



## Meet the Regional Land Transport Committee (RLTC) part 2 – Greater Wellington Regional Council members



Pictured are: (standing, left to right), Chris Turver, Fran Wilde, Glen Evans; (sitting, left to right), Terry McDavitt (Chair), Ian Buchanan. Absent Margaret Shields

### Upcoming events

Date	Venue	Format	Agenda
15 June	Greater Wellington	Workshop	Western Corridor and RLTS preparation
7 July	Greater Wellington	Workshop	TBC
18 August	Hutt City Council	Meeting	TBC
6 October	Greater Wellington	Meeting	TBC
8 December	Wellington City Council	Meeting	TBC



Terry McDavitt – Chair, Regional Land Transport Committee

Transport Futures is an occasional newsletter prepared by the RLTC Chair. It backgrounds current Wellington RLTC business and is sent to all RLTC members/ alternates and their supporting officers and councillors. It is also sent to MPs, reference groups and interested members of the public included on the transport mailing list.

## Parallel Events

Several processes will occur in parallel over the coming period:

1. The 31 May RLTC asked for the draft strategy on Travel Demand Management (TDM) to be referred back to incorporate amendments discussed at the meeting. One topic identified for amendment was pricing. A study of the potential applications and viability of road pricing in Wellington region is being prepared.
2. Results of a regional freight study, identifying trends and needs specific to regional freight movements, will be reported to RLTC for inclusion in the RLTS review process.
3. Greater Wellington's Passenger Transport Committee is reviewing the received Passenger Transport Plan chapter of the RLTS while work proceeds at official level on trolley bus and rail contracts.
4. Official-level discussions on the second stage of the Wellington Transport Package are underway. The discussions should reach the need for political-level input later in June.
5. Work on the Wellington City Corridor proceeds.
6. We look forward with interest to the appearance of work from the Wellington Regional Strategy during the coming period.
7. At the end of June LTNZ announce the 2005/06 National Programme. This will include decisions on recommended prioritisations for all regions (see March Transport Futures) and should set out anticipated N funding for the next 10 years.
8. A working party has been established to review transport sector strategic directions for central government transport agencies for the next three years. The RLTC Chair has been invited to participate.



## TRANSPORT FUTURES

JUNE 2005

## Consultation

Consultation provisions were a major issue in the development of the Land Transport Management Act (LTMA) 2003. Here is an outline of the main provisions applying to preparation of the RLTS or any of its component parts, eg Corridor Plans. The current public consultation (WCR) makes this outline timely.

Note: LTMA consultations cannot replace the separate consultations required for designations or consents for particular projects under the Resource Management Act (RMA).

### Consultation takes time

During stakeholder consultation the audience is limited to those agencies whose normal responsibilities generate a direct interest in the subject matters – these include road funding or controlling agencies, emergency services and mode operators. While normal RLTC business is one form of stakeholder consultation, stakeholders should expect specific exercises involving at least a briefing, time for internal consideration, formulating a response and receiving a report for each consultation phase. Each exercise will take 1-2 meeting cycles (6-12 weeks).

Public consultation requires the following steps:

- public notification of the matters being consulted upon, the consultation period and methods of response

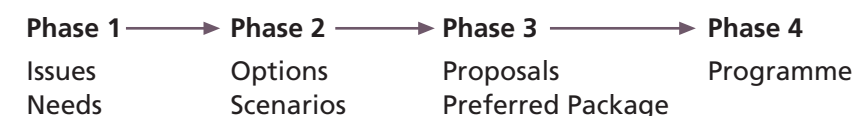
- preparation and distribution of background information
- format(s) for individual and group response – may include public meetings
- objective consideration of each response
- preparation and circulation (to each submitter) of a consultation report

Where the topic is wide ranging and complex (such as a corridor plan) individual steps may take 6 weeks to cover all affected communities. Public consultation exercises take longer than the stakeholder consultation run in parallel

### Consultation Phases

The LTMA is unusual in prescribing four phases (separate public consultation exercises) for the same subject.

Land Transport Management Act phases are:



**Phase 1 (Issues)** – are issues and needs complete and accurate, what other information should be sought, are evaluation criteria and methodology complete and clear, is the programme for the rest of the process satisfactory?

**Phase 2 (Options)** – are the given options and scenarios complete, how practical are they, what mixing and matching of elements (specific projects or policies) is possible, desirable, achievable? Is the background

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## Western Corridor Technical Work released

The Stage 1 Western Corridor Technical Report, containing updated technical information on corridor needs and issues, has been released. All details and timings are now available on line at [www.gw.govt.nz](http://www.gw.govt.nz) or from [wcts.feedback@maunsell.com](mailto:wcts.feedback@maunsell.com)



technical information complete and accurate, are evaluation criteria and methodology adequate – does the information given enable such evaluation?

