



Report 06.341
Date 12 July 2006
File TP/01/02/02

Committee Regional Land Transport
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and Strategy

Transport Policy and Strategy Division - Work in Progress

1. Purpose

This report updates the Committee about the work of the Transport Policy and Strategy Division.

2. Significance of the decision

The matters 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. Comment

3.1 Regional Land Transport Strategy (RLTS) Review

3.1.1 RLTS review programme

A RLTC workshop prior to this meeting will consider the first draft of the new RLTS. Progress is in accordance with the programme outlined in the following table.

25 July 06	RLTC workshop: Consider first draft RLTS
<i>August 06</i>	<i>Feedback from Health, Environmental, Economic Impact Assessments</i>
14 September 06	RLTC workshop: Consider 2nd draft RLTS
31 October 06	RLTC meeting: Adopt draft RLTS and agree to commence consultation, appoint hearings sub committee
<i>November/December 06</i>	<i>Stakeholder/Public Consultation</i>
<i>January 07</i>	<i>Analysis of submissions</i>

February/March 2007	RLTC subcommittee: Hear submissions
April 2007	RLTC recommend adoption of RLTS to GW

3.1.2 Ngauranga to Airport Strategic Transport Study (formerly CBD Corridor Study)

The Ngauranga to Airport Strategic Transport Study is being undertaken by Opus International Consultants Ltd for Transit, Greater Wellington and Wellington City Council. Initial consultation, which sought views on what the study should consider and what solutions should be explored, commenced in April and closed on 15 May. Forty six submissions were received. The submission analysis report is attached to this report (Attachment 2).

3.1.3 Wellington Regional Freight Transport Study

The Wellington Regional Freight Transport Study was undertaken by Warwick Walbran Consulting Ltd for Greater Wellington. A progress report was received by the Committee at its meeting on 6 October 2005. The executive summary of the final report is attached to this report (Attachment 3). Key findings and actions have been included in the first draft RLTS as a new Freight Plan.

3.2 Strategy Implementation

3.2.1 Travel Demand Management (TDM) Strategy

Travel Plans

Work on the regional Travel Behaviour Change Travel Plan Programme is progressing with the TDM Project Leader joining the team in late June. We are currently developing travel plan guidelines, templates, survey tools and resources to assist schools, workplaces and communities in choosing more sustainable transport modes through the development and implementation of travel plans.

In general, travel plans are a package of measures that aim to reduce the dependency on the car for journeys by promoting and providing people with more transport choices such as walking, cycling, use of public transport and other sustainable transport options. Travel plan measures provide a wide range of benefits to not only individual organisations and institutions but also to the region as a whole, including a more efficient transport network, improved individual health and wellbeing, better access to services and minimisation of damaging effects on the environment.

We anticipate having the core tools in place by October of this year at which time four workplaces and four schools will be identified to trial the programme over the next year.

The Capital and Coast District Health Board (C&CDHB) travel plan implementation is progressing. We are trialling new Metlink Personalised Journey Planner software with Wellington Hospital staff. The software will produce personalised public transport plans for staff journeys to work and can be delivered by personal e-mail or internal mail on site. The personal journey planner software is being trialled as a possible service to offer organisations that participate in the workplace travel plan programme. The service is very complementary to the current general Metlink marketing initiatives but provides a much more concentrated direct approach to marketing public transport options. The second phase of the travel plan project is just getting underway and involves patient and visitor travel to and from the various hospital sites. It is anticipated that this phase will involve review of current transport modes to the sites, a service and accessibility audit, and enhancements to on-site public transport information.

Attached for your information is the June edition of Land Transport New Zealand's *Land Transport News* that features an article on our travel behaviour change plan.

We have secured Sustainable Management Fund funding from the Ministry for the Environment of \$82,000 for 2006/07 for a community project of short trip reduction. Greater Wellington has partnered with the Sustainability Trust and Hutt City Council to deliver the project. Three target communities across a range of socio-economic profiles have been selected. The communities are Naenae, Alicetown and Eastbourne. The Sustainability Trust aims to identify the barriers that members of these communities face when making decisions about car use for short trips and develop a range of tools to overcome these. The tools will vary, but will include information on safe pedestrian and cycle routes and public transport information. By trialling the tools across a range of communities, the Sustainability Trust expects that the successful measures will be applicable in other urban centres throughout the region and nationwide.

Road Pricing Investigation

Another action in the TDM Strategy is to investigate an appropriate road pricing scheme for the region. Consultants Sinclair Knight Merz are undertaking a technical study and are expected to report their findings shortly.

3.2.2 Regional Cycling Strategy Implementation

The cyclist visibility campaign '*Stand out at night. Be bright on your bike*' formally concluded in June. It gained significant media coverage, with stories featuring in all local community newspapers in the region. The campaign promoted the use of lights and reflective equipment to cyclists. "*Stand out at night*" posters in schools and bike shops will continue to be displayed.

We are currently installing a total of thirty additional cycle lockers at Paraparaumu and Waterloo stations to meet demand from rail commuters

for these facilities. We are branding all lockers with Metlink signage. Kapiti Coast District Council is taking over the administration of the lockers at Paraparaumu. Hutt City Council will continue to administer the Waterloo cycle lockers.

3.2.3 Regional Pedestrian Strategy Implementation

In accordance with the regional pedestrian strategy's action plan, a pedestrian accessibility report has been completed in relation to 30 public transport nodes throughout the greater Wellington region. Greater Wellington has provided the report to the relevant territorial authorities and will be working with them and network operators through the Quality Partnership Agreements (QPA) process to address implementation of improvements identified in this report.

Another 20 public transport nodes will be audited and reported on during the 2006/07 financial year.

3.3 Other Activities

3.3.1 Air Quality Monitoring

We are currently in the process of ordering two NO_x (nitrous oxides) analysers to be placed in the two mobile monitoring stations (located at Ngauranga Gorge and Melling Interchange). This will match the pollutants monitored by the mobile stations with those monitored at the permanent transport emissions site located on the corner of Vivian and Victoria Streets, namely: PM₁₀ (particulate matter), CO (carbon monoxide) and NO_x.

3.3.2 Vehicle Emissions Testing

Following from the recent roadside and Westpac Stadium vehicle testing exercise we undertook in conjunction with the Environment Division, Be the Difference and NIWA, a prize draw offer was included with the letter sent to 900 owners of vehicles emitting a high level of one or more pollutants. The letter of encouragement to keep their vehicle well tuned offered four chances to win a refund of actual costs of a vehicle service, up to \$250.00 in value. The prize draw which was administered by Be the Difference staff, was made by the GW Chairman and took place on 16 June 2006. Winners have been notified and payments are being arranged.

3.3.3 North Wellington Public Transport Study

Greater Wellington and Wellington City are undertaking this study to generate and assess options to meet the current and future transport needs of the area. Initial consultation was completed in November 2005. A second stage consultation document has recently been released and outlined four feasible scenarios:

- Enhanced rail
- Bus with walking and cycling

- Busway
- Light rail.

Feedback on the stage two consultation closes on 12 July.

4. Communications

Communications are on-going as the opportunity arises with all our projects.

5. Recommendation

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

Report prepared by:

Report approved by:

Jane Davis

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Strategy

David Benham

Chief Executive Officer

Attachment 1 – Land Transport News article on GW’s Travel Behaviour Change Plan approval

Attachment 2 – Ngauranga to Airport Study, stage 1 consultation report

Attachment 3 – Freight Study Executive Summary