

Report 14.259
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Committee Council
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Engagement

Report on the Regional Transport Committee meeting, 13 May 2014

1. Purpose

To inform the Council of the Regional Transport Committee (the Committee) meeting of 13 May 2014.

2. Public presentation

Paul Bruce, (Councillor, Greater Wellington Regional Council), spoke to item 5 on the agenda – Proposed variation to the Wellington Regional Land Transport Programme 2012-2015: Park and Ride Land Purchase.

3. Reports

3.1 Proposed variation to the Wellington Regional Land Transport Programme 2012-2015: Park and Ride Land Purchase

The Committee discussed a proposed variation of the Wellington Regional Land Transport Programme (the Programme), at the request of Greater Wellington Regional Council (GWRC) and the NZ Transport Agency (NZTA). Due to continuing demand for park and ride capacity across the regional rail network, it was proposed that there be a variation to the Programme to allow for two land purchases in order to provide much needed additional park and ride capacity at Tawa and Petone stations.

The Committee discussed the importance of access to stations for cyclists and pedestrians. It was noted that the services and infrastructure standards policy in the draft Regional Public Transport Plan 2014 aims to integrate public transport with walking and cycling by accommodating for both in the design and delivery of interchanges and other facilities.

The Committee also received an update on developments to increase accessibility for cyclists at the region's stations. This has included the introduction of cycle cages and lockers at various train stations in recent years. It was noted that the level of accessibility to each station is a Territorial Authority (TA) responsibility, and that GWRC has been working effectively with the region's TAs on this matter.

3.2 Approval of significance policies for the Regional Land Transport Plan 2015

The Committee discussed the proposed significance policy for inclusion in the Regional Land Transport Plan 2015 (RLTP).

Amendments to the Land Transport Management Act 2003 (the Act) in 2013 make specific mention of 'significance' and revise the requirements in connection with the significance policy. Previously both the Regional Land Transport Strategy and the Regional Land Transport Programme included significance policies, and these have been amalgamated and updated in order to create a new significance policy that reflects the legislative changes.

3.3 Approval of significant activities policy and prioritisation methodology for the Regional Land Transport Plan 2015

The Committee discussed the significant activities policy and prioritisation methodology for the RLTP. The purpose of the policy is to establish a methodology to determine the relative priority of 'significant activities' to be included in the RLTP, which is required by section 16 of the Act.

The purpose of the prioritisation methodology is to describe and explain how assessments are undertaken for individual significant activities. In addition, the methodology describes how the assessment is then used in order to determine the relative priority of significant activities to be included in the RLTP. The prioritisation of significant activities includes strategic fit, economic efficiency and effectiveness. The method and definitions for assessing the first two are consistent with those used by NZTA. The definition of the latter is different, providing a regional perspective to the prioritisation process.

The method for assessing regional effectiveness involves testing activities against the regionally agreed strategic objectives and outcomes. These outcomes underpin the overarching vision for the region contained in the regional transport plan, which is currently to deliver a safe, effective and efficient land transport network that supports the region's economic prosperity in a way that is environmentally and socially sustainable.

The Committee discussed the regional outcomes included in the policy, which are:

- a high quality, reliable public transport network
- an attractive and safer walking and cycling network
- a reliable and effective strategic road network
- an effective network for the movement of freight
- a safer system for all users of our regional transport network
- an efficient and optimised transport system that minimises the impact on the environment
- a well planned and integrated transport network; and
- an increasingly resilient transport network.

The Committee agreed to add to the outcomes - a system which reduces harmful emissions from transport, to better achieve the overarching vision for the region.

3.4 Proposed governance process for consideration of network issues for Hutt Valley – Porirua Links

The Committee discussed the proposed governance process for consideration of network issues relating to the Hutt Valley – Porirua Links, including the proposed Petone to Grenada Link Road and State Highway 58 safety upgrade proposals.

The process will include the establishment of a new steering group comprising the chief executives (or their senior delegates) of the region's local authorities and the Regional Director (or delegate) of NZTA. An existing joint officer Technical Advisory Group will continue to provide operational oversight of the project.

It was agreed that a regional approach to the consideration of these network issues is important, in order to ensure the best outcome for the region. It was also noted that the collaborative approach amongst the region's local authorities and NZTA will help ensure community concerns are identified and addressed.

The Committee noted that the collective role of the steering group will be to provide direction to the project managers from a regional perspective. It was agreed that in order to ensure community perspectives are addressed, it is important for each chief executive (or their senior delegate) on the steering group to report back to their relevant Council.

The Committee discussed community interest in State Highway 58. They received an update on NZTA's proposals for the highway, which involves major upgrades focused on improving safety, such as road widening and the installation of roundabouts. NZTA intends to undertake public engagement on its proposed upgrade shortly, with the first phase of the project scheduled to be underway by the end of 2014.

The Committee discussed the possibility of initiating a full review of the Petone to Grenada Link Road, and an upgrade of State Highway 58, as part of the consideration of network issues process. It was agreed that a review of the Petone to Grenada Link Road would be undertaken in order to decide the details of the project, but the inclusion of the Link Road in the RLTP will not be included in the review.

4. The decision-making process and significance

No decision is being sought in this report.

5. Recommendations

That the Council:

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

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