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Committee Regional Land Transport
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Update on the Wellington Regional Land Transport Strategy Review

1. Purpose

To provide the Regional Land Transport Committee (RLTC) with an update on progress on the review the Regional Land Transport Strategy. This includes the interim decisions of the RLTS Hearings Subcommittee following consideration and hearings of submissions.

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. Background

At its meeting on 31 October 2006, the RLTC approved a draft Regional Land Transport Strategy for public consultation. Consultation on the draft Passenger Transport Plan was fully coordinated with this process. Consultation commenced on 11 November 2006 and followed the special consultative procedures under the Local Government Act.

A summary document was distributed to all households in the region. The full document and summary was mailed to approximately 55 stakeholders and 300 interested parties. Copies of the draft strategy and summary document were sent to all Territorial Authorities and public libraries. A media release was prepared and public notices were placed in the Dominion Post, Wairarapa Times Age and local papers. The Council's newsletter 'Elements' featured an article in the December issue. The Council's website had a dedicated page with an electronic submission form. A series of public meetings were held throughout the region and additional presentations were made to Ara Tahi and other interest groups at their invitation. Submissions closed on 16 February 2007.

On the 28 February 2007, the RLTC resolved to appoint a RLTS Hearings Subcommittee to hear, evaluate and report on submissions, and make recommendations back to the RLTC. The established RLTS Hearings Subcommittee has 5 members: Cr McDavitt (Chair), Cr Evans, Mayor Milne, Mayor Staples and Mr Anderson.

4. Submissions on the draft RLTS

The following provides a brief overview and summary in relation to submissions received on the draft Regional Land Transport Strategy. A full analysis of the submissions received and the key issues raised can be found in the *Report on submissions on the draft Wellington Regional Land Transport Strategy (Report 07.178)* to the RLTS Hearings Subcommittee meeting on 2 April 2007.

4.1 Overview of submissions

1294 submissions were received on the draft RLTS within the consultation period. A large proportion of these (around 73 % of the total) were made on pro formas or using pro forma text developed by around eight groups. Feedback was also received via the Council's website form, the form included with the summary document and via individually prepared letters and emails. Approximately 140 submitters (11% of the total) indicated a wish to be heard in support of their submission. All of these people were offered the opportunity to appear before the RLTS Hearings Subcommittee.

Nearly all of the submissions were received from individuals. A relatively small number were received from representatives of community based organisations, including residents' associations, special interest groups and regional branches of national organisations. The remainder of submissions were received from Government related bodies, such as Transit New Zealand, a range of District Health Boards and territorial authorities from within and bordering the region.

Submissions were received from throughout the region and beyond. Around 41% of submissions came from Wellington City, in large part due to the dominance of pro forma Option 3 submissions. Option 3 submissions were also signed by eight people that gave addresses in Europe. Kapiti was also well represented, particularly due to a number of pro formas which dealt with rail issues. A lower than expected response was received from Porirua, Hutt Valley and Wairarapa.

The following graph shows the response by area. The 'other' category covers submissions from national organisations, outside the region, and those that did not identify a location.

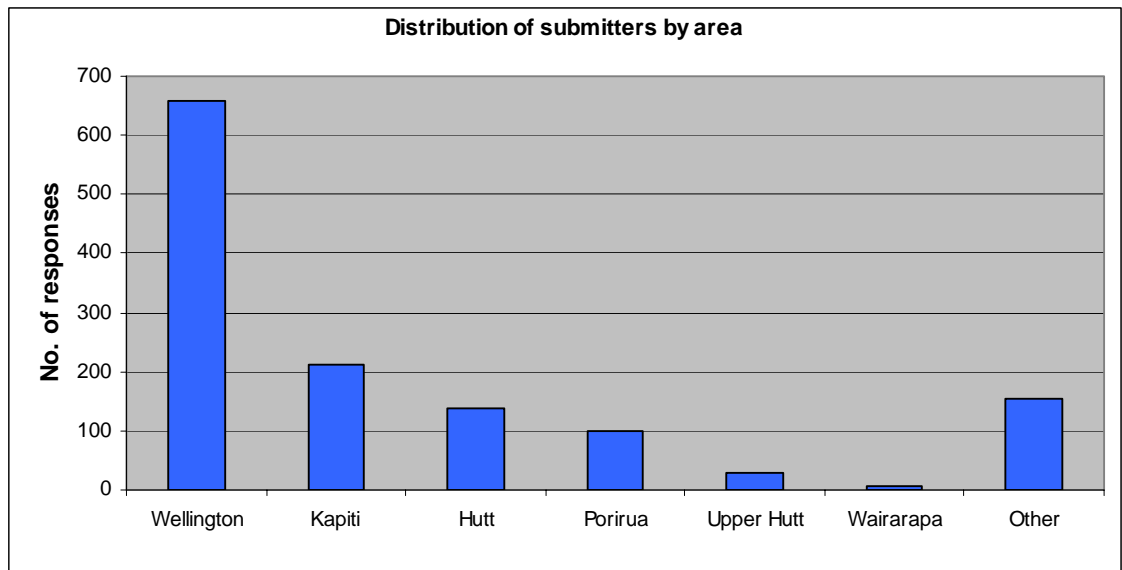


Figure 1: Distribution of submitters by area

4.2 Issues raised in submissions

The issues raised by submitters through their submissions were wide ranging both in terms of topic and specificity. Submitters commented on high level strategic issues through to detailed operational issues. Many matters raised by submitters were supported by some and opposed by others.

