	1,813 ^{ix}	1,471 ^x
Wellington City Council	17,303 ^{xi}	15,267 ^{xii}
South Wairarapa District Council	^{xiii}	1,128 ^{xiv}
Wellington Regional Council	38 ^{xv}	2 ^{xvi}
Transit New Zealand (Wellington region)	12,135 ^{xvii}	14,634 ^{xviii}

The table shows stable capital expenditures between 1998-1999 and 1999-2000. Projects likely to produce significant peaks in the future include:

- The purchase of Tranz Metro
- Building new railway stations
- Inner City Bypass (Stage II)
- Transmission Gully Motorway

3.2.1 Price the strategic transport network to encourage its efficient use (RLTS: Theme 2.1)

At present the strategic network (illustrated in figure 4) is not priced for its efficient use. However, a steering group has been formed to oversee the development of a Road Pricing package for the region. This group includes the region's urban Territorial Authorities, Transit New Zealand, Transfund New Zealand, Ministry of Transport, Ministry for the Environment, Auckland Regional Council and Wellington Regional Council.

ⁱ Kapiti Coast District Council 1998-1999 Annual Report: pg. 33.

ⁱⁱ Kapiti Coast District Council 1999-2000 Annual Report: pg. 58.

ⁱⁱⁱ Hutt City Council 1999-2000 Annual Report: pg. 35.

^{iv} Hutt City Council 1999-2000 Annual Report: pg. 35.

^v Carterton District Council 1998-1999 Annual Report: pg. 35.

^{vi} Carterton District Council 1999-2000 Annual Report: pg. 33.

^{vii} Upper Hutt City Council 1999-2000 Annual Report: pg. 28.

^{viii} Upper Hutt City Council 1999-2000 Annual Report: pg. 28.

^{ix} Masterton District Council 1998-1999 Annual Report: pg. 80

^x Masterton District Council 1999-2000 Annual Report: pg. 80

^{xi} Wellington City Council 1998-1998 Annual Report: pg. 54.

^{xii} Wellington City Council 1999-2000 Annual Report: pg. 83.

^{xiii} Not collected

^{xiv} South Wairarapa District Council Annual Report: pg. 34.

^{xv} Wellington Regional Council 1998-1999 Annual Report: pg. 70.

^{xvi} Wellington Regional Council 1999-2000 Annual Report: pg. 74.

^{xvii} Transfund Roading Statistics 1998-1999: pg. 18 (Replacement and Improvement of State Highways)

^{xviii} Transfund Roading Statistics 1999-2000: pg. 20 (Replacement and Improvement of State Highways)

Work has focused on world-wide experience of road pricing, a community survey on the community response to transport pricing mechanisms and a summary of the modelling technical work. A process and work programme has been developed.

3.2.2 Contain the growth of commuter road traffic (RLTS: Theme 2.2)

(1) Traffic Monitoring

Commuter road traffic is affected by a number of factors outside of the influence of the Regional Land Transport Strategy. Figure 8 shows traffic counts indexed to 1999 (beginning the first year of the current RLTS) from various Transit NZ count sites. The locations have been chosen to reasonably reflect commuter traffic along the major corridors. All the counts are Annual Average Daily Traffic in both directions.

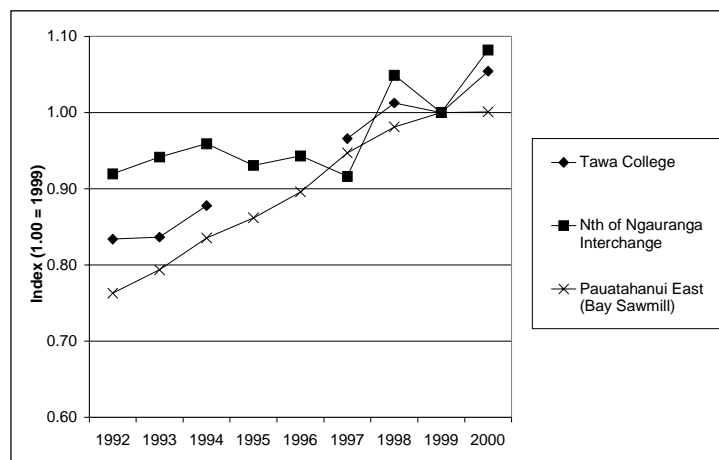


Figure 8: Index of Annual Average Daily Traffic at selected sites on the State Highway System (Source: Transit New Zealand)

