

Making connections

A summary of the draft Wellington Regional Land Transport Strategy 2007- 2016

Quality for Life



What is the Regional Land Transport Strategy?

Transport is about making connections, both in the physical sense and in the broader social and economic sense. The draft Wellington Regional Land Transport Strategy (RLTS) is a forward plan for the development of the greater Wellington region's land transport system over the next 10 years and beyond.

The RLTS outlines how we might allocate the funding available for investment in our regional transport network between now and 2016. It also sets out the vision, objectives and policies that guide these investment priorities and our future travel choices.

The RLTS is closely aligned to the Wellington Regional Strategy to ensure an integrated approach to transport planning and land use that supports our region's future growth and development. It meets the requirements of the Land Transport Act 1998 and contributes to the New Zealand Transport Strategy vision of an affordable, integrated, safe, responsive and sustainable transport system.

While the RLTS responds to many pressing demands, such as upgrading the run down rail system and severe traffic congestion, it also seeks to positively manage demand by encouraging people to consider alternatives to car travel. Our Travel Demand Management Strategy is a key initiative.

The RLTS enables us to describe our future transport network and set priorities for investment decisions to give certainty to transport agencies, industry and the community. The strategy aims to provide affordable, efficient, reliable, safe and sustainable transport connections.

This summary presents the key points of the draft RLTS. We invite your comments on the proposed strategy so as many people as possible can participate in key transport decisions for our region and help make greater Wellington an even better place to live, work and play.

Who develops the RLTS?

The Regional Land Transport Strategy is produced by Greater Wellington Regional Council (GWRC) through the Wellington Regional Land Transport Committee. The committee includes representatives from GWRC, all local councils in the region, Land Transport NZ, Transit NZ, ONTRACK and advocates for access and mobility, economic development, public health, safety and personal security, environmental sustainability and cultural interests.

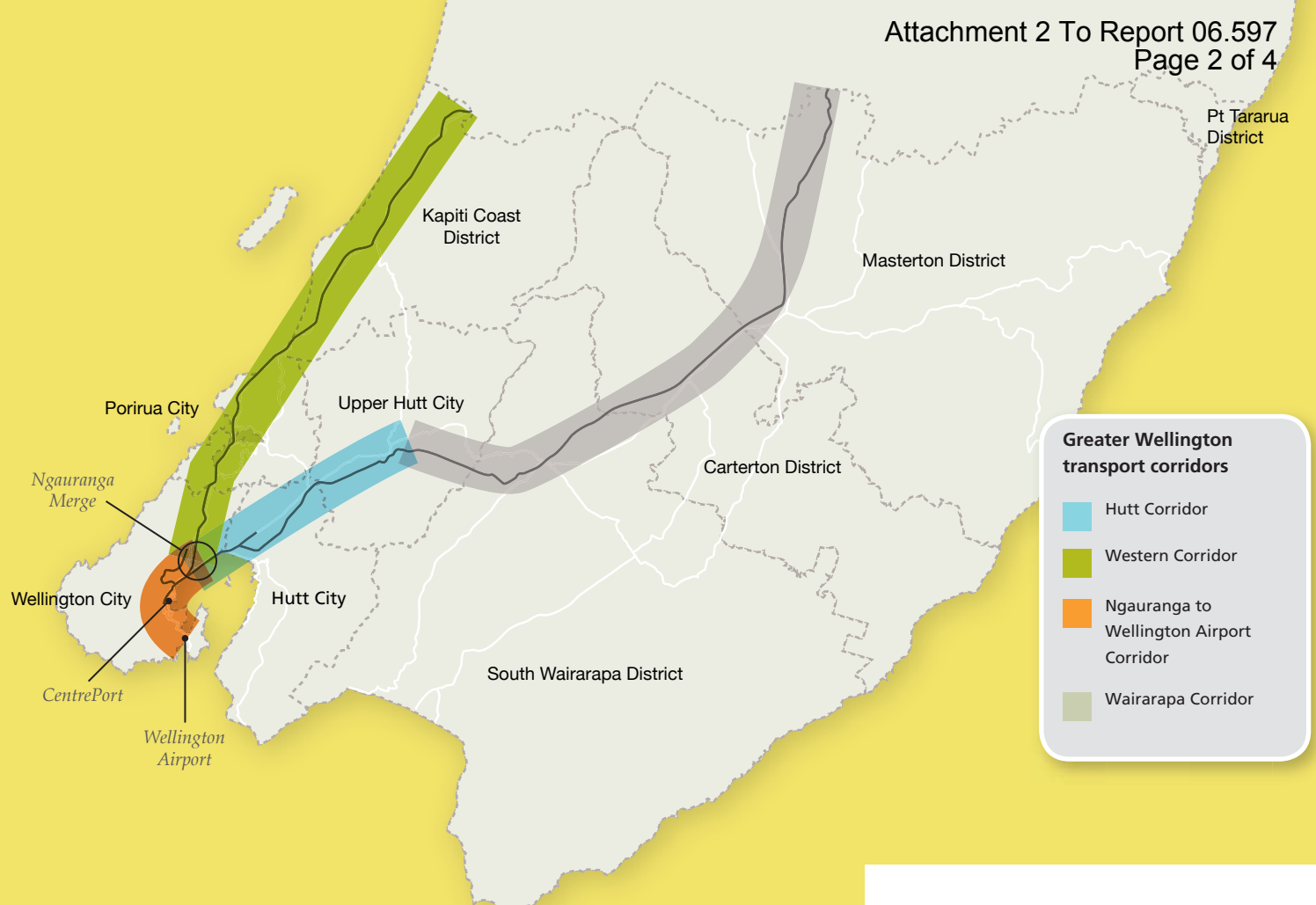
The key role of the committee is to prepare the Regional Land Transport Strategy, with public input through consultation, and to facilitate and monitor its implementation.

