

## **Report 99.715**

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Report to the Passenger Transport Committee  
By Tony Brennand, Manager Transport Policy

### **Initiatives Taken to Implement the New RLTS**

#### **1. Purpose**

To report to the Committee those initiatives that have been undertaken to implement the new Regional Land Transport Strategy.

#### **2. Background**

The Regional Land Transport Strategy became operative when it was adopted by Council on 21<sup>st</sup> September 1999. A number of initiatives have been progressed since that time to progress the strategy's implementation.

#### **3. Comment**

The following is a summary of those initiatives that are not reported on elsewhere in this agenda.

##### **3.1 Western Corridor Implementation Plan**

A steering group made up of officers from Transit New Zealand, Transfund New Zealand, Kapiti Coast District Council, Porirua City Council, Wellington City Council and Wellington Regional Council, has commenced work on this project and has developed the processes and options to complete this task. The next steps await the receipt of the results of the Transmission Gully Willingness to Pay work and the costings/feasibility of the coastal section upgrade. Following the receipt of this information the analysis of the options can proceed.

##### **3.2 Road Pricing Study**

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.

### 3.3 **Melling Line**

A working party has been set up to progress this project. The working party includes Hutt City Council, Tranz Rail Limited, Transit New Zealand and Wellington Regional Council. The project has been looked at in two parts. The first stage involves a crossing of the Hutt river with a new station in the vicinity of the riverbank by the Countdown site. An engineering design and costings have been developed.

The second stage to Waterloo station has been considered and a preferred route has been identified. Engineering and cost implications for this route are yet to be considered.

### 3.4 **Kapiti Rail Package**

Officers from Tranz Rail Limited, Kapiti Coast District Council and Wellington Regional Council have identified the land and carparking needs for this project. Tranz Rail Limited and the Wellington Regional Council have developed the timetabling and economic evaluation of the project. This requires further refinement.

### 3.5 **Wellington Bus-Rail Interchange and Pedestrian Links**

Designs and costings of the project have been developed. The first stage, which is the subway upgrade, is about to be commenced. The remainder of the project is due to commence once funding is confirmed.

### 3.6 **Environmental and Community Impacts for Car Use**

Officers have been working with Council's Environment Division to produce an fact sheet giving details of the environmental and community impacts of car use. This information sheet is intended to be used with the Environment Division's environment education programme.

### 3.7 **Pedestrian Travel**

Pedestrian travel is important in this region as a means of travel in its own right and because of its links to public transport. Interest in funding pedestrian projects has been shown by Transfund New Zealand. A working party has been set up to develop proposals.

**4. Recommendation**

*That this report be received for information.*

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