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**Committee** Regional Land Transport  
**Author** Jane Davis, Divisional Manager Transport Policy  
and Strategy

## Transport Policy and Strategy Division - Work in Progress

### 1. Purpose

This report updates the Committee about the work of the Transport Policy and Strategy Division.

### 2. Significance of the decision

The matters 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. Comment

#### 3.1 Regional Land Transport Strategy (RLTS) Review

##### 3.1.1 RLTS review programme

A RLTC workshop on the 14<sup>th</sup> September will consider matters relevant to the second draft of the new RLTS. Progress on the RLTS review is in accordance with the programme outlined in the following table. Note that an additional workshop has been scheduled for 11 October should it be required.

<b>14 September 06</b>	RLTC workshop: Consider 2nd draft RLTS
<b>11 October 06</b>	RLTC workshop (if required)
<b>31 October 06</b>	RLTC meeting: Adopt draft RLTS and agree to commence consultation, appoint hearings sub committee
<i>November/December 06</i>	<i>Stakeholder/Public Consultation</i>
<i>January 07</i>	<i>Analysis of submissions</i>
<b>February/March 2007</b>	RLTC subcommittee: Hear submissions

<b>April 2007</b>	RLTC recommend adoption of RLTS to GW
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### 3.1.2 Ngauranga to Airport Strategic Transport Study

The Ngauranga to Airport Strategic Transport Study is being undertaken by Opus International Consultants Ltd for Transit, Greater Wellington and Wellington City Council. Technical work is currently underway to develop and evaluate options. The options will be consulted on later this year.

## 3.2 Strategy Implementation

### 3.2.1 Travel Demand Management (TDM) Strategy

#### Travel Plans

Work on the regional Travel Behaviour Change Travel Plan Programme is progressing. We are currently developing travel plan guidelines, templates, survey tools and resources to assist schools, workplaces and communities in choosing more sustainable transport modes through the development and implementation of travel plans.

In general, travel plans are a package of measures that aim to reduce the dependency on the car for journeys by promoting and providing people with more transport choices such as walking, cycling, use of public transport and other sustainable transport options. Travel plan measures provide a wide range of benefits to not only individual organisations and institutions but also to the region as a whole, including a more efficient transport network, improved individual health and wellbeing, better access to services and minimisation of damaging effects on the environment.

We anticipate having the core tools in place by October of this year at which time four workplaces and four schools will be identified to trial the programme over the next year. It is likely that the four workplace travel plans will be with local authorities or government agencies and the schools will be in Upper Hutt and Porirua. We are working closely with Kapiti Coast District Council who also received funding from Land Transport NZ to assist with their implementation of school travel plans.

We have offered to assist the Wellington City Council with evaluation of their Safer Roads programme in schools, which has many similarities with a school travel plan.

Hutt City Council, Carterton District Council and Masterton District Council have also expressed an interest in working with us on school travel plans for their area

The Capital and Coast District Health Board (C&CDHB) travel plan implementation is progressing. We are currently trialling new Metlink Personalised Journey Planner software with Wellington Hospital staff. The software will produce personalised public transport plans for staff journeys to work and can be delivered by personal e-mail or internal mail on site. The

personal journey planner software is being trialled as a possible service to offer organisations that participate in the workplace travel plan programme. The service is very complementary to the current general Metlink marketing initiatives but provides a much more concentrated direct approach to marketing public transport options.

The second phase of the travel plan project is just getting underway and involves patient and visitor travel to and from the various hospital sites. It is anticipated that this phase will involve a review of current transport modes to the sites, a service and accessibility audit, and enhancements to on-site public transport information.

We have secured Sustainable Management Fund funding from the Ministry for the Environment of \$82,000 for 2006/07 for a community project of short trip reduction. Greater Wellington has partnered with the Sustainability Trust and Hutt City Council to deliver the project. Three target communities across a range of socio-economic profiles have been selected. The communities are Naenae, Alicetown and Eastbourne. The Sustainability Trust aims to identify the barriers that members of these communities face when making decisions about car use for short trips and develop a range of tools to overcome these. The tools will vary, but will include information on safe pedestrian and cycle routes and public transport information. By trialling the tools across a range of communities, the Sustainability Trust expects that the successful measures will be applicable in other urban centres throughout the region and nationwide. The project leader was appointed in mid August.

### Road Pricing Investigation

Another action in the TDM Strategy is to investigate an appropriate road pricing scheme for the region. Consultants Sinclair Knight Merz are undertaking a technical study and are expected to report their findings shortly.

### 3.2.2 Regional Cycling Strategy Implementation

Cycle lockers in stalled at various railway stations around the region are now branded with Metlink signage. Thirty additional lockers have been installed at Paraparaumu and Waterloo stations to meet demand from rail commuters for these facilities. Kapiti Coast District Council has taken over the administration of the lockers at Paraparaumu.

We are planning with Wellington City Council and Hutt City and Upper Hutt City Councils our participation in the *Bike Wise Mayoral Challenge* programme that is part of Bike Wise Week in February/March 2007 through the successful Bike the Bays and Bike the Trail events.

### 3.2.3 Regional Pedestrian Strategy Implementation

No update to report.

### **3.3 Other Activities**

#### **3.3.1 Air Quality Monitoring**

We are currently in the process of obtaining two NO<sub>x</sub> (nitrous oxides) analysers to be placed in the two mobile monitoring stations (located at Ngauranga Gorge and Melling Interchange). This will match the pollutants monitored by the mobile stations with those monitored at the permanent transport emissions site located on the corner of Vivian and Victoria Streets, namely: PM<sub>10</sub> (particulate matter), CO (carbon monoxide) and NO<sub>x</sub> (oxides of nitrogen).

#### **3.3.2 North Wellington Public Transport Study**

Greater Wellington and Wellington City are undertaking this study to generate and assess options to meet the current and future transport needs of the area. Initial consultation was completed in November 2005. A second stage consultation document has recently been released and outlined four feasible scenarios:

- Enhanced rail
- Bus with walking and cycling
- Busway
- Light rail.

Feedback on the stage two consultation closed on 12 July 2006 with 1606 submissions being received. The Greater Wellington Passenger Transport Committee, along with Wellington City Council, will now develop a preferred option and seek further views later this year.

## **4. Communications**

Communications are on-going as the opportunity arises with all our projects.

## **5. Recommendation**

*That the Committee:*

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

Report prepared by:

**Jane Davis**  
Divisional Manager, Transport Policy &  
Strategy