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Report to the Regional Land Transport Committee
By Nick Sargent, Senior Transport Planner

Joint CBD Transport Study - Progress Report

1. Purpose

To update the Committee on the Joint CBD Transport Study being conducted by the Transport Policy Department, in conjunction with Wellington City Council.

2. Background

At a previous meeting the Regional Land Transport Committee considered the terms of reference for the Joint CBD Study (Report 01.215 refers). This included a number of 'Outline Strategies' that were to be modelled as Stage I of the project.

3. Comment

Since the last meeting of this Committee, the 'Outline Strategies' have been modelled and assessment of the results are being made. This process has been documented through a series of technical notes, which describe the modelling process.

The Wellington Transport Strategy Model (WTSM) was selected to provide the region-wide travel demand forecasts for the Joint CBD Transport Study. The 'model acceptance' process was documented and matched selected model outputs and observed data, to confirm that WTSM is an appropriate forecasting tool for use in the study.

A comparison of WTSM and the Wellington City Council Traffic Model (WCCTM) was then made. The respective models are very different, WTSM is a full multi-modal travel demand forecasting model whilst WCCTM is a highway assignment model which gives an accurate representation of the highway network performance. The role of WTSM in the Joint Transport Study is to generate future year matrices, to model the effects of policies on travel demand, to model the public transport mode and to model the highway mode

outside the CBD area. The role of WCCTM in the Joint Transport Study is to undertake highway analysis in the CBD area.

A process was developed to model 'Park n Ride' for the Joint Transport Study. It forecasts the traffic reduction (diversion) on the highway network and the resulting numbers forecast to use a dedicated 'Park n Ride' public transport service, for edge of CBD intercept 'Park n Ride' sites.

The relationship between WTSM and WCCTM as applied to the 'Outline Strategy' modelling has been documented. Recorded are details of model coding matters and results of model runs for the 'Outline Strategies.' For the record they are: -

- 2001 Base
- 2016 Base
- 2016 Basic Roding
- 2016 Basic Roding Plus
- 2016 Incremental Public Transport
- 2016 Aggressive Public Transport
- 2016 Rail Rolling Stock Replacement
- 2016 Light Rapid Transit (1995 Preferred)
- 2016 Park and Ride
- 2016 Road Pricing (Cordon Toll)
- 2016 Parking (Reduction)
- 2016 Slow Mode (Walking/Cycling) Improvements
- 2016 Aggressive Slow Mode (Walking/Cycling)

The Committee will note that an additional test to model rail rolling stock replacement has been included. This option attempts to represent the potential benefit to be gained from replacing rolling stock, independent of any other variable.

The technical steering group which members will recall consists of representatives from Wellington Regional Council, Wellington City Council, Transit New Zealand and Transfund New Zealand has yet to meet as a group to discuss the results of the 'Outline Strategy' modelling. However comment from individual parties suggest that following consideration of all options the absence of an aggressive roading option was causing problems in option comparison. Therefore an RD5 option will be modelled which will attempt to show the unrestrained demand for travel past Wellington CBD and include an assessment of corresponding traffic reduction measures on the Waterfront Route.

The project is being delivered according to the time scale provided as Figure 1 to Report 01.215, the project remains on time.

4. **Communication**

There is nothing to communicate at this time.

5. **Recommendation**

That this report be received for information

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