Traffic counts along SH2 north of the Ngauranga interchange are used here to indicate road activity along the Hutt Corridor. This section saw static conditions between 1992 and 1997 and growth between 1998 and 2000. Since the beginning of the current RLTS, traffic has grown eight percent.

Traffic counts along SH1 near Tawa College are used here to indicate road activity along the western corridor. Although there is missing counts between 1995 and 1996, steady growth can be seen between 1992 and 2000. Since the beginning of the current RLTS traffic at this site has grown by five percent.

Traffic counts along SH58 are used here to indicate road activity between urban areas on the West Coast and the Hutt Valley. The link saw steady growth of approximately 2.5 percent per annum until 1999. Since the beginning of the current RLTS, traffic along this link has remained static.

(2) Travel Demand Management (TDM)

TDM is about modifying existing levels and current growth trends of total travel, travel characteristics, and energy consumption through changing demands, and/or by changing "supply" or travel network capacity. Changes to either demand or supply can

be targeted towards one or a combination of components including time of day, type of user, location, mode of travel, frequency, route, or cost.

WRC has two TDM investigations underway, ridesharing and teleworking. Ridesharing encompasses both carpools and vanpools while teleworking involves working from afar. Figure 9 details some of the progress made on the TDM investigations.

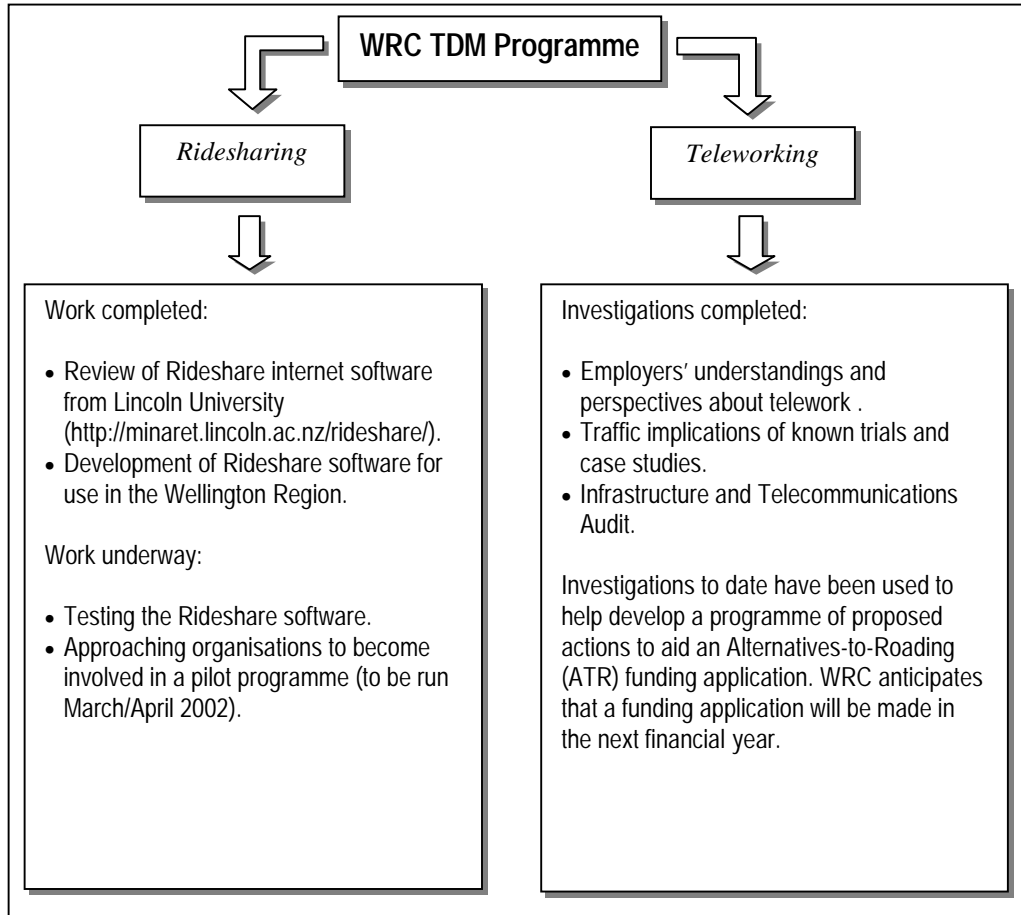


Figure 9: The WRC TDM Programme

3.3 SAFETY

3.3.1 Improve the safe operation of the transport network (RLTS: Theme 4.1)

Figure 10 depicts minor, serious and fatal casualties from traffic accidents on the region's roads between 1990 and 2000. The data presented counts those people injured in road accidents rather than the number of accidents.

