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1999/2000 ANNUAL REPORT ON THE WELLINGTON REGIONAL LAND TRANSPORT STRATEGY 1999-2004



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1 INTRODUCTION

1.1 LEGISLATION

Section 182 (1) of the Land Transport Act 1998 states:

Every regional council that is required to prepare a regional land transport strategy must prepare an annual report as to the progress in implementing its regional land transport strategy.

This report fulfils that requirement by commenting on:

- the progress of implementing the 1999-2004 Wellington Regional Land Transport Strategy (RLTS)
- impediments to such progress.

1.2 OVERVIEW

The report is structured as follows:

- Context within legislation
- Impediments to implementing the strategy
- Performance measures
- Progress against objectives
- Progress with corridor studies.

2 BACKGROUND

2.1 REGIONAL LAND TRANSPORT STRATEGY

Section 175 (1) of the Land Transport Act 1998 states:

Every regional council must prepare a land transport strategy for its region.

Background to the development of the 1999-2004 Wellington RLTS can be found in Section A of the RLTS.

2.2 REGIONAL POLICY STATEMENT

Section 175 (3) of the Land Transport Act 1998 states:

A regional land transport strategy may not be inconsistent with any regional policy statement or plan that is for the time being in force under the Resource Management Act 1991.

The statutory transport directives contained in the Wellington Regional Policy Statement are discussed on page 14 of the RLTS.

2.3 IMPEDIMENTS TO IMPLEMENTING THE STRATEGY

The impediments to implementing the RLTS, identified in previous annual reports remain. These are detailed in WRC's *"The Wishbone Study – Delivering land transport outcomes in the Wellington Region"*.

3 PERFORMANCE MEASURES

3.1 ACCESSIBILITY AND ECONOMIC DEVELOPMENT

The objective is to provide a transport system that optimises access to and within the region.

Performance indicator

- Vehicle travel times for example trips within the region are:

The vehicle travel time to the airport from...	Is approximately...	Under the following traffic conditions...
Paraparaumu	71 minutes	Partial morning peak
Plimmerton	47 minutes	Partial morning peak
Porirua	40 minutes	Morning peak
Johnsonville	33 minutes	Morning peak
Wellington CBD	11 minutes	Morning peak (against the peak flow)
Masterton	118 minutes	Morning peak (on Hutt Motorway)
Upper Hutt	62 minutes	Morning peak
Lower Hutt	41 minutes	Morning peak

The travel times are based on a travel time survey conducted by WRC in March 2000. The methodology for this survey will be detailed in a working document. The methodologies for this and other performance indicators may be refined if need be in subsequent years.

Target

AM Peak travel times for motor vehicles from Paraparaumu and Masterton to Wellington Airport and the Port of Wellington do not grow by more than 3% by the year 2004.

The travel times to the Wellington airport in the above table will be used for comparison purposes in subsequent years. At present there is no data available from like time periods to allow a useful assessment of trends.

Performance indicators sourced from the regional transportation model

The only practical method for obtaining the statistics listed in the table below is to run the regional model. The regional model was calibrated in 1996. Running the model in a non-calibration year will indicate what the statistic is predicted to be for the 1999/2000 year, for example. It would not accurately estimate the prevailing value. In a census year, when the model is calibrated, the raw data to accurately estimate will be collected. This will take place in 2001.

The performance indicator...	Was estimated, for the AM peak in 1996, to be...	And it will next be accurately estimated in...
Total network vehicle hours	21,600 hours	2001 Census Year
Total network vehicle kilometres	1,373,800 km	" " "
Total network average trip length	9.6 km	" " "
Total network average travel speed	42.1 km/h	" " "
Total network public transport passenger hours	8,740 hours	" " "
Total network public transport passenger kilometres	286,700 km	" " "
Mode split for journeys to the Wellington CBD	Car driver 44% Car passenger 16% Bus & Rail 28% Walk 10% Cycle 1%	" " "
Annual economic cost of congestion	\$190 million	" " "

An assessment of progress against the following targets will be made in the 2001 census year. Further work will be done to determine whether there is a practical methodology for estimating these statistics in a non-census year.

