



May 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.*

### RLTS development progress

#### RLTS review

The meeting took the first formal steps of the RLTS review, after a lively discussion adopting the following as the working statement of the Vision:

*“to deliver an integrated land transport system that supports the region’s prosperity in a way that is economically, environmentally and socially sustainable.”*

The meeting also adopted the five objectives of the New Zealand Transport Strategy as the working statement of objectives.

Population, economic performance and travel demand were identified as key factors in the context, and leading transport issues in this region identified with reference to the objectives.

Reference was made to forthcoming parallel exercises on community outcomes and a Wellington Regional Strategy (WRS). The RLTS review would need to be connected to and informed by these exercises; transport planning would not happen in isolation.

#### Modal and corridor reviews

- Terms of reference for the Wellington City corridor study were adopted as forwarded from WCC. This study will complete the region’s corridor plans and will run in parallel with the RLTS review.
- The Regional Pedestrian Strategy as amended after submissions was adopted and recommended.
- The Draft Regional Road Safety Strategy, incorporating targets and policies from Road Safety 2010, was released for consultation.



### RLTS implementation

#### Western Corridor

Developments since the last RLTC had led to the clear conclusion that Western Corridor options needed review under the new legislation. A joint Transit/GWRC team was now developing terms of reference for this exercise. A multi-layered structure was anticipated (political and technical).

RLTC discussion centred on the continuing role of the Western Corridor Implementation Subcommittee and it was agreed the group would continue as a forum for the Chair of RLTC to report to.

## Dialogue with Government

RLTC received and discussed a report on the recent development of a “Wellington dialogue with Government” exercise. The report noted that the focus of discussion would be implementation matters, especially means of accelerating the regional transport programme. Terms of reference were being developed and this process would include consultation with local government. Ongoing means of communication would include RLTC.

## Rail

A paper describing current and proposed processes for concluding a rail contract with Toll Holdings was tabled and discussed. A business case is being developed for Transfund to back up the business plan at the heart of the proposed contract. GWRC are to receive these shortly, and it was noted it was likely that they would trigger special consultative processes under the Local Government Act.



## Agency reports

Agency reporting enabled members to be briefed on and to follow up current progress on projects and policies in all corridors and modes. Of particular interest this time were Lindale, Valley Floor Connector, Kaitoke, and the Inner City Bypass. Support for Transit and Transfund was noted in respect to ICB.

## RLTS and GWRC

Also discussed during the meeting was the relationship between RLTC and GWRC arising initially from the Chair’s report back of a GWRC review of a Transmission Gully item in the previous minutes. It was noted that these matters would need to be clarified in the forthcoming triennial establishment of committees. The Act required regional councils to establish RLTCs, but contained quite a narrow definition of what RLTCs were to do (ie, prepare an RLTS), and new definitions of how they were to be composed.

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