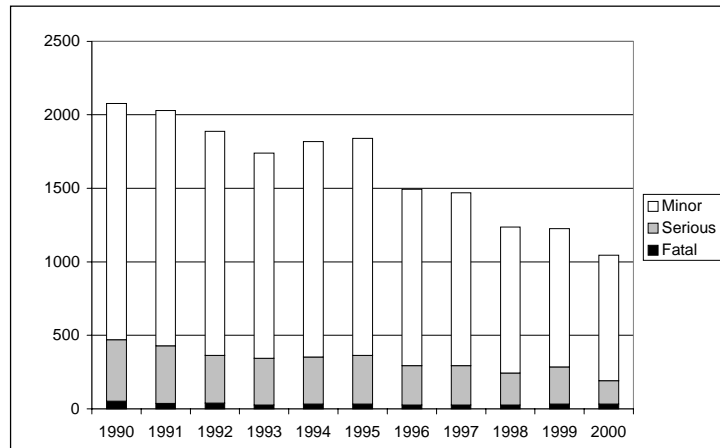


Figure 10: Number of casualties in the Wellington Region – All roads
(Source: LTSA Regional Reports)

Figure 10 highlights casualty figures for the Wellington Region have declined significantly over the past 10 years. Since the adoption of the current RLTS the number of people injured on Wellington Region's roads has continued to decrease.

In addition, the report by the LTSA's Wellington Regional office found that the:

- Number of injury crashes reported in 2000 was the lowest yearly total in ten years at 762 crashes.
- Casualties per capita continue to reduce and now stand at 24 per 10,000 population.
- Pedestrian casualties declined but the rate (13% of all casualties) is well above the New Zealand rate of 9%.
- Cyclist casualties declined slightly but their rate (7% of all casualties) remains above the New Zealand rate of 5%.

WRC supported the efforts of those organisations directly involved in making Wellington roads safer. WRC managed the following road safety education projects in the 2000-2001 financial year:

- Regional Road Safety Forum (improving awareness of road safety issues amongst youth leaders)
- Regional Road Safety Week (focusing on pedestrian safety)

3.4 SUSTAINABILITY

3.4.1 Minimise the impact of transport on the environment (RLTS: Theme 5.1)

The RLTS focuses on emission levels when examining the impact of transport on the environment. Of specific concern are the following pollutants:

- Carbon Dioxide
- Carbon Monoxide
- Nitrogen Oxide
- Hydrocarbons
- Lead
- Carbon
- Particulate matter

Air quality monitoring conducted by WRC highlighted Vivian and Victoria streets as significantly polluted. WRC last monitored the impact of transport on air quality in 1998 (WRC. 1998. "Monitoring of Carbon Monoxide at Vivian and Victoria Streets, Wellington").