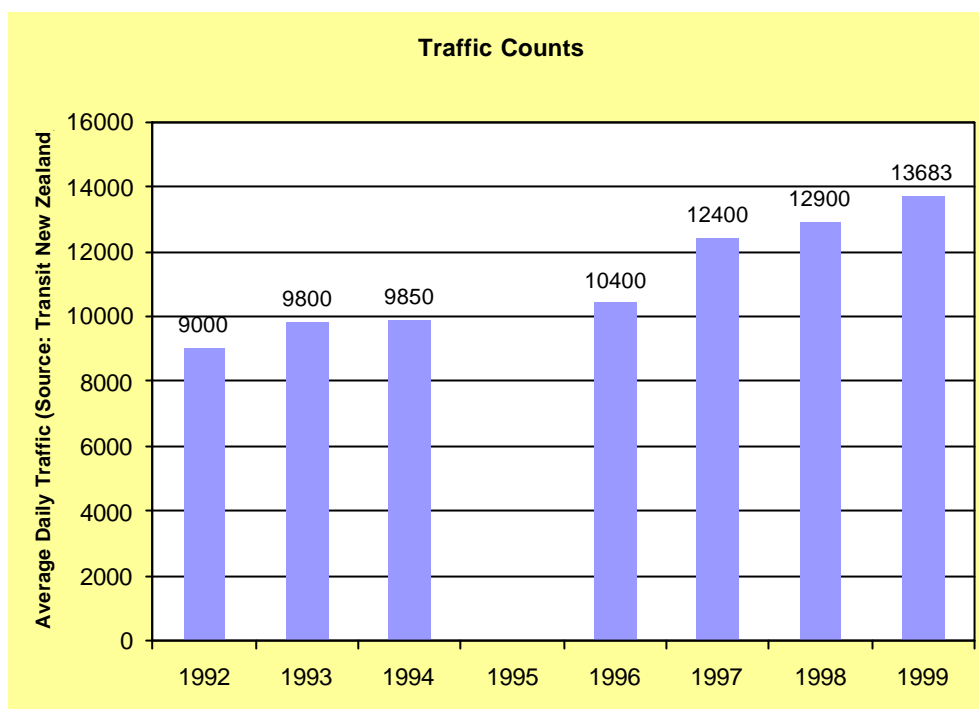
Target for total network vehicle hours

AM Peak total network motor vehicle travel time should not grow by more than 3% by the year 2004.

Target for total network vehicle kilometres

AM Peak total network motor vehicle travel distance should increase by no more than 6% by the year 2004.

Traffic volumes for trips on SH58 or parallel demands



The graph indicates that there was steady growth of around 3% per year up to 1996. A significant jump occurred in 1996 from 10,400 Average Daily Traffic to 12,400 Average Daily Traffic.

3.2 ECONOMIC EFFICIENCY

The objectives are to:

- Implement the most efficient options
- Ensure that all users of land transport are subject to pricing and non-pricing incentives and signals which promote decisions and behaviours that are, as far as possible, in accordance with efficient use of resources and the optimal benefit to the user.

Performance indicators

- Total system user cost per person kilometre
- Total system user benefit/cost.

The two performance indicators will next be measured in the 2001 census year when the regional transportation model is recalibrated.

Target

Strategy benefit/cost ratio exceeds 4.

This target may be subject to review.

3.3 AFFORDABILITY

The objective is to plan for a land transport system that recognises funding constraints and ability to pay.