In developing the strategy, the committee is seeking to deliver a resilient and sustainable transport network that makes getting around the region easy, safe and affordable.

What do we want to achieve?

Our vision

To deliver an integrated land transport system that supports the region's people and prosperity in a way that is economically, environmentally and socially sustainable.



Our objectives

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

Achieving our vision

The investment programme outlined in the RLTS focuses on protecting, maintaining and developing key strategic transport corridors – including road, rail and passenger transport corridors – to ensure that they provide for the greater Wellington region's economic growth over the next 10 to 20 years. It also recognises the region's role as a vital inter-island freight corridor.

In addition, the RLTS includes specific action plans for each transport mode, road safety and a travel demand management strategy. Increased emphasis on reducing car use and promoting public transport and active transport choices, such as walking and cycling, is key to ensuring health, safety and environmental outcomes are met. All initiatives contribute to improved access and mobility to give people the opportunity to participate fully in our community.

What improvements



Roading

- New roads linking regional centres (e.g. Grenada to Gracefield)
- Improved connections to CentrePort and airport
- Capacity improvements to relieve traffic bottlenecks
- Road safety improvements at highway intersections and along the coastal highway
- Transmission Gully Motorway open within 10 years.

What's planned for public transport?

The Regional Passenger Transport Plan (PT Plan) is developed by Greater Wellington's Passenger Transport Committee and is an important part of the RLTS. It sets a clear direction for a public transport network that helps people get around the region easily.

Currently 30% of all journeys to and from the Wellington City CBD at peak times and 4% of all other trips at all times in our region are by public transport. The PT Plan aims to increase this level of use – the highest in New Zealand – and to ensure public transport is accessible and sustainable.

The PT Plan seeks to retain and improve Greater Wellington's public transport network by adopting best practice in terms of transport fleets, infrastructure, integration and accessibility of services, and marketing and promotion under the new Metlink name.

The Passenger Transport Committee is currently seeking feedback on the PT Plan. While submissions on the PT Plan will be considered by the Passenger Transport Committee, the consultation process for this plan will be carried out in alignment with that of the RLTS.

Top transport issues

The key transport issues facing the greater Wellington region are:

- Improving access throughout the region and to Wellington City CBD, Wellington's port and airport
- Reliability of the transport network, especially the rail system
- Traffic congestion to and from Wellington CBD, particularly at peak time
- Improving east-west connections between key transport corridors
- Increasing public transport use and building its capacity.

The Regional Land Transport Strategy responds to these needs and to our region's expected economic and population growth. Proposed activities and projects will provide for better access across and through the region, efficient freight movement, reasonable capacity in the four main transport corridors, an upgrade of the passenger rail system and improved integration between different types of transport so that journeys are quicker, safer and more convenient.