(1) Fuel consumption

One of the largest contributions to air pollution comes from the transport sector (it is estimated that transport contributes up to 40% of CO₂ emissions). Most vehicle emissions come from the internal combustion engine, which burns fuel to provide energy.

Figure 11 shows sales of both motor spirits and diesel in the Wellington region. The decrease in the purchase of motor spirits outweighed the increase in diesel purchases to produce an overall decrease in fuel sales of a little under one percent. The decrease in fuel sales points to a possible decrease in vehicle pollutants (CO, CO₂ etc.).

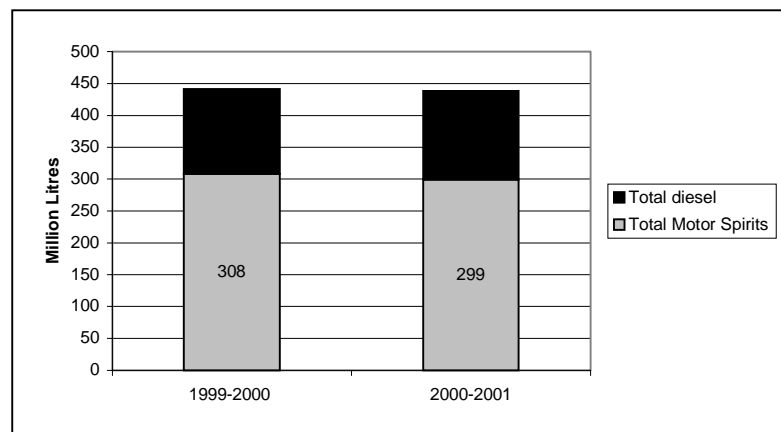


Figure 11: Regional Fuel Sales Index (fuel sales in litres)
(Source: Information collected for Local Government Fuel Tax)

4 PROGRESS MADE ON RLTS

The purpose of this section is to assess the progress transport agencies have made in implementing the Regional Land Transport Strategy 1999 – 2004. It does this by assessing the progress made on projects identified in the RLTS against a set of criteria.

Table 4 describes the criteria used. The range in project status from 0 (this project has not been started) to 5 (the project is fully implemented).

Table 4: Project Status Explanation

EXPLANATION	STATUS				
	1	2	3	4	5
Work has not begun on this project.					
Initial Design Stage - Initial groundwork conducted (several variations of the project being considered).					
Detailed Design Stage – Preferred option selected and agreed on by transport technicians.					
Public Consultation Stage – Project presented to public.					
Project Implementation Stage – Work has begun on the project.					
Project fully implemented.					

This initial assessment is then followed up with comments on progress being made by the agencies on each project.

4.1 TRANSIT NZ

Table 5 details the status of projects for which Transit NZ is the lead agency plays a major role.

Table 5: TRANSIT NZ PROJECT STATUS
(Source: Report for the Regional Land Transport Committee – June-August 2001)

PROJECT	STATUS				
	1	2	3	4	5
Implement the Active Traffic Management System (ATMS) at Ngauranga Gorge Western Corridor					
	In the first three months of operation 21 separate incidents have been dealt with, and to date motorists have been advised of accidents, breakdowns, and planned road works events.				
Construct improvements on the Kaitoke Hill Road Eastern Corridor					
	Design is being finalised. Land purchasing is continuing. Construction expected early 2002. A call over hearing to the Environment Court has been set for September 10 on the <i>Press</i> appeal.				
Maintain continuous improvements on the Rimutaka Hill Road Eastern Corridor					
	A route Strategy Study from Featherston to the Northern end of the Kaitoke project will be prepared in the 2001-2002 year. A project is also under way to look at easing corners 500 M south of the summit.				
Construct the Ngauranga-Aotea tidal flow system Western Corridor					
	Contract documents being developed.				
Design and construct an upgrade of the Korokoro/Dowse intersections on SH 2 Hutt Corridor					
	Notice of requirement has been lodged and notified, with approximately 30 submissions received. Tentative dates for the hearing have been set for October.				
Construct next phase of inner city bypass through Buckle and Arthur Streets Wellington CBD Corridor					
	Transit NZ has received design funding for 2001-2002. A community Advisory Group is being formed to assist liaison with residents and businesses in the area. Other groups to be briefed include media, WCC Councillors, MP's and WRC Councillors.				
Continue land purchase on the Transmission Gully route Western Corridor					
	Property purchase is continuing. A planting trial plan is being developed for slope stabilisation which should be finished by September 2001. Work is proceeding resolution of outstanding appeals to the designation.				
Complete the safety improvements at McKays Crossing Junction Western Corridor					
	KCDC and WRC have now publicly notified designations and resource consents. Objections closed on the 6 th of September.				