Performance indicator

- Year cost (capital plus operating costs)

For the following transport authorities...	The 1999/2000 operating and maintenance cost was...	The 1999/2000 capital expenditure was...	Giving a total for 1999/2000 of...
South Wairarapa District Council	\$1,314,247	\$775,550	\$2,089,797
Carterton District Council	\$1,735,622	\$675,000	\$2,410,622
Kapiti Coast District Council	\$3,626,000	\$3,179,000	\$6,805,000
Masterton District Council	\$5,130,908	\$1,739,300	\$6,870,208
Upper Hutt City Council	\$4,000,000	\$1,442,000	\$5,442,000
Wellington City Council	\$6,905,209	\$14,389,000	\$21,294,209
Hutt City Council	\$11,277,000	\$10,694,000	\$21,971,000
Porirua City Council	\$1,655,100	\$2,203,000	\$3,858,100
Transit New Zealand (Wellington Region)	\$12,460,000	\$15,650,000	\$28,110,000
Wellington Regional Council	\$36,375,000	\$165,000	\$36,540,000
TOTAL	\$84,479,086	\$50,911,850	\$135,390,936

Some of the operating costs and capital expenditures are sourced from Annual Plans as opposed to Annual Reports as at the time of writing this report, some of the information was not available. However, this picture will become clearer in future RLTS Annual Reports.

Target

Year costs do not exceed \$250 million

3.4 SAFETY

The objective is to provide a safer community for everyone through a transport system that achieves or improves on the targets of the National Road Safety Plan through the Regional Road Safety Strategy.

Performance indicator

- Forecast 2001 casualty figures¹

For the year...	Casualties for the Wellington Region were...
1990	2077
1991	2030
1992	1888
1993	1741
1994	1818
1995	1841
1996	1494
1997	1471
1998	1238
1999	1224

Target

Annual casualties reduced to 1200 or less by December 2001.

The table above show the casualty figures for the Wellington Region declining significantly over the past 10 years. If the present trend continues the target will be achieved with annual casualties reducing to less than 1200 by December 2001.

3.5 SUSTAINABILITY

The objective is to provide a land transport system that:

- Operates in a manner that recognises the needs of the community
- Avoids, remedies or mitigates adverse effects
- Uses resources in an efficient way
- And supports an optimal demand for energy.

Performance indicator

- CO emission levels at Vivian/Victoria Street and Willis/Manners Street junctions.

The figure below was derived using information gathered during the monitoring of the intersection in 1998. The points on the graph relate to the combinations of traffic counts and Parts Per Million (PPM) Carbon Monoxide (CO) levels. The figure illustrates:

- Wind speed of less than 5 m/s
- Wind speed of 5 m/s or more.

The lower wind speeds correspond to higher levels of CO air pollution.

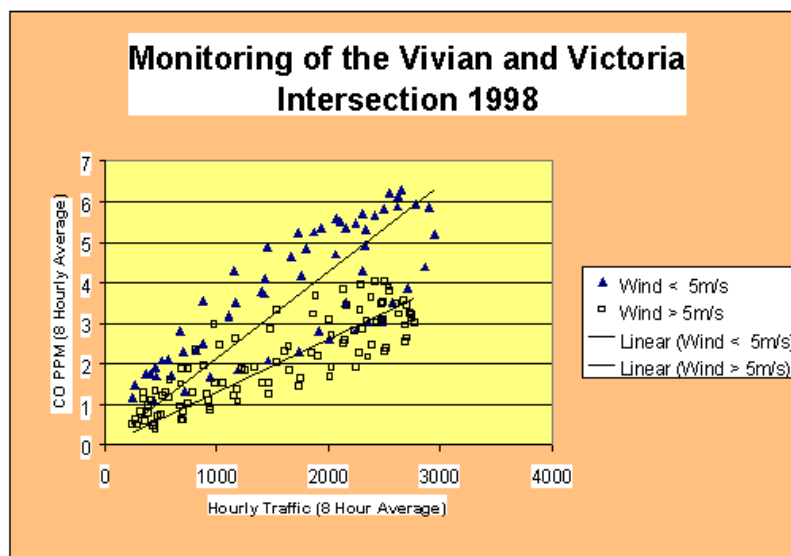
Details of this investigation will be written up in an *Air Quality Modelling Working Document*.

¹ Land Transport Safety Authority Regional Safety Reports.