The Western Corridor Plan was adopted (April 2006) following an extensive technical and consultative process. That corridor plan is included in the RLTS. It sets out a package of measures aimed at improving access along this corridor including passenger transport, road (Transmission Gully motorway), travel demand management, walking and cycling projects. The committee is not seeking further feedback on the details of the Western Corridor Plan.

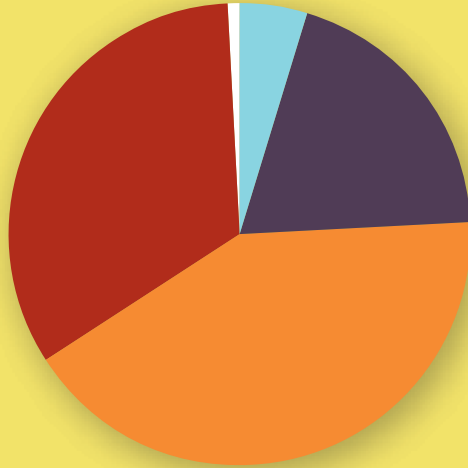


Where will the \$ go?

We plan to invest \$4120 million to meet greater Wellington region's transport needs over the next 10 years. Funding comes from the government, territorial authorities and GWRC. Here is a breakdown of how we propose to allocate it.

Proposed investment allocation

- 5%  Highway maintenance
- 20%  Local roading
- 42%  Strategic roading improvements
- 32%  Passenger transport
- 1%  Travel demand management, walking and cycling



Highlights include:

- Spending on passenger transport will be more than double recent historical levels.
- Building Transmission Gully Motorway accounts for more than half of the strategic roading improvements allocation.

Because available funding is limited, its allocation requires careful balancing of competing needs (e.g. passenger transport vs roading, congestion vs safety, environmental vs economic objectives) and inevitably involves many trade-offs.

Do you think we've got the funding allocations about right?

Improvements can we expect?

Cycling

- Promotion and awareness campaigns
- Improved cycling safety
- Improved cycling facilities.

Walking

- Promotion and advocacy
- Improved pedestrian safety
- Upgraded facilities and access.

Travel planning

- More walking school buses
- Travel plans in workplaces and schools
- More car pooling opportunities
- Increased promotion of travel choices.

Freight

- More efficient road connections between key freight destinations
- Improved rail freight opportunities.

Metlink – Greater Wellington's public transport network

- Better public transport information
- Improved ticketing system.

Buses

- More buses, more often
- Replacement of whole trolley bus fleet
- More bus shelters
- More bus priority measures, particularly in Wellington CBD.

Rail

- Improved reliability of the rail system
- 18 new train carriages on the Wairarapa Line
- 70 new electric units on other lines
- Refurbishment of all other units
- New rail stations at Raumati and Lindale (Kapiti Coast)
- Minor upgrades of existing rail stations
- More park & ride car parks.



What are we doing about congestion?

The RLTS recognises that road congestion has many negative impacts for our region, including increased fuel use, increased emissions and economic costs in terms of lost time and productivity. It also has a detrimental impact on freight movement. Proposals to address this issue include:

- Enhancing the public transport network to provide a viable alternative to travel by car.
- Increasing capacity at key traffic bottlenecks (e.g. Ngauranga to Petone) and building more efficient links between major transport corridors (e.g. Western Link Road and Grenada to Gracefield link road).
- Promoting alternatives to car travel, travel planning and land use that reduces car dependency, for instance, encouraging new housing developments to be sited near public transport.
- Longer term introduction of a road pricing system that signals the true cost of car travel.

What are we doing about climate change?

The RLTS acknowledges the need to address the climate change risk. The transport sector contributes to climate change through the emission of carbon dioxide from motor vehicles. It is the largest contributing sector after the agricultural sector and it is the fastest growing. Climate change is likely to impact on the transport sector through increased rain, higher sea levels and more frequent storms.

The strategy involves a number of regional initiatives that support the reduction of greenhouse gas emissions. These include the ongoing improvement of electrically powered public transport services, together with promotion of walking and cycling, and travel demand management. However, a much stronger lead is required from central government to provide the appropriate signals and tools for the transport sector to achieve any significant reductions in emissions.

