

March 2004

## Transport Futures

### AN OCCASIONAL NEWSLETTER FROM GREATER WELLINGTON TRANSPORT

*This summary is produced by the Regional Land Transport Committee 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.*

### What happened at the RLTC on 27 February 2004?

#### RLTC membership confirmed

A paper outlining how the current composition of the RLTC met the criteria of the new Act was received. Current membership was reconfirmed for the balance of the triennium. A process for review at the end of the triennium was indicated, with health and cultural interests identified as areas requiring further attention. RLTC members sought to be kept informed of the process.

#### Cycling strategy adopted

The final stages of the cycling strategy process saw submissions heard and analysed, a few minor amendments, and formal adoption.

#### “Sunset Highway” discussed

Western North Island regions led by Taranaki propose to rebrand the alternative western state highway route the “Sunset Highway”, and have the support of tourist agencies. The concept was endorsed in principle, but clarification sought on the exact route, and on whether this would

conflict with received local names for some stretches, eg Centennial Highway.

#### Work programmes tabled

- Ongoing work on road safety and pedestrian strategies was timetabled. Advance notice was given of work on Wellington city corridor study
- The timetable for the RLTS review was tabled, especially for the balance of this triennium. Over the next few months workshops would review vision, objectives, policies and associated aspects.

#### Inner City Bypass

RLTC members expressed frustration at the apparently endless process of special or repeat reviews of this project. They were advised that an appropriate group was preparing an application for funding. Officers assured members there was no blockage.

#### Agency progress reports

A particular value of the RLTC process is that it enables stakeholders to quiz agencies on progress on relevant projects. Transit obliged this time with detailed discussions on Western, Hutt, and Wairarapa concerns, current and upcoming. Members also quizzed GWRC on rail matters, and secured a promise of further updates on this at future meetings. The subject of TrackCo was also raised.

#### RLTS background presentations

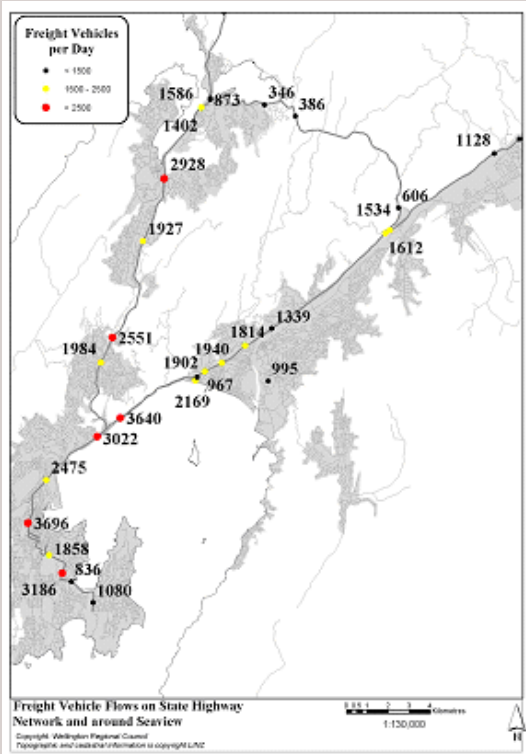
Presentations covered the context (statistics and trends) for 3 further areas requested by RLTC – the very topical subject of **network vulnerability** (policies proposed concerned monitoring and inclusion



in planning and prioritising processes); **freight** (certain stretches of the Wellington network carry heavy traffic volumes at similar

scales to Auckland's motorways – two to note are Petone-Ngauranga, where trucks go south to go north, and inner city Wellington along the bypass route); and transport's role in the region's **economic development**. For further information contact Tony Brennand at GWRC (tony.brennand@gw.govt.nz).

## Daily heavy freight traffic volumes



(Please note rail figures not available)

- For reference, equivalent volumes on SH1 Auckland-Bombay are 3000 per day
- On the Petone-Ngauranga stretch heavy traffic goes south (to Ngauranga) to go north (SH1) in preference
- The figures reveal a freight argument for a route bypassing Te Aro.

## Prioritisation process

Transit is currently consulting on its draft Land Transport Programme for 2004/05. GWRC is coordinating a regional response which will include the recommendation of priorities to Transit. The regional phase concludes with a meeting of the RLTC:

### 9:30 am on 31 March at Greater Wellington Regional Council Chamber

This will be a transitional round. Last year Transfund announced a new funding allocation process (TAP) to be phased in, beginning with major projects. Familiar

processes continue for maintenance, local programmes, and minor works. Transit's major capital works (over \$3m) will be the only group considered under the full TAP in 2004. Transit has released a list in alphabetical order for this (not indicatively prioritised).

The RLTS that applies here is the received one, and previous exercises using a similar evaluation framework and process have delivered an agreed Regional Transport Programme as a reference point. Those processes *already included* most of the criteria in the new Act and new TAP, but some adjustments have been necessary. Guidelines on the consultation processes required under the new Act are not yet available. Given all this, any variations on the received programme are likely to be driven either by updated information or by adjustments to the evaluation framework.

We believe it would be helpful to readers unfamiliar with the prioritisation process applied in Wellington to outline process.