Target

Non compliance of CO guidelines in 2004 does not increase by more than 2.5% over 1999 levels at Vivian and Willis Streets

By obtaining traffic counts and wind speeds for a week long period in August 2000 it is possible to estimate the amount of time the 8 hour guidelines were exceeded. Preliminary results from the modelling project suggest that air quality is likely to be unchanged compared with 1998 given current traffic and weather patterns.



Performance Indicator

- Fuel consumption

Regional fuel consumption statistics are not available. However, trends in fuel price and consumption can be found from National Statistics (Statistics New Zealand):

Annually, petrol prices increased by 31.1 per cent from the September 1999 quarter to the September 2000 quarter. This is the largest annual increase since a 35.4 per cent movement occurred in the June 1985 quarter.

[Nationally] Petrol deliveries rose 7.8 percent in the June 2000 quarter compared with the same quarter last year. In the year to June 2000 petrol deliveries increased 2.8 percent over the level recorded in the year to June 1999. At the same time diesel deliveries increased by 6.1 percent, and show an increase of 15.4 percent when compared with the June 1999 quarter.

These national figures indicate that despite price increases, travel within the region can be expected to have continued to increase. Survey work associated with recalibrating the regional model in 2001 will confirm whether or not this observation is valid.

Target

Fuel consumption not increased by more than 5% by 2004

4 OBJECTIVES

4.1 OBJECTIVE 1 – ACCESSIBILITY AND ECONOMIC DEVELOPMENT

Theme 1.1: Expand and enhance urban public passenger transport	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
1.1.1 Improve the accessibility of public transport.	<ul style="list-style-type: none"> • Waterloo carpark expansion. • Design work on Wellington Bus-Rail Interchange upgrade. • Preparation for major carpark expansion programme. • Continuous improvement of bus timetables.
1.1.2 Maintain urban rail as an arterial priority in the public transport network	<ul style="list-style-type: none"> • The Urban Rail has been maintained as arterial priority in the public transport network.
1.1.3 Allow commercial bus and ferry services on parallel routes to rail services where they complement and increase overall public transport use	<ul style="list-style-type: none"> • Certain bus services are operating parallel to rail services (eg The Stagecoach Flyer from the Airport to Lower Hutt). No new ferry routes were introduced. Preliminary studies indicate limited options for future additional commuter ferry operations.
1.1.4 Enhance the quality, reliability and priority of public transport facilities and services	<ul style="list-style-type: none"> • Wellington Bus Rail Interchange upgrade has begun. • Superbus services direct to Wellington CBD are being investigated.
1.1.5 Improve the interchange between bus, rail, car and cycle	<ul style="list-style-type: none"> • Wellington Bus-Rail Interchange and pedestrian links upgrade has begun.
1.1.6 Improve pedestrian and cycle access to key public transport nodes	<ul style="list-style-type: none"> • Cycle lockers are being provided at key railway stations. Further locker provision is being investigated.
Theme 1.2: Improve the effectiveness of the strategic road network	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
1.2.1 Improve the existing road network to attain interpeak efficiency	<ul style="list-style-type: none"> • The Ngauranga Advanced Traffic Management System will be switched on November 2000 and will improve interpeak efficiency.
1.2.2 Provide heavy traffic bypasses of local communities on the strategic road network	<ul style="list-style-type: none"> • Bypasses are being investigated for Kapiti Coast and Wairarapa towns.
1.2.3 Increase the flexibility of the strategic road network	<ul style="list-style-type: none"> • Variable Speed limits using the Ngauranga ATMS will increase flexibility. • Movable lane barrier planned for Wellington Motorway. • Four laning between Plimmerton and Pukerau Bay is underway and is due for completion August 2001.
1.2.4 Provide for freight movement	<ul style="list-style-type: none"> • Freight movements being considered as part of the Corridor Studies.
1.2.5 Promote the need to provide for increased tourist movement	<ul style="list-style-type: none"> • Tourist movements, growth levels and safety aspects being considered as part of the Corridor Studies.
Theme 1.3: Influence total travel demand by well-considered land use	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
1.3.1 Promote land development that minimises the total demand for travel	<ul style="list-style-type: none"> • This objective will be assessed in 2001 when the Regional Land Transport Model is recalibrated.

