



Report 06.231
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Committee Regional Land Transport
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RLTS Review - Role of Modes

1. Purpose

To present to the Committee the re-drafted paper setting out the proposed role for each of the region's land transport modes, which will be included in the draft RLTS when it is released for consultation in November 2006.

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

Section 175(2)(j) of the Land Transport Act 1998, as amended by the Land Transport Management Act 2003, requires every regional land transport strategy to 'identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic'.

Attachment 1 of this report describes in detail the role of the different transport modes in the Greater Wellington region. It is proposed that this attachment be included as a chapter of the draft RLTS in accordance with the above legislative requirement. It is important to note that this will form just one small component of the overall strategy document.

An earlier version of the Role of Modes paper was first presented to the RLTC meeting on the 8 December 2005. The paper was redrafted to address the comments raised at that meeting. The Committee considered the redrafted paper at the RLTC workshop on the 12 May 2006. The following key points were raised at the workshop:

- Wish to see the strategic aim of improved PT mode share, rather than maintaining the status quo

- Need to clarify the meaning of the percentages in the tables.

The redrafted paper is now referred back to the Committee.

4. Comment

4.1 A sustainable and integrated land transport system

Achieving the strategy's long term vision of 'an integrated land transport system that supports the region's people and prosperity in a way that is economically, environmentally and socially sustainable' will involve recognising and providing for the specific role each transport mode as part of the overall transport network. Moving towards this vision over the next ten years will require a balanced investment in all modes of transport and in particular continued investment in the enhancement of sustainable modes.

The region's transport system is often referred to as a single entity. However, the transport system is made up of many different modes, each with a unique role based on its particular characteristics.

While the draft RLTS recognises the predominance of the private car and seeks to provide for an improved level of service for high value car journeys, a key component of the draft Strategy is to improve sustainability by increasing the mode share of walking, cycling and passenger transport (PT) within our region.

Passenger rail provides a key role along strategic routes by carrying large numbers of people through congested corridors to the Wellington CBD. Buses provide PT services throughout urban and suburban areas within the region, in addition to providing an important supporting role for rail as a local connector network. Taxis also play a role by providing for those trips which are not catered for by scheduled PT services or routes, particularly for those who do not have access to a private car or with limited mobility.

Walking and cycling can have significant health and environmental benefits and are often the most efficient mode for short trips. Walking in particular is widely used to access a range of facilities and locations, including in combination with other modes for longer journeys.

The predominant mode of transport within our region is by private car, accounting for over 75% of trips made in our region every day. It is likely that the private car will continue to be the most dominant mode of travel for the foreseeable future. However, it is acknowledged that increasing oil prices are likely to support a greater mode shift to other forms of transport as these become relatively more economic for individuals.

The ability of the region's transport network to move freight in an efficient and reliable way is crucial to the region's continued economic growth. Rail freight has an important role in the movement of freight over longer distances, thereby reducing pressure on the road network and the environment. Road freight is particularly important in serving shorter freight journeys which cannot be transferred to rail. These journeys should be supported by an efficient and

reliable road network with strong links between the region's industrial and commercial centres.

4.2 Passenger Transport Mode Share

As mentioned in 3 above, the Committee expressed a desire to see the RLTS lead in relation to passenger transport by seeking to increase PT mode share. The 'key strategic aims' in the attached paper have been amended to reflect this goal.

It should be noted that when modelled, the currently proposed Regional Transport Programme does achieve an increase in PT mode share compared with the 2001 census year. This means that PT use is forecast to grow not only in line with overall growth in travel, but is also likely to involve an increase in its share of trips compared with other modes by 2016.

A further significant shift in PT mode share would require substantially more investment in the following:

- PT service frequency, coverage and reliability improvements
- PT fleet to provide extra capacity
- strong disincentives for the use of single occupant private cars.

The following table illustrates the challenge. An increased peak period PT mode share target of 20% by 2016 requires 25% growth in PT usage over what is currently forecast. An estimate (refer attachment 2) of the cost of increasing PT service frequencies, reliability, coverage, fleet and implementing a road pricing scheme to achieve this shows that an additional \$70m pa investment would be required. This would require substantial increases to local share as PT investments normally require 40% to 50% local contribution.

	2001 (Census)	2016 Regional Transport Programme	2016 Increase mode share target further
Peak period PT mode share	15.3%	16.3%	20% (25% increase over RTP forecast)
Annual average PT investment		\$133m pa	\$197m pa
Increased local share			\$27m pa ¹

5. Communication

There is nothing to communicate at this time. This information will be published in the draft RLTS to be released in November 2006.

¹ Potentially reduced by any road pricing surplus, but highly dependant on the design of the road pricing scheme.

6. Recommendation

That the Committee:

1. *Notes the content of the report.*
2. *Agrees the role for each mode, as set out in Attachment 1 of this report, be included in the draft Regional Land Transport Strategy.*

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Attachment 1: Role Of Modes (for inclusion as a chapter of the draft RLTS)

Attachment 2: Enhanced Passenger Transport Programme – Cost Estimate