How have we taken account of current rising cost of fuel?

The term 'peak oil' describes the point at which global oil production reaches a maximum and declines into the future. While the predicted date of peak oil varies, there is little doubt that oil prices will become increasingly volatile and may continue to rise.

Central government's current approach involves encouraging the efficient use of energy and the use of alternative fuels, in addition to keeping up to date on new technologies. At the regional level, the RLTS supports these initiatives in addition to encouraging use of active transport modes, providing public transport and promoting more efficient land use planning.

Improvements in technology are likely to offer the most effective long-term solutions to the peak oil issue. In the meantime, the RLTS seeks to reduce reliance on private vehicles by improving access to alternative transport choices and better integrating land use and transport planning.

RLTS timeline

November 2006

December 2006

February 2007

March 2007

April 2007

Consultation starts

Consultation closes

Public hearings

RLTS finalised

RLTS adopted



How can I have my say?

Your input to the draft Regional Land Transport Strategy and the draft Regional Passenger Transport Plan is important. Here are some ways you can respond.

There are two submission forms enclosed for you to fill in and return to us. The red form is for your submission on the Regional Land Transport Strategy. The green form is for your submission on the Regional Passenger Transport Plan.

Or write to:

Wellington Regional Land Transport Strategy submissions, or:
Wellington Regional Passenger Transport Plan submissions
Freepost 181120
Greater Wellington Regional Council
PO Box 11646
Manners Street
Wellington 6142

Or complete the online feedback form at www.gw.govt.nz/RLTS

Or email your feedback to RLTS@gw.govt.nz
or RPTP@gw.govt.nz

Closing date for submissions is 5pm on 22 December 2006.

Please make sure you include your name, address and phone number, and indicate if you wish to be heard in support of your submission.

If you indicate that you would like to speak in support of your submission, you will be given an opportunity to be heard. At this stage, it is expected that submissions will be heard during February 2007.

Please note that any submission you make may become publicly available if a request for it is made under the Local Government Official Information and Meetings Act 1987. If you are making a submission as an individual, GWRC will consider removing your personal details if you request this in your submission.

What happens next?

The Regional Land Transport Committee will consider submissions on the RLTS. The Passenger Transport Committee will consider submissions on the PT Plan. You will be informed by mail or email of the outcome of this process.

Where can I get a copy?

It's easy to get a copy of the full version of the draft Regional Land Transport Strategy or the Regional Passenger Transport Plan. You can:

- Email RLTS@gw.govt.nz or RPTP@gw.govt.nz and request a copy
- Phone GWRC on 04 802 0357 and request a copy
- Download the PDF file from GWRC's website: www.gw.govt.nz/RLTS.

You can also view a copy at:

- GWRC's offices:
 - 142 Wakefield St, Wellington
 - 34 Chapel Street, Masterton
- Public libraries.

We will be holding a series of public meetings around the region to give you an opportunity to ask questions about the Wellington RLTS. These are to be:

City/District	Venue	Date	Time
Carterton	Carterton District Council Municipal Hall Supper Room Holloway Street, Carterton	27 November 2006	7.30pm
Hutt City	Hutt City Council Horticultural Hall Supper Room Laings Road, Lower Hutt	21 November 2006	6.00pm
Kapiti Coast District	Kapiti Coast District Council Council Chamber 175 Rimu Road, Paraparaumu	13 November 2006	5.30pm
Masterton	Masterton District Council Council Chamber 64 Chapel Street, Masterton <i>(to be confirmed)</i>	14 November 2006	7.30pm
Porirua City	To be confirmed		
South Wairarapa	South Wairarapa District Council Kiwi Hall, Featherston	20 November 2006	7.00pm
Upper Hutt City	Expressions Arts & Entertainment Centre Genesis Energy Theatre 836 Fergusson Drive, Upper Hutt	12 December 2006	7.00pm
Wellington City	Wellington City Council Council Chamber, Town Hall 101 Wakefield Street Wellington	6 December 2006	6.00pm

Please check the GWRC's website for any updated information on public meetings.

FOR FURTHER INFORMATION

For more information on the draft Regional Land Transport Strategy or the draft Regional Passenger Transport Plan please contact
Greater Wellington Regional Council.
T 04 384 5708
W www.gw.govt.nz