<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
1.3.2 Promote land development that ensures that public transport, walking and cycling are convenient and safe alternatives to the private car	<ul style="list-style-type: none"> The Regional Council continues to comment and submit on resource consent applications where access to public transport, cycle safety, and pedestrian safety are concerned.
Theme 1.4: Expanding and enhancing walking and cycling routes	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
1.4.1 Develop and enhance safe, attractive walking and cycling routes	<ul style="list-style-type: none"> Interest in funding pedestrian projects has been shown by Transfund New Zealand. A working party has been set up to develop proposals.

Projects to 2004

For the following ROADING projects...	The status is...
Construct the first stage of the Kapiti Western Link Road	<ul style="list-style-type: none"> Land purchase progressing. Investigations continuing.
Implement the Active Traffic Management System (ATMS) at Ngauranga Gorge	<ul style="list-style-type: none"> System going live November 2000.
Construct improvements on the Kaitoke Hill Road	<ul style="list-style-type: none"> Currently in development stage. May qualify for NRP funding in 2000/2001.
Maintain continuous improvements on the Rimutaka Hill Road	<ul style="list-style-type: none"> Improvements being investigated.
Construct the Ngauranga-Aotea tidal flow system	<ul style="list-style-type: none"> Terms of reference being developed by Transit and Wellington City Council.
Design and construct an upgrade of the Korokoro/Dowse intersections on SH 2	<ul style="list-style-type: none"> Investigations being funded in 2000/2001 NRP.
Construct next phase of inner city bypass through Buckle and Arthur Streets	<ul style="list-style-type: none"> Funding application for detailed design has been put to Transfund.
Enhance traffic management to improve pedestrian, cycle and vehicle flows	<ul style="list-style-type: none"> Improvements being considered as part of other projects.
Upgrade the route through Newtown on Adelaide Road from the Basin Reserve to John Street	<ul style="list-style-type: none"> Clearways being investigated.
Develop a Western Corridor Implementation Plan (from Otaki to Ngauranga Merge)	<ul style="list-style-type: none"> Implementation Plan prepared and promulgated.
Continue land purchase on the Transmission Gully route	<ul style="list-style-type: none"> Progressing.
For the following PUBLIC TRANSPORT projects...	The status is...
Provide additional commuter car and cycle parks at major railway stations	<ul style="list-style-type: none"> Carpark expanded at Waterloo. Major programme of carpark expansions planned for 2000/2001. Expansion of the Paremata car park is due to begin.
Build a new railway station at Raumati	<ul style="list-style-type: none"> Investigation progressing.
Extend the urban electric rail service to Waikanae	<ul style="list-style-type: none"> Investigation progressing.
Increase weekday urban rail service frequency from the Kapiti Coast, Hutt Valley and the Wairarapa to Wellington	<ul style="list-style-type: none"> Frequency set to increase from early 2001 on Kapiti Coast and Hutt Valley line. Improvements being investigated for Wairarapa services.
Allow commercial commuter bus and ferry services to operate from Porirua and the Hutt Valley to Wellington CBD	<ul style="list-style-type: none"> Superbus services being investigated. These would be similar to the existing Stagecoach Flyer service. Additional ferry routes being investigated as part of the Hutt Corridor Study.
Increase local bus services to connect with increased rail services	<ul style="list-style-type: none"> Timetables are under continuous improvement.
Improve bus/rail connection at Porirua Railway Station	<ul style="list-style-type: none"> Timetable improvement under investigation.

