



November 2003

## Transport Futures

AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

*This summary is produced by the RLTC Chairperson to provide members, mayors, officers and others interested with a quick summary of recent RLTC proceedings. It is a basis for reporting back to agencies, not an official minute of the meeting.*

### Welcome to Wellington

Deputy Mayor Alick Shaw welcomed RLTC to Wellington City Council chambers and later stood in for Cr Hutchings as the WCC representative. Cr Shaw noted the role of transport infrastructure in underpinning the present vibrancy and future economic aspirations of city and region. He drew attention to the immediately forthcoming period when world media attention would focus on Wellington City to an unprecedented degree for the premiere of the final movie in the *Lord of the Rings* trilogy.

### Corridor Plans Confirmed



The Hutt and Wairarapa corridor plans were both slightly amended to take account of the views of financial stakeholders, and confirmed. Debate centred on whether investigation of a Kennedy Good Bridge alignment for a future Hutt-Porirua connector should remain signalled in the RLTS (albeit beyond 2008); the majority confirmed it would. RLTC also took the opportunity to strengthen explicit connections between the two SH2 corridor plans.

### Pedestrian Strategy Tabled For Consultation

A draft pedestrian strategy for the region, emphasising the important role this mode played in local trips in this region, and built around “more pedestrian trips in a safe, pleasant and convenient environment” was tabled. The draft strategy highlights the role of local authorities, and proposes indicators for reporting. RLTC received the draft and extended the consultation period to allow consideration to be uninhibited by the holiday period.



### LTM Bill Now An Act

Greg Mossong introduced a Ministry of Transport presentation on the Land Transport Management Bill and its effects on RLTSs and RLTCs by noting that it was now an Act and as such in force. MOT was looking to key agents like Transfund, RCAs and RLTCs to pick up implementation. Greg’s presentation covered key changes - documents and their connections to the NZTS framework, themes of funding flexibility and long-term planning, changes to consultation, tolling and concessions, and changes to RLTSs and RLTCs. A useful question and answer session followed, during which it became clear that the Act was only one component in a set of changes.

This discussion highlighted the important role of Transfund’s Allocation Process (TAP, replaces FAF). With TAP, proposals are assessed against each of the 5 objectives, and efficiency and effectiveness. Proposals may be put in the form of packages (multi-modal or connected responses to complex situations.) In the 03/04 transitional year the TAP process will apply only to major (over \$3m) proposals, previous procedures remaining for most TLA programmes. RLTC suggested a separate briefing on TAP, especially for officers and members unable to make Transfund’s 11 November seminar.

The new Act reconstitutes RLTCs (see below) and the Regional Council was requested to begin that process.

## RLTS Review Process

Mr Hewitt reported on various work in progress for this exercise. An RLTC workshop scheduled for 12 December will cover some of this work. As part of this workshop it is intended that the first draft of a 10-year regional transport programme will be tabled, with the regional funding gap as currently calculated identified.

## Agency Reports

A principal theme in questions on agency reports was frustrated gestation – ie, unexpected delays in the preparation process, sometimes around land acquisition, sometimes around lone resource consent appeals. Lessons from the recent Paekakariki event were also discussed.

## New Constitution of RLTC (LTM Act)

Each RLTC consists of suitable persons appointed by the relevant regional council to represent:

- the objectives of economic development, safety and security, access and mobility, public health, and environmental sustainability
- cultural interests
- the (regional) council
- other territorial authorities in the region
- the Authority (LTSA)
- Transfund.

Interests listed in the previous composition but no longer specified as such are:

Transit New Zealand, Police, commercial road users, private road users, railway operators, public transport users, representatives of pedestrians and cycle users, passenger service operators.

There is no formal guidance on the size of an RLTC: currently, metropolitan RLTCs (ie Auckland, Wellington, Canterbury, Waikato) average around 25.

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