## Wellington region's process

For guidance, the technical working group (TWG) which features here is the RLTC TWG consisting of relevant officers of Crown agents (Transit, Transfund, LTSA), the GWRC and local authorities. This sits apart from and prior to the RLTC and it is assumed TWG members advise their RLTC representatives.

All scoring is based on best (latest) available data - quantitative where possible, peer reviewed if not. The process is information hungry but has proved practicable over several years now. New information can change scoring and thus ranking.

- Stage 1
  - a pass/fail test, failures being deleted from further consideration
  - checking consistency with RLTS and affordability, undertaken by TWG
- Stage 2
  - scoring each project on each line of a weighted attribute matrix
  - scoring is to a 8 point scale on each line, with 'greatly, significantly, moderately, slightly' plus and minus gradations, and preset definitions of each gradation for each line
  - undertaken first by GWRC officers, reviewed by TWG
- Stage 3
  - ranking of projects – projects are ordered by descending scores
  - scores are reviewed by TWG and any adjustments documented
  - recommended ranking is referred to RLTC
- Stage 4
  - political review by RLTC
  - RLTC considers other agreed criteria (ie not already in the attributes and these may include readiness, urgency, sequencing, feedback from public participation, and 'other perceived costs/benefits')
  - each adjustment by RLTC is documented
  - final list is formally adopted



## The weighted attribute matrix

Each objective in the RLTS is taken into account and their weighting is equalised, ie 4 objectives means each scores 25% of the total, 5 objectives means each scores 20%.

RLTS policies are reflected in the attributes (line-items). For example, reducing congestion, economic efficiency, enhancing safety, and reducing fuel use are RLTS policies that become scored attributes for each project (currently there are 12 such attributes – the RLTS review can review these).

Wherever possible scoring is quantitatively based, information based where not and

always peer reviewed. The 8-point scale is predefined for every attribute.

Attributes are weighted to reflect received policy priorities but no attribute can be neglected. Weightings are pre-set and transparent. Economic efficiency, enhancing safety, promoting accessibility and reducing congestion are attributes which achieve higher weighting in the received Wellington matrix with the rest being treated equally. The RLTS review can review weightings.

Flawed projects are deleted, ie any project that scores less than –3 on the 8-point scale *on any line* is disqualified from further consideration (thus projects that significantly increase congestion or have significant adverse environmental impact cannot be ranked or recommended.)

## Summary

The prioritisation process is the engine that implements the RLTS and connects RLTS policies and priorities to funding processes. The process followed in Wellington is relatively systematic but retains flexibility through RLTC input. Developing the matrix, especially its attributes and weightings, is the powerful exercise at the heart of the RLTS review.

### Excerpt from Transport Package and Project Prioritisation Methodology

Attribute	Weight	Scoring							
		100	75	50	25	0	-25	-50	-75
Assists freight movements	5%	Assists freight movement very significantly	Assists freight movement significantly	Assists freight movement moderately	Assists freight movement slightly	Neutral	Reduces freight movement slightly	Reduces freight movement moderately	Reduces freight movement significantly
Economic Efficiency	20%	BCR > 12	BCR <12 >= 8	BCR <8 >=5.0	BCR <5.0 >=3.0	BCR <3.0 >=1.5	BCR <1.5 >=1.0	N/A	BCR <1.0 <b>Rejected in Stage 1</b>
Improves Safety	20%	Saves >30 injury crashes per 5 years	Saves 16-30 injury crashes per 5 years	Saves 8-15 injury crashes per 5 years	Saves 3-7 injury crashes per 5 years	Neutral -2 to +2 change in crashes per 5 years	Increases injury crashes per 5 years by 3-7	Increases injury crashes per 5 years by 8-15	Increases injury crashes per 5 years by > 15
Improves personal security (mostly peds & cyclists)	5%	Assists personal security very significantly	Assists personal security significantly	Assists personal security moderately	Assists personal security slightly	Neutral	Reduces personal security slightly	Reduces personal security moderately	Reduces personal security significantly
Reduces fuel use	5%	Reduces fuel use very significantly	Reduces fuel use significantly	Reduces fuel use moderately	Reduces fuel use slightly	Neutral	Increases fuel use slightly	Increases fuel use moderately	Increases fuel use significantly
Increases public transport use	5%	Very significantly	Significantly	Moderately	Slightly	Neutral	Slightly reduces use of public modes	Moderately reduces use of public modes	Significantly reduces use of public modes
Matches adjacent capacity	5%	Very significantly	Significantly	Moderately	Slightly	Neutral	Causes minor up/downstream capacity problems	Causes moderate up/downstream capacity problems	Causes major up/downstream capacity problems <b>Rejected in Stage 1</b>
Improves network security	5%	Major new alternative strategic route	Minor new alternative strategic route, major new alternative local route, new lane on existing strategic route	New shoulder on existing strategic route	Minor new alternative local route	Neutral	N/A	N/A	N/A

Future issues of Transport Futures are planned on Transmission Gully/Western Corridor process, RLTS review.

#### FOR FURTHER INFORMATION

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