



Report 09.481  
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Committee Council  
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## **Report on the Regional Transport Committee meeting held on 5 August 2009**

### **1. Purpose**

To inform Council about the meeting of the Regional Transport Committee that took place on 5 August 2009.

### **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. Report**

#### **3.1 Public participation**

Paula Warren spoke to the committee about travel demand management, road safety and active transport modes. She commended the council for the travel demand management activities to date and urged that these continue to be supported and expanded. She told the committee that one of the best measures to achieve road safety was shifting people to safer modes of travel. She also told the committee that she believes the community is less engaged with transport consultation processes because they see little evidence that submissions are listened to.

#### **3.2 Sustainable and Renewable Energy Centre of Excellence – inductive power project**

Grow Wellington's Laurence Greig (GM, Centres of Excellence) and Steven Finlay (Project Manager, Centres of Excellence) made a presentation to the committee on a project Grow Wellington is involved with within its Sustainable and Renewable Energy Centre of Excellence. The project is an investigation into the feasibility of using inductive power transfer technology

for buses in Wellington. If feasible the application of the technology has potential to stimulate the renewable energy sector and is therefore a strategic fit with the Wellington Regional Strategy.

### **3.3 Muldoon's Corner project**

Andrew Quinn, NZ Transport Agency, gave a presentation to the committee on the upgrade of SH2 near the summit of Rimutaka Hill Road. A 1km series of bends, known as "Muldoon's Corner" are being improved. Problems with this particular section of the road are:

- Narrow road widths and shoulders
- Tight curves with 25km/h and 35km/hr advisory speeds
- Substandard edge protection
- Poor visibility
- Lack of space for heavy vehicles to pass in opposite directions
- No recovery space for breakdowns
- Logging trucks often cross the centreline when negotiating corners.

The works will take 3 years to complete and will involve widening the road to 10m, increasing the design speed to 55km/hr, improving four retaining walls, replacing the existing uphill passing lane with a slow vehicle bay and improving the access to the Trig Track and forestry car parks.

The earthworks associated with the project are extensive, with over 300,00m<sup>3</sup> of rock to be moved. The long time frame also reflects the complexity of the project, including:

- The uncertain weather conditions
- The need to maintain traffic flows
- The slow nature of cutting through the hill and hauling material into gullies
- The need for culverts to be built for all streams and tributaries before being covered to create new road width
- Work cannot be undertaken in streams during fish spawning season (May – Aug)
- The cuts are extensive and will be up to 45m high.

### **3.4 Travel Demand Management (Behaviour Change) Progress Review**

Jill Beck, Manager Transport Strategy Implementation, presented the findings of the recent review of the council's travel behaviour change programme.

Travel behaviour change is one of a collection of travel demand management measures used to optimise the existing transport network, encourage active and sustainable transport choices and reduce the demand for travel, particularly by single occupancy vehicle.

She talked about the School Travel Plan programme, which now has 24 schools, and over 7,900 school kids and their parents involved. The surveys are showing significant changes in behaviour, including a 17% increase in trips walked to school, and a 5% decrease in the number of trips by family car.

She also told the committee about the success of the “Let’s Carpool” car sharing programme.

### **3.5 Draft Regional Travel Demand Management Plan**

The committee approved an updated Travel Demand Management Plan for consultation. The plan expands the existing plan, including modification of the business travel plan programme, land use planning and parking management. The plan will be released for submissions in August, with a final plan to be adopted by the committee in December.

### **3.6 Draft Road Safety Plan**

The committee also approved an updated Regional Road Safety Plan for consultation. The key initiatives in the plan include current best practice activities. There is also an action to advocate for national level changes, reflecting a series of initiatives agreed by the committee at an earlier meeting. These are matters outside the region’s control, for which changes at the national level are being sought.

Finally, the programme includes the following new actions that have been identified as appropriate for some level of local intervention:

- Improve walking and cycling safety
- Promote awareness of driver fatigue issues
- Review enforcement practices
- Improve urban speed management
- Improve motorcycling safety
- Provide training programmes for inexperienced drivers
- Reduce repeat offending
- Provide safer vehicles in corporate fleets.

Like the Travel Demand Management Plan, the plan will be released for submissions in August, with a final plan to be adopted by the committee in December.

### **3.7 Agency report on implementing the Regional Land Transport Strategy**

The committee received the quarterly monitoring report on activities to implement the Regional Land Transport Strategy.

### **3.8 Submission on Horizons' RLTS Review – Discussion Paper**

The committee approved a submission to Horizons Regional Council's RTC on its discussion paper on transport issues in that region. The submission addresses cross-boundary interests and covers issues relating to the safety and capacity of State Highway 1 south of Levin (and its importance as a Road of National Significance), rail network issues and improving east–west connectivity (particularly Pahiatua Track).

## **4. Unconfirmed minutes**

The unconfirmed minutes of the committee meeting are in **Attachment 1**.

## **5. Recommendations**

*That the Council:*

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

Report prepared by:

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**Attachment 1: Unconfirmed Public Minutes**