

# Transport

# Futures

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## The Wellington Regional Land Transport Strategy

The new Wellington Regional Land Transport Strategy came into force in October 1999.

It differs, in a number of respects, from the draft Strategy which was featured in the last *Transport Futures*, May-June 1999.

### The Key Changes

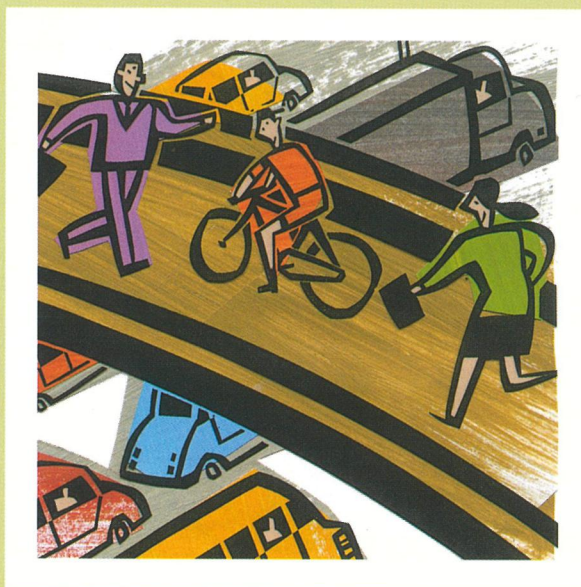
The consultation process resulted in over 150 written submissions and after oral presentations by some submitters the draft Strategy was amended in the following key ways:

- New words were used to indicate that alternative projects that equal or better match the framework of the Strategy may be acceptable.
- Though there is a statistically significant community preference for Transmission Gully, the Strategy now seeks completion of a Western Corridor Implementation Plan by early 2000 that will resolve the future of infrastructure projects in this corridor.
- Greater emphasis is placed on walking
- The Strategy includes provision of integrated ticketing on all public transport services in the first five years
- The policy linkages between the government's National Transport Statement, the Regional Council's Regional Policy Statement and the Regional Land Transport Strategy are now clearly identified
- How the Strategy is produced in compliance with the law is now explicitly stated

- Links are made between transport needs, vision and objectives, policies and projects to comply with the law.

### What Next?

With the Strategy confirmed it is up to those organisations with the authority to implement the policies and projects to get on with it. The Regional Council is responsible for public transport services and is already considering how its responsibilities can be delivered, against all other Council priorities, as part of its three year review of its Long-term Financial Strategy.



### Even Better than Better Transport Better Roads

"Better Transport Better Roads", central government's proposal for Road Reform, was launched in December 1998. Though most

transport groups see the need for some reform not all by any means view Better Transport Better Roads as the right way to go.

Early next year, around March 2000, the Wellington Regional Council is going to organise a Transport Forum around the theme "Even Better than Better Transport Better Roads". At this forum delegates will hear about other approaches to Transport Management and Funding from around the world. The conclusion will be a reform package for New Zealand that is more pragmatic than Better Transport Better Roads, more community focused than Better Transport Better Roads, more immediately achievable than Better Transport Better Roads and which will deliver the community the results it seeks.

From the Chair

2

Transport Planning - The Right Approach

3

Regional Land Transport Strategy Performance Indicators

4



# FROM THE CHAIR

## The Regional Land Transport Strategy Challenge

Scores of people have invested hundreds of hours in developing the 1999 Regional Land Transport Strategy. That investment now represents a considerable achievement. The Strategy is the *only* extant transport strategy in New Zealand expressing community preferences, tested by public consultation and endorsed by elected representatives.

The challenge now is to realise that investment by progressing the agenda it generates. The agenda immediately challenges primary actors such as the Regional Council and Transit New Zealand but eventually will also challenge the whole regional community.

For many, the value of the whole Strategy will be measured by the outcome of the Western Corridor Implementation Plan, at once the most immediate and daunting of challenges. Here, inescapable issues clash with long-term needs: the affordable is not preferred (upgrading SH 1) and the preferred (building Transmission Gully) is not affordable. Current funding and consent systems have together deadlocked progress for a decade. Left to act unaided I predict they would produce similar deadlock for another decade.

But the proposal for a Western Corridor Implementation Plan illustrates what I hope will prove a permanent advance for all transport strategies. Corridor Plans uniquely address the *whole range* of transport needs in a corridor through *packages* of integrated projects designed to act together rather than having isolated projects acting (or more likely, not acting) one-at-a-time.

Most transport debates are bedevilled by the Holy Grail syndrome – attributing magical qualities to the silver bullet single project. Transmission Gully *by itself* cannot solve Western Corridor problems, indeed *by itself* it is likely to create further problems. (Readers are encouraged to substitute their own pet project in that sentence: the sense holds true.) Public transport *and* roading capacity *and* safety needs, to name only the most obvious, are all addressed in the Regional Land Transport Strategy package. The package offers the prospect of progress against the certainty of deadlock.