	STATUS				
Construct a new two lane bridge at Paremata Western Corridor					
	The Environment Court confirmed the designation in mid July. Work is proceeding on land purchase and detailed design. Construction of the duplicate bridge is expected to begin in November.				
Complete the safety improvements on State Highway One north of Paremata Western Corridor					
	Completion is expected in December 2001. Construction of the road north of Plimmerton is now underway, with the southbound carriageway expected to be open to two-way traffic in September. Work is also progressing on the landscaping.				
Implement the ATMS at Ngauranga Gorge and three lanes in each direction south to the State Highway One and Two merge Western Corridor					
	Contract documents being developed.				
Resolve funding, legislative and resource management issues relating to Transmission Gully, purchase required land and commence construction if possible Western Corridor					
	Resource consents are being sought. Funding models are being investigated.				
Legislation to allow Transmission Gully to be built early as a toll road Western Corridor					
	A review of Local Government legislation is currently underway. The Regional Council has lobbied to allow Transmission Gully to be tolled.				

Reports from Transit NZ indicate that progress made in implementing projects set out in the RLTS is going well. Major risks at this stage are lengthy delays in the Environment Court. It is important to stress that the projects implement the RLTS by ensuring increased capacity is provided in a balanced manner.

4.2 WELLINGTON REGIONAL COUNCIL

Table 6 details the status of projects for which the WRC plays a major role.

Table 6: Wellington Regional Council project status
(Source: Report for the Regional Land Transport Committee – June-August 2001)

PROJECT	STATUS				
	1	2	3	4	5
Develop a Western Corridor Implementation Plan (from Otaki to Ngauranga Merge) Western Corridor					
	Western Corridor Implementation Plan completed.				
Provide additional commuter car and cycle parks at major railway stations All Rail Corridors					
	Several commuter carparks at stations have been or are to be improved. Sealing extension of the Paraparaumu Station carpark has been completed. Resource Consent approval to extend Redwood carpark is expected soon. Plans have been prepared to add 100 new carparking spaces at Tawa Station. Plans to seal space at Plimmerton for 40 carparking spaces have been prepared.				
Build a new railway station at Raumati Western Corridor					
	This project relies on a long term contract with an urban rail provider. Given the uncertainty over the future of urban rail services this project has been suspended. Land has been purchased.				
Extend the urban electric rail service to Waikanae Western Corridor					
	This project relies on a long-term contract with an urban rail provider. Given the uncertainty over the future of urban rail services this project has been suspended. Preliminary design has been discussed with Tranz Rail.				
Increase weekday urban rail service frequency from the Kapiti Coast, Hutt Valley and the Wairarapa to Wellington All Rail Corridors					
	New increased urban rail services started on 5 August on the Paraparaumu, Hutt and Melling lines.				
Allow commercial commuter bus and ferry services to operate from Porirua and the Hutt Valley to Wellington CBD Western and Hutt Corridors					
	No operator has sought to provide additional commercial bus or ferry services into Wellington CBD.				
Increase local bus services to connect with increased rail services All rail corridors					
	Buses services were rescheduled to allow for the change in weekday urban rail service.				
Improve bus/rail connection at Porirua Railway Station Western Corridor					
	This project relies on a long-term contract with an urban rail provider. Given the uncertainty over the future of urban rail services this project has been suspended.				
Integrated ticketing All Corridors					
	This is under investigation.				

