

Report 11.272  
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Committee Regional Transport  
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## Recommended Regional Freight Plan 2011 for approval

### 1. Purpose

To consider the recommendations of the Freight Plan Hearing Subcommittee and to recommend the adoption of the Regional Freight Plan 2011.

### 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. Consultation

The Committee, at its meeting on 29 March 2011, approved the draft Freight Plan for public consultation (**Report 11.108**). The submission period commenced on 4 April 2011 and concluded 29 April 2011.

Feedback on the draft Freight Plan was invited via the following:

- Media release
- Public notice in regional newspapers (Dominion Post and Wairarapa Times Age)
- GWRC website
- Mail out to key stakeholders and interest groups.

#### 3.1 Hearing Subcommittee

The Committee established a Subcommittee to hear and consider submissions on the draft plan and to recommend changes. The Subcommittee met on 25 May 2011.

The Subcommittee had the following membership:

- Councillor Glensor (Chair)
- Mayor Staples (South Wairarapa District Council)
- Mayor Wallace (Hutt City Council)
- Ken Harris (RTC Economic Development Representative)

#### **4. Overview of Submissions**

Greater Wellington received 11 submissions on the draft Freight Plan.

Four submissions were received from members of the public and the rest were from organisations – including Public Transport Voice, the Wellington Employers' Chamber of Commerce and CentrePort.

Submissions were also received from the New Zealand Transport Agency, two territorial authorities (Carterton District Council and Masterton District Council) and from the Horizons Regional Transport Committee.

Of the 11 submitters, 2 requested to be heard in support of their submission.

#### **5. Submission analysis**

Submitters made a number of general comments on the draft Freight Plan as well as requests for detailed changes. Five of the submitters expressed general support for the draft Freight Plan. The remaining 6 submitters did not specifically indicate either way. No submitters opposed the draft Freight Plan in general.

The four submissions from members of the public all opposed the introduction of over-weight, over-dimension trucks on Wellington's roads and favoured investment in rail freight instead. The submission from Public Transport Voice echoed this view and provided specific amendments along these lines.

The submissions from Carterton District Council, Masterton District Council and Horizons Regional Transport Committee all supported the draft Freight Plan and re-iterated the policy positions of those organisations. Carterton District Council and Masterton District Council did not make any requests for specific changes. Horizons Regional Transport Committee suggested one minor amendment to the table of actions.

The Wellington Employers' Chamber of Commerce and New Zealand Transport Agency supported the draft Freight Plan in general, and made several requests for amendments to the wording of the draft Plan and its actions. No specific actions were opposed by these organisations.

CentrePort made several requests for amendments to the wording of the draft Plan and opposed the 'Provide for expected port freight growth' action on the grounds that this action is outside the scope of the draft Freight Plan and reflects negatively on CentrePort's current capacity to handle freight growth.

A more detailed summary of all submissions as well as officer responses and the preliminary recommendations made to the Hearing Subcommittee were included in the attachment to **Report 11.212**.

## **6. Changes from the draft version**

The Freight Plan Hearing Subcommittee has considered the submissions and recommends a number of changes to the draft Plan. These are outlined below and incorporated into **Attachment 1** to this report. The changes from the draft Freight Plan are highlighted red in the attachment.

In addition to minor editorial amendments the changes, by section, include:

### **Introduction**

- A paragraph on the social and environmental impacts of freight movement

### **The role of freight**

- No changes recommended

### **The role of freight**

- Amended wording on the role of rail freight
- More detail on the role of domestic sea freight

### **How freight moves in the region**

- Statement that more up-to-date information will become available over time through the Freight Information Gathering System run by the Ministry of Transport
- Data on the mode share proportion of regional freight movements (using the latest information available)
- Title added to freight movement chart to clarify data presented
- Paragraph about freight movements on the state highways amended to include The Esplanade in Petone
- Paragraphs on coastal shipping and current sea freight information amended

### **Key changes in the freight sector**

- Reduced emphasis on High Productivity Motor Vehicles
- Commentary on centralised distribution nodes
- Paragraph on the 2020 Safer Journeys actions for heavy vehicles
- Updated HPMV route map

### **Freight issues and opportunities**

- Clarification on the difference between inter-regional freight and international exports / imports in 'Empty running' section
- Amended wording on 'Port capacity' and 'Airport capacity'

## Freight initiatives

- Dates added on when the corridor plans were adopted
- Amended wording on Mackays to Peka Peka Expressway and the Western Link Road to better reflect the current Western Corridor Plan
- Removal of “Upgrade Tawa Interchange” from the table

## Actions table

- Amended wording of ‘Integrate planning processes’ action
- Amended wording of ‘Improve road freight reliability’ action and add “TAs” to responsibility column
- Removal of “to increase economic efficiency of road freight” from the ‘Increase road freight efficiency’ action
- Added reference to the Ngauranga to Wellington Airport corridor plan and identify major projects in the Wellington Port Access Concept Plan to the ‘Improve Port access’ action
- Added implementation phase to the ‘Retain rail options’ action and included Horizons and Tararua DC to the responsibility column
- Amended the ‘Provide for expected Port freight growth’ action to better reflect the current situation and CentrePort planning
- Added “GWRC” to the responsibility column of the ‘Improve knowledge of freight supply chains and requirements’ action

## 7. Next steps

Once adopted the Freight Plan will be printed and distributed to Committee members, stakeholders and interest groups. There will be an online version on Greater Wellington’s website and copies will be available on request.

Key Step	Who	Timing	Status
Process report to RTC	GW officers	14 September 2010	Complete
Drafting of background and issues document	GW officers with TWG	September – November 2010	Complete
Revise background and issues document	GW officers with TWG	January – February 2011	Complete
Technical working group meeting	GW officers with TWG	2 March 2011	Occurred
Draft action programme for new Freight Plan	GW officers with TWG	March 2011	Complete
Approve draft Freight Plan for consultation	RTC	29 March 2011	Approved
Submission period		4 – 29 April 2011	Occurred
Hearing	Hearing Subcommittee	25 May 2011	Occurred
Draft Regional Freight Plan for approval	RTC	30 June 2011	This report

## 8. Communication

All submitters will be sent a letter with specific responses to the key points raised in their submission. The letter will provide a link to the online version of the Freight Plan.

## 9. Recommendations

*That the Subcommittee:*

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Agrees to amend the draft Regional Freight Plan in accordance with the proposed changes set out in Attachment 1 to this report, as recommended by the Hearings Subcommittee.***
4. ***Agrees to adopt the final Regional Freight Plan 2011, as set out in Attachment 1.***

Report prepared by:

Report approved by:

Report approved by:

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Chair, Freight Plan Hearing  
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Attachment 1: Recommended Regional Freight Plan 2011