

Report 11.547
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Committee Regional Transport Committee
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Report on Regional Transport Committee meeting of 27 October 2011

1. Purpose

To inform the Council about the meeting of the Regional Transport Committee meeting that took place on 27 October 2011.

2. The decision-making process and significance

No decision is being sought in this report.

3. Reports

3.1 Recommended Hutt Corridor Plan for Approval

The Hutt Corridor Plan is one of several transport plans that set out measures and packages proposed over a ten-year timeframe and longer term, to implement the Regional Land Transport Strategy. A draft plan was released for submissions, which were considered by a subcommittee of the Regional Transport Committee. The subcommittee's report and amended plan was presented to the Committee.

The Committee discussed the key drivers behind the need to improve both the Melling and Kennedy Good intersections and the Petone to Ngauranga section of State Highway 2. The key drivers are to improve road safety and reduce congestion. In response to a question about the accessibility objective of the plan, the Committee was assured that the accessibility objective is for all modes and between modes. The objectives will be measured through the Wellington Regional Land Transport Strategy 2010-40.

Questions were raised about the benefit/ cost ratio (BCR) for the Petone-Grenada link road. Officers reported the indicative BCR for the Petone package is between 1.1 and 1.3. This means that over a 30 year period, the benefits exceed the cost. When the scheme assessment of the Petone package is completed and more is known about the BCR, the Committee will have a workshop on the issues.

The Committee agreed to amend the Indicative Programming Diagram on page 23 of the Plan by moving the start date for 'initial strategic/feasibility investigations' for 'Further rolling stock & infrastructure upgrades' from 2015-18 to 2012-15.

3.2 State Highway Programme

Rod James, NZTA's Highways Manager, outlined the strategic context of the State Highway Asset Management Plan and the State Highway Plan. The NZTA's business case for the proposed state highway programme will form part of the submission for National Land Transport Programme funding. The Plans describe how the state highway asset will be operated, maintained and improved over a 10-year period. All projects are ranked and prioritised using the NZTA's Planning, Programming and Funding Manual. The projects will be submitted to the Regional Transport Committee for inclusion in the Regional Land Transport Programme.

3.3 2010/11 Annual Monitoring Report on the Regional Land Transport

The Annual Monitoring Report highlights the progress made in 2010/11 towards implementing the Regional Land Transport Strategy 2010-2040. In some cases, it is not possible to see whether the region has made any further progress at achieving targets since 2006, because the next Census data release will not be made until the 2013/14 financial year.

There have been some difficulty getting consistent road crash data because there is no single collection agency. Officers will speak to the Police to ensure that Greater Wellington's reporting rates of road crash fatalities are comparable to the data they collect.

3.4 Programme for the Western Corridor Plan refresh

The Committee agreed to commence a refresh of the Western Corridor Plan. A technical working group will put together the draft Western Corridor Plan action programme and will seek Committee approval. While a formal submission and hearing process is not proposed, the public will be invited to provide informal feedback on the draft Plan. If any major new initiatives are identified during the refresh process, the Committee will reconsider the consultation approach.

4. Recommendations

That the Council

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

Report prepared by:

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