



September 2003

Transport Futures

AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

Welcome to Upper Hutt

In welcoming the RLTC, Mayor Guppy gave an Upper Hutt perspective, recording support for current priorities and works, including public transport developments, and indicating a preference for future projects that consolidated the existing network.

Pukerua Bay residents gave a multimedia presentation on pedestrian safety problems on SH1. Discussion accepted the reality of the problems, and canvassed options for addressing them.

Next RLTS Review Kicks Off



Previous RLTS reviews have concluded in 1993, 1996 and 1999. In recent years we have concentrated on developing contributory parts – monitoring and reporting methods, corridor plans and modal strategies –

while awaiting the coming together of an updated database, updated model, and clarified legislation. In early August the first two arrived; the clearer legislation is expected shortly.

Access Planning Manager Joe Hewitt presented the programme for the review and an overview of the contributing workstreams. The programme indicated the technical and consultation processes now required could take between 2 and 3 years to complete.

While the high-level material (objectives, policies, indicators, prioritising, monitoring and reporting methodologies) would all be covered, the centre of attention would undoubtedly be the distillation of proposed improvements into corridor plans to form a 10 year programme. This will need to be multi-modal, agreed, prioritised, and indicatively fundable before being released for consultation.

Important workstreams intended to feed into the review are the Western Corridor, Wellington City corridor, and affordability versus level of service exercises (see next item).

RLTC expressed disappointment at the length of the programme, and hoped that in reality it would be shorter. Crown agencies expressed hope that the consultative process would be robust enough to serve their needs too.

Liasing With JOG

A tabled paper outlined current work around affordability versus level of service desired, intended to clarify the magnitude and timing of Wellington's "transport funding gap". Officers working on this are ensuring consultation with the region's Mayoral Forum, and on the basis of this collaboration we anticipate presentation of the Wellington position to Government's JOG (Joint Officials Group), who are investigating options for future transport funding. JOG has been persuaded to look beyond Auckland.

The timeframe for this exercise is driven by JOG, and there may be a need for a separate RLTC workshop to accommodate it. Otherwise progress will be reported at the November RLTC.

Meanwhile, Work Continues...

RLTC received and progressed several reports that contribute to the RLTS review:

Cycling Strategy

A draft regional cycling strategy was released for consultation, with submissions closing October 20, and report back to November RLTC. Supported by cycling groups, the draft strategy aims to build on agency programmes by promoting a culture of awareness of cycling needs, and improved levels of service and integration across the region. The strategy proposes some specific actions and measures. RLTC discussion indicated a desire for greater clarification of regional/agency roles, including the proposed Regional Cycling Co-ordinator.



Agency Reports – The Gestation Problem

Transit, LTSA, and local authorities reported continued progress on implementing projects, policies and studies. RLTC was concerned to note that in two high-profile cases, Western Link Road and Inner City Bypass, further appeals have been lodged.

Mortality Research Scrutinised

In 2002 publicity was given to NIWA research estimating mortalities due to transport-induced air pollution being equivalent to the actual road toll. Karen O'Reilly of GWRC's Access Planning team has produced a paper recalculating this, using data on the region's air quality, vehicle fleet, and population, and the original formulae. Her recalculation estimates the relevant mortality as 8 compared to the average regional road toll of 30. Karen's paper has been presented to national policy agencies.

Wairarapa Corridor

The consultation process is under way and submissions close 20 September for report back at November RLTC.

Network Resilience (Emergency access needs)

A paper summarising this work included a map highlighting the vulnerability of the region's transport networks to natural hazard events (extreme weather, earthquake), and a table listing strategic vulnerabilities (bridges, overbridges and stretches of road). RLTC resolved to include findings in the next RLTS, and looked forward to receiving advice on how to take emergency access needs into account when developing transport priorities.

FOR FURTHER INFORMATION

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