A significant group of submitters (predominantly through three pro forma groups – Option 3, Kapiti Transport Action Group and Tranz Metro) were of the view that the investment in the strategy programme was heavily weighted towards roading projects and that inadequate funding is allocated to public transport and active modes. A common theme raised by this group of submitters was the need for leadership in relation to climate change and environmental sustainability, together with the need to improve passenger transport services, particularly the region’s commuter rail network.

Another group of submitters noted their support for the strategy and its balance of investment and projects to address both road and rail network improvements in the region. These submitters generally noted particular support for the inclusion of Transmission Gully Motorway in the strategy.

There was a strong call among submitters for the upgrade of State Highway 58 ahead of the proposed new Grenada to Gracefield Stage 1 link road. Much concern was also expressed by submitters, primarily from the Korokoro and Petone areas, in relation to the route of this proposed new link road. Submitters sought assurance that the route would not adversely impact on the Korokoro Valley.

A number of contrasting views were received in relation to affordability and funding of the strategy. Some submitters considered that all essential projects for the region should be identified in the strategy while others believed that only those with identified funding should be included. A range of views were noted by submitters in relation to the appropriate funding sources for projects

from user pays, rates, the Crown and innovative public-private partnership solutions. Overall, there was a call for increased Crown funding, particularly to address rail infrastructure issues and improvements to State Highway One.

4.3 Consideration of submissions

The Subcommittee heard 81 oral submitters over three days. The Subcommittee then met on the 2 April 2007 to deliberate on the submissions and consider changes to the strategy in response to the key issues and concerns raised by submitters.

5. Market Research Survey

At its deliberations meeting, the Subcommittee also received a market research survey report from consultant Peter Glen Research. A telephone survey of 800 residents and 100 businesses throughout the region was carried out during the draft RLTS consultation period. The survey tested the views of the community in relation to the region's transport system. The key findings from the market research report were used along with the feedback from submissions to inform the Subcommittee's deliberations. A copy of the survey report summary was provided as Attachment 1 to **Report 07.169** of the RLTS Hearings Subcommittee agenda for 2 April 2007. The survey report summary and detailed tables are also available on the Greater Wellington website (www.gw.govt.nz/rlts).

6. Interim Subcommittee Decisions

In response to the issues raised in submissions, together with the market research findings, the Subcommittee agreed in principle to revise the draft strategy to:

- more clearly express the strategic direction for the land transport network in the region
- remove the project details from the strategy and provide for implementation plans that are separately documented (and do not form part of the strategy)
- ensure the strategy responds to the need to reduce CO₂ emissions
- provide policy guidelines for prioritising improvements to the network (projects and activities)
- address inconsistencies in the draft strategy, particularly in relation to targets
- more explicitly address mode share targets.

The Subcommittee agreed to a number of recommendations from officers in this respect, instructing officers to carry out further work to revise the strategy accordingly. These recommendations are set out below:

- *Agrees in principle to the revision of the draft RLTS, as set out in this report and discussed at this meeting.*
- *Confirms that the CO₂ target should be revised to align with Central Government targets.*
- *Instructs officers to revise the draft RLTS, taking into account the specific matters raised in submissions and to report back to the Subcommittee in accordance with the following:*
 - *Enhance the vision to be more specific about the region’s desired future transport system*
 - *Redraft the strategy so that the detailed implementation plans, corridor plans and Regional Transport Programme are documented separately from the strategy*
 - *Shift corridor plan policies into the main policy section of the strategy*
 - *Provide for the development of a Regional Rail Plan*
 - *Review the current proposed mode share targets to include more ambitious ‘stretch’ targets for passenger transport, walking and cycling*
 - *Develop policies to guide the annual Regional Transport Programme prioritisation process*
 - *Confirm that the program will look beyond 10 years and include interim milestones*
 - *Revise the elements of the strategy to clarify how the CO₂ target is to be achieved*
- *Instructs officers to report back to the Subcommittee on the specific detailed matters raised in submissions.*

As set out above, the Subcommittee will also consider further detailed matters and consequential changes to the strategy before recommending a final strategy to the RLTC.

6.1 Next steps

The previous timetable for completing the RLTS review expected that the Subcommittee would recommend final changes to the draft strategy to the RLTC in April 2007. However, due to the issues raised in submissions the Subcommittee requires more time to determine its recommendations for a final strategy. This means that the final RLTS will not be reported to the RLTC until 27 June, with subsequent adoption by GWRC to occur at the next available full Council meeting. The following table sets out the steps and timeframes for completing the review of the RLTS.

Process	Timeframe
RLTC updated on draft strategy progress	2 May
Officers redraft the strategy (includes workshops with the RLTC technical working group and the Subcommittee).	April/May
RLTS Hearing Subcommittee considers the redrafted strategy and other changes from the submissions process and recommends a revised strategy to RLTC	1 June
RLTC agrees to the final strategy and recommends adoption to GWRC	27 June
GWRC adopts the strategy	Next available meeting

The review of the Regional Passenger Transport Plan has also been delayed to fully take account of the strategic direction set in the RLTS.

7. Communication

Several media releases have been sent out regarding the matters set out in this report. The first on 2 April regarding the RLTS Market Research Survey findings, the second on 13 April regarding the RLTS hearings and interim conclusions from the submissions process.

8. Recommendations

That the Committee:

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

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