	STATUS				
Promote additional cycle parks at major railway stations					
All rail corridors	Cycle lockers have been provided at Paraparaumu and Wellington Railway Stations.				
Detailed investigation of road pricing in the Region.					
All corridors	Information on the world-wide experience of road pricing, a community survey on the community response to transport pricing mechanisms and a summary of the modelling technical work has been gathered. A process and work programme has been developed.				
Develop proposals for the future of the existing State Highway with appropriate agencies for when Transmission Gully is built					
Western corridor	Under investigation.				
Upgrade the Paraparaumu Railway Station building					
Western corridor	This project relies on a long-term contract with an urban rail provider. Given the uncertainty over the future of urban rail services this project has been suspended.				

The table shows that the WRC is making good progress in the provision of increased Public Transport service but is having major difficulty in implementing capital projects. For example, construction of the Lambton Interchange in Wellington was delayed when the funding structure failed.

Many of the public transport projects listed in the RLTS for completion by 2004 are either in operation or are planned to be implemented shortly. Key rail infrastructure projects are on hold pending the outcome of the Tranz Metro Wellington sale. This is putting the long-term future of rail services at risk.

4.3 WELLINGTON CITY COUNCIL

Table 5 details the status of projects for which the Wellington City Council plays a major role.

Table 7: Wellington City Council project status
(Source: Report for the Regional Land Transport Committee – June-August 2001)

PROJECT	STATUS				
	1	2	3	4	5
Improve bus priority through CBD traffic Wellington CBD Corridor					
	Some limited bus priority measures in Lambton Quay are part of the Lambton Interchange project.				
Enhance bus/rail interchange at Wellington Railway Station Wellington CBD Corridor					
	Work on Lambton bus/rail interchange came to a halt at the end of July when difficulties arose in trying to secure funding.				
Establish priority routes for Newtown buses servicing the southern and eastern suburbs Wellington South Corridor					
	There is some concern by the WRC that these projects need to proceed much earlier than WCC currently has them programmed.				
Enhance traffic management to improve pedestrian, cycle and vehicle flows Wellington CBD Corridor					
	This is currently part of a joint WCC and WRC investigation.				
Improve pedestrian linkages from Wellington Station to the CBD Wellington CBD Corridor					
	Additional canopies linking the Lambton Interchange to the Wellington CBD are included in the Interchange development.				
Upgrade the route through Newtown on Adelaide Road from the Basin Reserve to John Street Wellington South Corridor					
	This is currently part of a joint WCC and WRC investigation.				

