

Report 16.529
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Committee Council
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Report on the Regional Transport Committee meeting, 13 December 2016

1. Purpose

To inform the Council of the Regional Transport Committee (the Committee) meeting of 13 December 2016.

2. Reports

2.1 Progress report on projects in the Regional Land Transport Plan 2015

The Committee was updated on the current status and progress in relation to projects included in the Regional Land Transport Plan 2015 (RLTP). 14 of the 20 significant activities prioritised in the RLTP are currently underway. Ten of these are progressing to schedule.

The large project highlights include the completion of the Matangi 2 train units under budget and ahead of schedule and real-time information for bus and rail being completed. Transmission Gully and the Kapiti Expressway are well underway.

The earthquake on 14 November and subsequent flooding caused disruption to Wellington transport networks, but most services were back in service after a short period.

2.2 Annual Monitoring Report on the Regional Land Transport Management Plan

The Committee received the Annual Monitoring Report for discussion and comment.

The Committee heard that eight strategic objectives and 20 RLTP outcomes are measured to determine the level of overall progress in delivering the strategic objectives. The methodology for monitoring three RLTP outcomes have been revised since the last annual report. These are:

- Reduced harmful emissions from transport – NIWA has on behalf of GWRC established an additional monitoring network which will be progressively expanded to cover new measures of emissions including particulates.
- Reduced severe road congestion and improved reliability of strategic road network – travel time data from NZTA monitoring is being used to inform which RLTP outcomes are successful and which need improvement.

2.3 Wellington RLTP 2015 mid-term review approach

The Committee heard that the review will include a review of the problems/opportunities, benefits and objectives of the RLTP. The review will analyse the gaps between the objectives and implementation and seek to prioritise objectives.

The Committee was informed that most changes are expected to the programme for years 3 – 6 (2018 – 2021). Engagement will be targeted to key stakeholders. Public engagement will only be necessary if changes to the plan are considered to be significant under the RLTP significance policy. The updated plan is due to NZTA by April 2018.

2.4 Lets Get Wellington Moving update

The Committee received an oral update from Barry Mein, Programme Director, Let's Get Wellington Moving, about the background and scope of the project, including the five key objectives, governance and management, and the project phases and timeframes. The methods of data collection and the next steps towards a solution to the problems were outlined.

The next steps include the release of the interim report, public consultation and assessment with the selection of the preferred scenario, which will feed into the review of the N2A corridor strategy in the RLTP and a refresh of the RLTP programme for 2018.

2.5 Regional Transport Network Resilience Programme Business Case

The Committee was informed that the project aimed to identify vulnerabilities in the transport network's resilience and prioritise these. This has been managed by GWRC and NZTA in collaboration with the region's territorial authorities.

Data sets were sourced from across the region and collated into a regional resilience risk register. This was used to create maps that set out where the transport network is vulnerable. The register and maps are live documents that will be subject to ongoing review. Feedback from councils and NZTA has been generally positive and supportive.

2.6 NZTA projects update

Raewyn Bleakely, Regional Director Central, NZTA, updated the Committee on the progress of current NZTA roading projects.

The Committee and relevant officers were invited to visit Transmission Gully and the MacKays to Peka Peka sites in early 2017 to see the progress on the projects first-hand. Officers are to arrange this trip.

MacKays to Peka Peka is ahead of schedule. The SH2/58 improvements are on-track for completion in 2017. Transmission Gully is progressing well.

2.7 Speed management programme rollout

Jacqui Blake, Regional Road Safety Advisor – Central, NZTA, gave an oral update to the Committee.

The Speed Management Programme is part of the Safer Journeys 2015 action plan, which is a multi-sector approach.

The programme has developed a tool to determine road risk in terms of speed. The programme will emphasise community engagement with councils and road users for long-term planning. Some roads may see an increase in recommended speed and others a reduction. The programme is to support constructive conversations about road speed. The maps produced by the algorithm are a starting point based on the infrastructure risk rating, which every council has been given access to.

3. The decision-making process and significance

No decision is being sought in this report.

3.1 Engagement

Engagement on this matter is unnecessary.

4. Recommendations

That the Council:

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

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