For the following ROADING projects...	The status is...
Investigate the construction of a bus lane from Petone to Ngauranga on State Highway 2 without compromising cycling on this route; construct if appropriate	<ul style="list-style-type: none"> • Cycle route at Wellington end has been upgraded reducing conflicts with any bus lane.
Improve bus priority through CBD traffic	<ul style="list-style-type: none"> • Initial improvements due for completion towards the end of 2001.
Enhance bus/rail interchange at Wellington Railway Station	<ul style="list-style-type: none"> • Work is underway. Due for completion toward the end of 2001.
Establish priority routes for Newtown buses servicing the southern and eastern suburbs	<ul style="list-style-type: none"> • Under consideration as part of Wellington City bus priority initiatives.
Integrated ticketing	<ul style="list-style-type: none"> • Under investigation.
Improve pedestrian linkages from Wellington Station to the CBD	<ul style="list-style-type: none"> • To be investigated as part of the CBD corridor Study, due to begin shortly.
Promote additional cycle parks at major railway stations	<ul style="list-style-type: none"> • Cycle lockers are being provided at key railway stations. Further locker provision is being investigated.
Enhance traffic management to improve pedestrian, cycle and traffic flow.	<ul style="list-style-type: none"> • Improvement being considered as part of other roading and PT projects.

4.2 OBJECTIVES 2 & 3 – ECONOMIC EFFICIENCY AND AFFORDABILITY

Theme 2.1: Price the strategic transport network to encourage its efficient use	
For the objective...	Progress in 1999/2000 was...
2.1.1 Provide for additional pricing for the use of the roading network as a step towards ensuring all users pay the cost of their use, including externalities	<ul style="list-style-type: none"> • No additional pricing mechanisms were utilised in the 1999-2000 financial year. • Investigation studies are continuing.
2.1.2 Provide for pricing on major new roads to manage the demand on the road network and to help pay for additional projects and services	<ul style="list-style-type: none"> • Under investigation particularly in relation to Transmission Gully.
2.1.3 Advocate for levies on the price of long stay parking in publicly and privately owned facilities in the Wellington CBD	<ul style="list-style-type: none"> • An overall parking strategy will be part of the CBD corridor study scheduled to take place in the 2000-2001 financial year.
2.1.4 Undertake a more detailed investigation of the role of road pricing in the region	<ul style="list-style-type: none"> • A steering group which includes the region's urban Territorial Local Authorities, Transit New Zealand, Transfund New Zealand, Ministry of Transport, Ministry for the Environment, Auckland Regional Council and Wellington Regional Council has been formed to oversee the development of a Road Pricing package for the region. Information on the world wide experience of road pricing, a community survey on the community response to transport pricing mechanisms and a summary of the modelling technical work has been gathered. A process and work programme has been developed.

Theme 2.2: Contain the growth of commuter road traffic	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
2.2.1 Balance the capacity of the existing strategic transport network	<ul style="list-style-type: none"> WRC continues to stress that capacity increases can be self-defeating unless provision is made to handle increased traffic volumes along an entire route. This includes increased demand for parking and impacts on public transport operations. For example, WRC recognises that the construction of Transmission Gully will have a major impact on the balance of capacity on the network. To maintain network balance a raft of projects has been identified as needing to be implemented in advance of Transmission Gully.
2.2.2 Influence management of the number and distribution of long stay car parking spaces in major urban centres and encourage short stay parking	<ul style="list-style-type: none"> The main concentration of parking within the region is in the Wellington CBD. WRC and Wellington City Council will develop a parking strategy as part of the Wellington CBD Corridor Study, which will begin in 2001.
2.2.3 Provide for pricing at peak times to manage road demand and reduce road congestion	<ul style="list-style-type: none"> There has been no implementation of peak time pricing in the region this year.
2.2.4 Promote supporting measures, which will help reduce peak road demand	<ul style="list-style-type: none"> WRC and Wellington City Council are developing a set of bus priority projects that will help to reduce peak road demand by encouraging peak time car drivers to switch to parallel bus services. The first of these should be implemented in 2001.
2.2.5 Investigate and plan for the growth of major recreational traffic flows	<ul style="list-style-type: none"> WRC will undertake a Recreation Travel Study in 2001/02.
2.2.6 Introduce traffic calming in residential areas.	<ul style="list-style-type: none"> WRC is continuing to encourage roading authorities to apply traffic calming techniques where appropriate, mainly as part of commenting on resource consent applications. A number of measures have been undertaken in Lower Hutt.

