



**Report** 06.101  
**Date** 30 March 2006  
**File** TP/01/05/01

**Committee** Regional Land Transport  
**Author** Joe Hewitt Acting Divisional Manager Transport Policy & Strategy

## Proposed Regional Transport Programme

### 1. Purpose

To present a proposed regional transport programme for consideration by the Committee.

### 2. Significance of the decision

The matters for decision in this report do not trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

### 3. Background

The Regional Transport Programme sets out the envelope of the region's expectations of new capital expenditure in the region for strategic roading and passenger transport over the next 10 years. It knits all modal and corridor plans together in one document that becomes the source of and reference for strategic prioritising, sequencing, and funding allocation decisions.

#### 3.1 Development Process

The Proposed Regional Transport Programme has been developed over a number of years by many processes. It has taken account of the feedback to the Regional Land Transport Strategy Strategic Options consultation undertaken last year. The main processes are set out below:

##### 3.1.1 Passenger transport

- Greater Wellington's Long Term Council Community Plans (LTCCP)
- Regional Travel Demand Management Strategy 2005
- Current Passenger Transport Plan review

### 3.1.2 Roading

- Transit's State Highway Plans
- Hutt, Kapiti and Wellington LTCCPs
- Hutt Corridor Plan 2003
- Wairarapa Corridor Plan 2003
- Regional Cycling Strategy 2004
- Regional Pedestrian Strategy 2004
- Regional Road Safety Strategy 2004
- Regional Travel Demand Management Strategy 2005
- Current Western Corridor Plan review

Over recent years the Committee has undertaken a number of workshops to discuss elements of the programme. It has also passed various resolutions regarding priorities at a number of meetings. This work has been taken into account in the preparation of the proposed programme.

The Regional Passenger Transport Plan is currently being reviewed by Greater Wellington. This review informs both Greater Wellington's Long-term Council Community Plan and the Regional Land Transport Strategy's passenger transport programme.

## 3.2 Key assumptions

The programme is based on the best information available at the time of writing. The main documents referenced in its preparation were:

- The Wellington Regional Land Transport Strategy 1999-2004, as modified by subsequent Corridor Plan and sub-strategy updates
- Greater Wellington's unpublished draft LTCCP 2006-2016
- Transit's Draft 2006/07-2015/16 10 year State Highway Forecast
- Proposed Western Corridor Plan (1 October 2005)
- Hearing Subcommittee's report on the Proposed Western Corridor Plan (8 March 2006)
- National Land Transport Programme 2005/06
- Western Link Road estimates provided by Kapiti Coast District Council.

By necessity the programme is founded on numerous assumptions. As activities, projects and programmes are developed the scope, cost and timing of the programme elements will change to reflect newer information.

Any draft programme has to be based on assumptions projected from current knowledge. We expect figures and descriptions to change as later information becomes available. However, the general structure and dimensions of the programme will remain, enabling changes to be tracked, and new items to be slotted in.

### **3.3 Projects and packages**

The activities, projects and programmes identified in the Proposed Regional Transport Programme are designed to contribute to the achievement of the vision and objectives of the Regional Land Transport Strategy.

Key features of the proposed programme are:

#### **3.3.1 Passenger transport**

- Refurbishment and replacement of rail infrastructure
- Provision of additional rail rolling stock in line with demand
- Continuation of extensive bus services, including replacement of the trolley bus fleet
- Enhancement of Total Mobility services
- Commissioning of real time information and integrated ticketing systems
- Commencement of travel planning activities in accordance with the Travel Demand Management Strategy
- Western Corridor rail improvements
  - Constructing Lindale and Raumati rail stations
  - Constructing double track from MacKays to Lindale
  - Purchasing additional rolling stock
- Commencement of a programme to improve accessibility provided that funding is available to implement the recommendations of the Human Rights Commission report into Accessible Public Land Transport (Sep 2005)

