



July 2003

## Transport Futures

AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

### Updated Benefit Cost Ratio for Transmission Gully

Greater Wellington Regional Council commissioned an update of the benefit cost ratio for Transmission Gully. The consultant, Tim Kelly Ltd, used the previous work undertaken by Transit New Zealand in 1999 to establish the base information. By updating that base and applying Transfund New Zealand's current project evaluation manual calculated a benefit cost for Transmission Gully of around 4 if it was to be opened in 2010. This demonstrates that Transmission Gully is fundable without tolls. Tim Kelly concluded that it was essential that a full reappraisal of Transmission Gully be undertaken once the new Wellington Transport Strategic Model (WTSM) was up and running later in the year.



A copy of the full Tim Kelly report can be obtained from Tony Brennand, email [tony.brennand@gw.govt.nz](mailto:tony.brennand@gw.govt.nz).

### Regional Land Transport Committee - Summary of 29 May 2003 Meeting Held at Porirua City Council

#### Corridor Plans Progress

A thorough report on the **Hutt Corridor Plan** hearings process was received and referred to the final stage, feedback from financial stakeholders. The report recommended some amendments, usually in the direction of including more detail. Particular amendments address the Hutt Road cycle lane, the location of the Hutt end of a Hutt-Porirua link, and options for the Melling line. Some further amendments were tabled at the meeting and incorporated into the referred document. The related issues of affordability and timetabling are highlighted throughout the amendments. RLTC expressed its thanks to members and officers involved.

**Copies of the document as amended are available from [tony.brennand@gw.govt.nz](mailto:tony.brennand@gw.govt.nz).**

A draft **Wairarapa Corridor Plan** was referred to relevant authorities for feedback. The major amendment to the received plan is inclusion of proposals to support rail freight activity in the Wairarapa.

#### Modal Strategies Slower

Cycling and pedestrian strategy developments are progressing more slowly than anticipated. RLTC discussed aspects of the proposed **cycling** strategy, stressing needs for an even-handed approach and more rather than less guidance.

GWRC reported that progress on implementing **rail** improvements continues to be stalled pending resolution of

ownership and contractual issues. On the latter, a CPP (tendering procedure) had recently been agreed with Transfund and the advertising/registering/tendering/ evaluation



process, which was estimated to take six months to complete, was scheduled to begin in June. The intended outcome of

the process was a long term (10-year) performance based contract with a committed operator. There could be no progress on rail in the region without the framework of an agreed contract, regardless of ownership.

## Western Corridor Review Under Way

The Western Corridor Implementation Subcommittee reported, including reference to the two recent studies widely reported in the media. The unreported but probably more pertinent Transit proposal to undertake relevant, achievable and cheaper cost refinement studies (at a fundable \$200,000 and over the next 6 months, but without specific field data), as a practical pathway through the geotech studies debate, was discussed. The proposal drew forth a modification tabled by the Chamber of Commerce to include limited field data, inevitably taking longer and costing more than Transit's proposal, but offering greater reliability in results. These proposals were referred to the supporting technical group to report back on at the next WCIS meeting (early July).

## Wellington Motorists' Attitudes to Congestion Pricing

Results of a scientific survey of 1000 Wellington region **motorists** undertaken by Gravitas for GWRC in late 2002 were reported and key findings are summarised here as they provide food for thought:

- There was a high degree of concern around congestion (63% perceiving it as an actual problem for them now, 83% believing it would get worse in the next 5 years).
- 94% agreed that congestion in Wellington needed to be addressed; 50% saw addressing it as a Regional Council responsibility and 50% as a WCC responsibility (WCC specifically).
- Attitudes to pricing including congestion pricing were then probed. Over 60% saw themselves as being directly affected by any congestion pricing and 43% said it would not affect their travel behaviours (highly related to the availability of free employment-related parking).
- 13% like the idea of pricing, but 26% don't, 6% being very strongly against.
- Overall 61% "could accept the idea if...". The "ifs" include a high degree of distrust around whether the revenue would actually be used to address congestion in Wellington.
- There was a higher degree of approval for stand-alone tolling of new roads.



*Further information is available from [joe.hewitt@gw.govt.nz](mailto:joe.hewitt@gw.govt.nz).*

## General

RLTC was warmly welcomed to Porirua by Mayor Brash and Councillors. The next full RLTC meeting is scheduled for 28 August in Upper Hutt.

### FOR FURTHER INFORMATION

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