An equally far-reaching advance in the Strategy is the stress on indicators. We are familiar with economic and environmental indicators; it is time to lift the game in transport to the true scoreboard – progress on transport indicators. Beginning with this issue, I hope to see *Transport Futures* used as an authoritative and accessible "State of Regional Transport Indicators Report".

Which is not to claim that the indicators presently put forward are perfect. I suggest, for example, they are incomplete in the freight and pedestrian areas. The 1999 Regional Land Transport Strategy is an advance on the previous one and leaves room for further improvement. More immediately though it presents challenges to get on with. Let's get some runs on the board.



Terry McDavitt

Chair, Wellington Regional Land Transport Committee



# TRANSPORT PLANNING - THE RIGHT APPROACH

## Dr Dave Watson, Regional Transport Manager

The current Regional Land Transport Strategies in Auckland and Wellington have highlighted problems with central government's road reform agenda. The separation of roading from public transport and land use development, whether it is driven by market pressures or not, cannot deliver the best transport outcomes for any complex city. There is a delicate balance, or trade off, between different modes of transport that needs to be addressed. (See the recent Report of the Environment and Transport Select Committee). These trade-offs can only be considered in an integrated land use and transport planning framework. The Auckland and Wellington reviews of Regional Land Transport Strategies attempt to do just that.

The approach adopted in these two strategies is a package evaluation process, launched in the UK about ten years ago. These strategies are a linked set of policies and proposals and work as an integrated package. Together they provide the best outcomes. In New Zealand we have refined and enhanced the techniques and are now practising the world's best.

The overall transport planning being done in New Zealand is at the leading edge worldwide.

The current road reform agenda seeks to reduce transport planning back down to individual mode projects. Nor does funding follow planning. Rather, it uses a growing discredited process of cost/benefit analysis which prioritises individual elements on a limited number of costed attributes and the benefits that may be achieved by their implementation.

The source of funding is also fractionalised under this agenda. Roading can only be funded through charges and taxes on road users while public transport can be funded by ratepayers and sometimes road users if they benefit at the same rate as for alternative fundable roading projects. As funds from road users have been kept deliberately limited over past years, public transport projects receive low priority from national funds.



Policy advisors who have risen through the system over the last 15 years, have no answers but the market. This approach is a flawed one being discarded universally by all economically strong powers in the pure form that has been imposed here. It doesn't work, it can't work and we are fed up of trying to make it work.

What is right for today is a managed approach: having a vision and managing the process to arrive there over time and allowing the vision to be under constant review so that our actions are always targeted on that ultimate goal.

In Auckland and Wellington we have described our vision and how we can get to it. What is required now is a concerted effort to move in those directions. The first road block is the fractionalised funding process. There needs to be a structural change so that one regionally based agency produces the strategy and has the powers to raise the funding, through a mixture of road user charges (including congestion pricing), fuel taxes and rates, to see the strategy implemented.



## Regional Land Transport Strategy Performance Indicators

The new transport strategy will be monitored on an annual basis using a number of performance measures. To make comparisons and to ensure changes are in the desired direction it is important to measure and promote a starting value for the performance indicators. We will use *Transport Futures* to advise you of success against our monitoring programme. The table below sets down a complete set of indicator measures for the 1996 year. This year is chosen because some of the indicators are only measured population census years.

### Indicator

#### 1. Accessibility and Economic Development

##### (a) AM Peak vehicle travel time to the airport from (in minutes)

- Paraparaumu - 78
- Plimmerton - 58
- Porirua - 38
- Johnsonville - 29
- Wellington CBD - 8
- Masterton - 81
- Upper Hutt - 58
- Lower Hutt - 44

##### (b) AM Peak total network

- vehicle hours 21,600 hrs
- vehicle kilometres 1,373,800 km
- average trip length 9.6 km
- average travel speed 42.1 kph
- public transport passenger hours 8740 hours
- public transport passenger kilometres 286,700 kms

##### (c) Mode Split for Journeys to the Wellington CBD

- Car Driver - 44.2%
- Car passenger - 16.4%
- Public transport - 28.2%
- Walk - 10.2%
- Cycle - 1%

- (d) Traffic volumes on SH58 or parallel demands - 10,200 daily

- (e) Annual economic cost of congestion - \$190 m

#### 2. Economic Efficiency

- Total system user cost per person kilometre - \$0.45/per km

#### 3. Safety

- (a) Annual accident costs - \$250.7 m

#### 4. Sustainability

- (a) CO emission levels at Vivian/Victoria Street junction  
33% exceedence of 8 hr maximum level
- (b) AM Peak fuel consumption - 152,500 litres



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