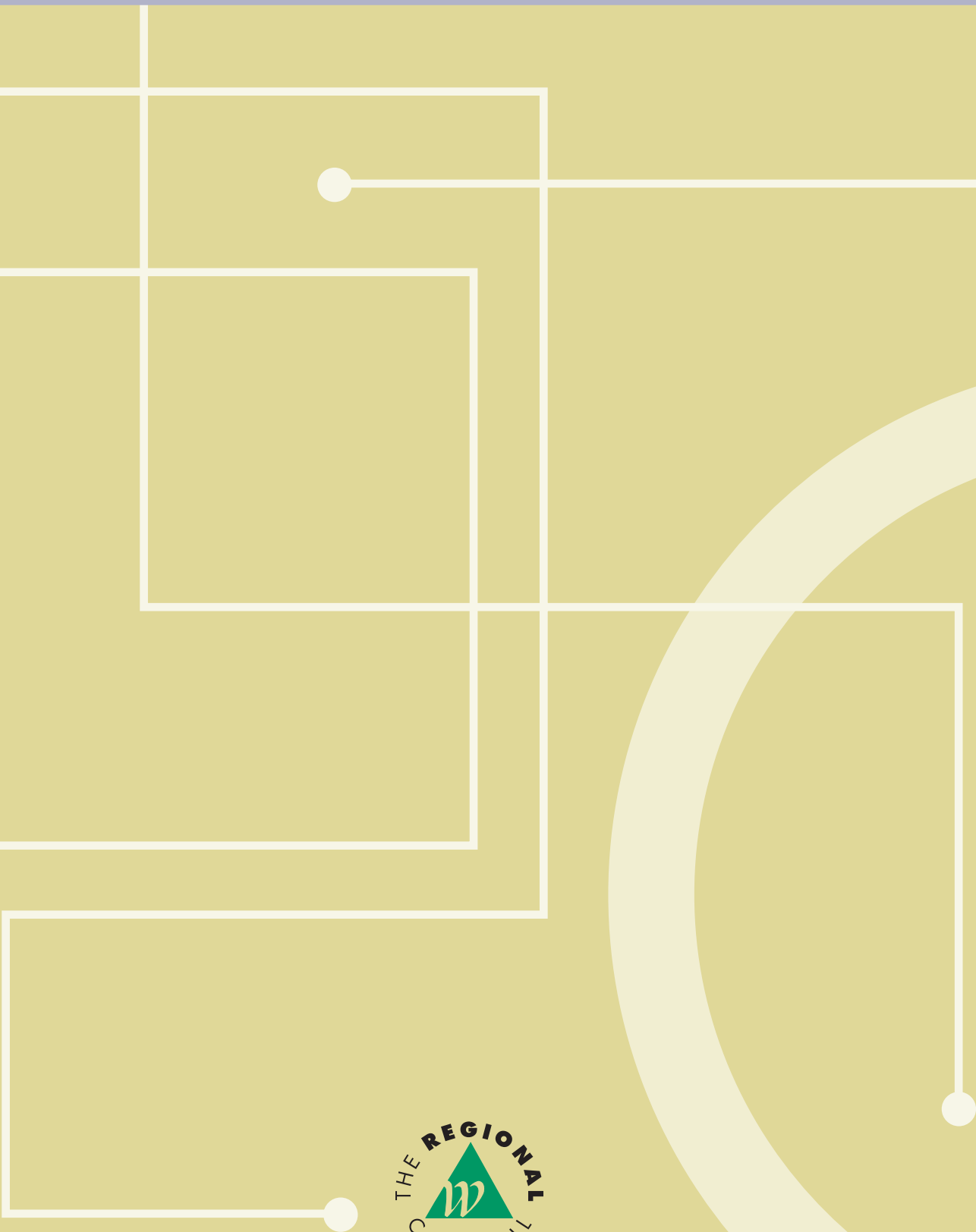
- WRC's Passenger Transport Committee has become concerned about the slow introduction of bus priority measures in Wellington City.
 - The committee is working with the City to work through a process that will see these much-needed projects proceed earlier than the city currently has them programmed.
- The joint CBD transport study (with WRC) proceeded with officers of Transit and Transfund also involved.
 - Stage one modeling was completed.
 - Stage two modeling and public consultation will begin in the next financial year.

4.4 KAPITI COAST DISTRICT COUNCIL

Table 6 details the status of projects for which the Kapiti Coast District Council plays a major role.

**Table 8: Kapiti Coast District Council project status
(Source: Report for the Regional Land Transport Committee – June-August 2001)**

PROJECT	STATUS				
	1	2	3	4	5
Construct the river crossing stage of the Kapiti Local Connector Road					
Western Corridor	<p>Hearings for the Western Link Road designation were held in 1998 with commissioners confirming the designation. The designation was appealed but the council is confident that some of these issues can be resolved before an environment court hearing in September 2001.</p> <p>Funding policy adopted by the council in June 2000 planned for construction to commence in 2004-2005.</p>				



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