#### **3.3.2 Roothing**

- Construction of Transmission Gully Motorway within ten years
- Construction of Kapiti's Western Link Road within eight years
- Improvements to walking, cycling and traffic management infrastructure
- Improvements to capacity and safety on SH2
- Improvements to safety on SH1
- Commencement of the Grenada to Gracefield link by construction of a new road between SH1 and Dowse Interchange
- Allowances for improvements likely to come out of the Ngauranga to Airport Corridor Study

### **3.4 Funding**

Over the last two years the Wellington Transport Project has achieved a commitment from the Government to provide \$885 million over the next ten years to assist meeting the region's transport needs. This funding is known as C1, C2 and C3. This funding is additional to regional (R) funding of \$220 million. The certainty provided by these dedicated funding streams is welcomed but this \$1.1 billion is not enough to address all the region's transport needs. Particularly disturbing are the messages currently coming out of the State Highway Forecast (SHF) process and reinforced by Land Transport NZ's Chief Executive to the Western Corridor Hearing Subcommittee. Signals

indicate that normal national (N) funding that is likely to be available for Wellington is less than expected, possibly in the order of \$200 million. We note that Government has intervened in the SHF process, indicating that further work needs to be undertaken on project scoping and funding mechanisms. This picture will not be clarified until the release of the next National Land Transport Programme in June this year.

The annual allocation of N funding is based on need as determined by Land Transport NZ via the National Land Transport Programme process. A ten year forecast is available but is unreliable as evidenced by the current SHF. We have assumed a level of N funding over the next ten years as being about mid way between the N level for Wellington advised by LTNZ last year (an optimistic view) and a pessimistic level implied by the current SHF.

Local funding, mostly provided by rates, is also needed to progress the programme. This funding is subject to Long-term Council Community Plan processes and it is acknowledged that the affordability of local share for major road construction remains an issue.

#### **4. Comment**

Since the publication last year of the Regional Land Transport Strategy Strategic Options consultation document the forecast investment in passenger transport appears to have decreased slightly to \$1.3 billion over ten years. However, this is not the case, for although total costs have reduced some \$30M over ten years, this is a net cost offset by proposed rail fare increases. Proposed investment in roading improvements has increased from \$1.06 billion to \$1.77 billion reflecting the inclusion of Transmission Gully Motorway construction.

The construction of Transmission Gully Motorway requires \$543m (\$428m Crown loan, \$115m toll funded loan) additional funding to that already identified. The draft Programme proposes this be met by Crown loan to be repaid over ensuing years. There is room for discussion later in the process on the mechanism proposed, the magnitude required, and the best means of servicing the loan. This draft sets out the assumptions to be carried into those discussions.

#### **5. Next steps**

Regional Land Transport Committee workshops and meetings later in the year will discuss and develop the draft Programme taking account of later information as it becomes available, for example from the State Highway Forecast. This work will then be incorporated in the Regional Land Transport Strategy put out for formal consultation. It is anticipated that the Proposed Programme will be the focus of the Regional Land Transport Strategy consultation, rather than the various Corridor Plans and modal strategies which have been consulted upon separately and which the Regional Land Transport Strategy will also incorporate.

## 6. Communication

Public interest in the draft Programme is anticipated. There will be media releases as appropriate after Committee consideration of this paper. Members of the Committee are encouraged to discuss the draft Programme with their reference groups, on the understanding that it is a draft and subject to formal public consultation later.

The Proposed Regional Transport Programme will form an element of the draft Regional Land Transport Strategy which the Committee will be considering over coming months. Currently it is intended that the Committee will consider releasing the draft Regional Land Transport Strategy at its meeting on 31 October.

## 7. Recommendations

*That the Committee:*

1. ***Receives and notes*** the content of the report;
2. ***Recommends*** that the Proposed Regional Transport Programme (attachment 1) be included in the draft Regional Land Transport Strategy;
3. ***Agrees*** to further develop the draft Regional Transport Programme in the preparation of the draft Regional Land Transport Strategy; and
4. ***Agrees*** that the proposed Regional Transport Programme be advised to Land Transport NZ for their consideration as they develop the next National Land Transport Programme.

Report prepared by:

**Joe Hewitt**  
Acting Divisional Manager  
Transport Policy & Strategy

**Attachment 1:** Proposed Regional Transport Programme (April 2006)