Projects to 2004

For the following project...	The status is....
The major project over the next five years, associated with this objective, is the detailed investigation of road pricing in the Region.	<ul style="list-style-type: none"> Investigations are progressing.

4.3 OBJECTIVE 4 – SAFETY

Theme 4.1: Improve the safe operation of the transport network	
<i>For the objective...</i>	<i>Progress in 1999/2000 was...</i>
4.1.1 Develop programmes that improve the skills and behaviour of people using the transport system	<ul style="list-style-type: none"> • Community road safety funding is available from the Land Transport Safety Authority. Three project applications have been put forward to the Land Transport Safety Authority. These are: <ul style="list-style-type: none"> – Development and Communication of a Wellington Regional Strategy to Protect Vulnerable Road Users – Wellington Regional Speed Campaign – Wellington Regional Young Driver Campaign – (A region wide approach will not negate more specific campaigns at a district level but rather will be complementary). • In addition, Territorial Authorities are undertaking their own programmes.
4.1.2 Plan development, design and improve road infrastructure to provide improved safety	<ul style="list-style-type: none"> • Such initiatives have synergies with the wider transportation work of the Regional Council that is programmed for this and the next financial years. During these years the Regional Council has programmed: <ul style="list-style-type: none"> – The development of a pedestrian strategy and proposals – The Hutt Corridor Plan – The Wellington Central Corridor Plan.
4.1.3 Develop a safety culture with respect to travel assisted by more effective co-ordination of the planning and implementation of road safety programmes	<ul style="list-style-type: none"> • The National Road Safety Committee is responsible for top level road safety strategy in New Zealand. It is proposing a road safety strategy to the year 2010, some of which will address these issues.
4.1.2 Encouraging greater use of cycling and walking for local trips road safety programmes	<ul style="list-style-type: none"> • The Wellington City Council approved, through the Annual Plan, the upgrade of the existing cycle track beside the Hutt Road on State Highway 2 up to the boundary of the Hutt City Council. The work includes: <ul style="list-style-type: none"> - Installing an opening in the barrier near the Horokiwi Intersection. - Vegetation removal and sweeping of the existing surface and repaving of the most unsuitable areas of the track. - Installing additional signing between the Petone and the start of the track will be installed to raise motorist awareness of cyclists. - Raising signs will also be raised on the west side of the Hutt Road to warn northbound motorists of the presence of cyclists. • A working party will continue to explore future options to link the cycle track to Petone. • The Regional Council also has programmed the development of a pedestrian strategy for 2000/2001.

Projects to 2004

For the following projects...	The status is...
Complete the safety improvements at McKays Crossing Junction	<ul style="list-style-type: none"> • A funding application is with Transfund for the construction of a widened carriageway with a median barrier north of the crossing.
Complete the safety improvements on State Highway 1 north of Paremata	<ul style="list-style-type: none"> • Four laning with median barrier is underway between Plimmerton and Pukerau Bay and is due to be completed August 2001. • Safety improvements have been implemented around Paekakariki reducing the speed limit to 80km/hr.
Provide safety improvements to State Highway 58	<ul style="list-style-type: none"> • Consents are being sought for four laning the SH2 to Harris Rd. Construction is due to begin on the new Pauatahanui Bridge.
Implement the Active Traffic Management System at Ngauranga Gorge and three lanes in each direction south to the State Highways 1 and 2 Merge	<ul style="list-style-type: none"> • ATMS due to go live during November 2000. • Terms of reference are being developed for a movable lane barrier between Ngauranga and the Aotea Exit.

4.4 OBJECTIVE 5 – SUSTAINABILITY

Theme 5.1: Minimise the impact of transport on the environment	
For the objective...	Progress in 1999/2000 was...
5.1.1 Promote environmentally benign transport mechanisms	<ul style="list-style-type: none"> • Extensive public transport improvements are discussed elsewhere. • Cycling is discussed below. • Several projects are planned for the remainder of the Strategy: <ul style="list-style-type: none"> • School 'walking bus' pilot project (two schools) • Corporate travel pilot programme (WRC, two private organisations). • Public Awareness campaign (effects of transport on the environment)
5.1.2 Make cycling and walking more attractive	<ul style="list-style-type: none"> • WRC is actively involved in the development of a regional cycle forum.
5.1.3 Price at peak times on the road network to mitigate adverse impacts of road use	<ul style="list-style-type: none"> • Road pricing is under investigation.

5 CORRIDOR STUDIES

5.1 WESTERN CORRIDOR IMPLEMENTATION PLAN

The Wellington Regional Land Transport Strategy (RLTS) 1999-2004, (on page 56) contains the following project:

“Develop a Western Corridor Implementation Plan that includes both road and rail and identifies the optimum packages for the corridor, by February 2000.”

5.1.1 Background

A technical group was established with officers from Transit New Zealand, Transfund New Zealand, Wellington City Council, Porirua City Council and Kapiti Coast District Council. This group has completed its work and has reported to the Regional Land Transport Committee.

The ‘Western Corridor Implementation Plan’ became an addition to the RLTS following a similar consultation process as was used for the RLTS.

Report 00.459 of the Special Meeting of the Regional Land Transport Committee was put to full council on 4 July 2000 where the motion to adopt the Western Corridor Implementation Plan was passed.

5.1.2 Overview of Western Corridor Projects

For the following ROADING projects...	The status is...
Construct a new two lane bridge at Paremata	<ul style="list-style-type: none"> Under investigation.
Complete the safety improvements on State Highway One north of Paremata	<ul style="list-style-type: none"> Four laning with median barrier is underway and will be completed in August 2001.
Complete the safety improvements at McKays crossing	<ul style="list-style-type: none"> A funding application is with Transfund for the construction of a widened carriageway with a median barrier north of the crossing.
Implement the ATMS at Ngauranga Gorge and three lanes in each direction south to the State Highway One and Two merge	<ul style="list-style-type: none"> ATMS due to go live during November 2000. Terms of reference are being developed for a movable lane barrier between Ngauranga and the Aotea exit.
Construct the river crossing stage of the Kapiti Local Connector Road	<ul style="list-style-type: none"> Under investigation.
Provide other safety and capacity improvements on State Highway One between Paremata and McKays Crossing appropriate to the timing of Transmission Gully	<ul style="list-style-type: none"> Four laning with median barrier is underway between Plimmerton and Pukerau Bay and is due to be completed August 2001. Safety improvements have been implemented around Paekakariki reducing the speed limit to 80km/h.
Develop proposals for the future of the existing State Highway with appropriate agencies for when Transmission Gully is built	<ul style="list-style-type: none"> Pending
Resolve funding, legislative and resource management issues relating to Transmission Gully, purchase required land and commence construction if possible	<ul style="list-style-type: none"> Progressing
Legislation to allow Transmission Gully to be built	<ul style="list-style-type: none"> Progressing

early as a toll road	
For the following PUBLIC TRANSPORT projects...	The status is...
Upgrade the Paraparaumu Railway Station building	<ul style="list-style-type: none"> • Car Park Expansions about to begin. Station building upgrade under investigation.
Build a new railway station at Raumati	<ul style="list-style-type: none"> • Under investigation.
Extend the urban electric rail service to Waikanae	<ul style="list-style-type: none"> • Under investigation
Increase weekday urban rail frequency from Kapiti Coast to Wellington to 15 minutes in peak period and 30 minutes in the off-peak	<ul style="list-style-type: none"> • Frequency set to increase from early 2001.
Provide additional commuter car and cycle parks at major railway stations	<ul style="list-style-type: none"> • Major programme of carpark expansions planned for 2000/2001. Waterloo carpark was expanded in 1999/2000. Expansion of Paremata car park is due to begin. Cycle lockers are being placed at Paraparaumu.
Seal existing unsealed carparks at stations	<ul style="list-style-type: none"> • Sealing will take place as part of the carpark upgrade programme.
Increase rail feeder bus services to match the increase in urban rail frequency	<ul style="list-style-type: none"> • Timetable improvement under investigation.