**Phase 3 (Proposal)** – not simply agree/disagree and why but also does the proposal fit the needs, the information and the criteria? Is this capable of improvement, how convincing is the intended programming?

**Phase 4 (Programme)** – this phase is most likely to be covered by other Transit New Zealand or local government processes. Does the programme fit the needs, information and criteria, is it practical and affordable? Every programme expresses some judgements about sequence and priorities – do you agree/disagree with this set of judgements, are equity and fairness well-balanced?

## Levels of Information

Most transport studies generate huge amounts of technical information about current and projected traffic flows, costs, engineering risks and perspectives. Not everyone is interested in all of it and it is costly to reproduce in any volume. Hence there are normally three levels of information pertinent to any consultation:

- a headline summary is presented (at meetings and briefings);
- key data is tabled (usually in booklet form);
- complete technical data is available, but you have to apply and pay for this.

While most will be satisfied with key data, the keen should acquire complete technical data. As the name implies, this assumes some technical aptitude.

### Formats

In the simplest form of public consultation the consulting agency a) notifies, b) prepares and distributes information, c) receives written

submissions, d) analyses submissions, and (e) prepares, tables and circulates a written report.

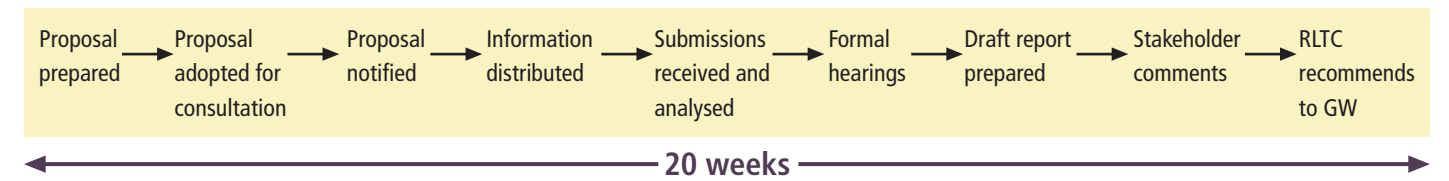
As the process steers toward conclusions public interest intensifies. Formats for circulating information widely and gathering opinions scientifically become more appropriate and can include local interest group meetings, open days, surveys and focus groups.

The submissions also become more complex – public hearings and draft reports appear. These add transparency but also time and cost. More complex formats are seen as more appropriate to the later, more specific proposal phase.

For the most complex consultation it has been RLTC practice to introduce further steps after public hearings – a draft report is produced and sent on a further round of stakeholder consultation; their comments are

incorporated before decision making stages. This extra step recognises that recommendations may involve other agencies programming future expenditure and the comment sought is their reaction to that prospect, not re-litigation of the substantive issues.

The diagram (below) shows the process for the most complex consultation as followed for the Hutt Corridor Plan Phase III. This format has been applied to Phase 3 of previous Corridor Plans, but only to Phase 3. Hearings, draft reports and stakeholder comment stages are normally omitted in earlier phases:



## Affordability and Programming

The Regional Land Transport Committee's (RLTC) greatest challenge lies in getting agreed proposals implemented. Many factors constrain implementation with affordability being key.

S.175. 2(d) of the revised Land Transport Act requires the RLTS to 'take into account the land transport funding likely to be available within the region during the period covered by the strategy.' S.176.1(a) defines this period as no more than 10 years.

The Regional Land Transport Committee has begun to wrestle with the implications of preparing the next RLTS, including the uncertainty around "available funding likely within the region". This is especially so around N (normal national funding) and C (additional Crown allocations usually specific to region, mode or corridor.) Further discussions have begun with Government and Land Transport New Zealand (LTNZ) to clarify N and C.

We do know that R (regional) funding is \$220m over the next ten years, and C1 (the first tranche of Crown Funding) is \$225m within ten years. The up-coming LTCCP round will clarify another element – L (local) funding.

The received regional roading programme will be in excess of \$2b over 20 years. It is necessary to clarify the timing of projects and to determine what is realistic inside a ten year horizon (but most major high cost projects occur beyond 5 years).

The public transport programme also needs to be covered. This has separate funding streams with similar uncertainties: Elements N, C and L need clarification with regard to Public Transport.

Previous programmes have appeared in the form of a prioritised list but such a list cannot meet the requirements of the Act. Affordability discussions will now centre on spreadsheets identifying timing and funding.

## Western Corridor Phase II Consultation

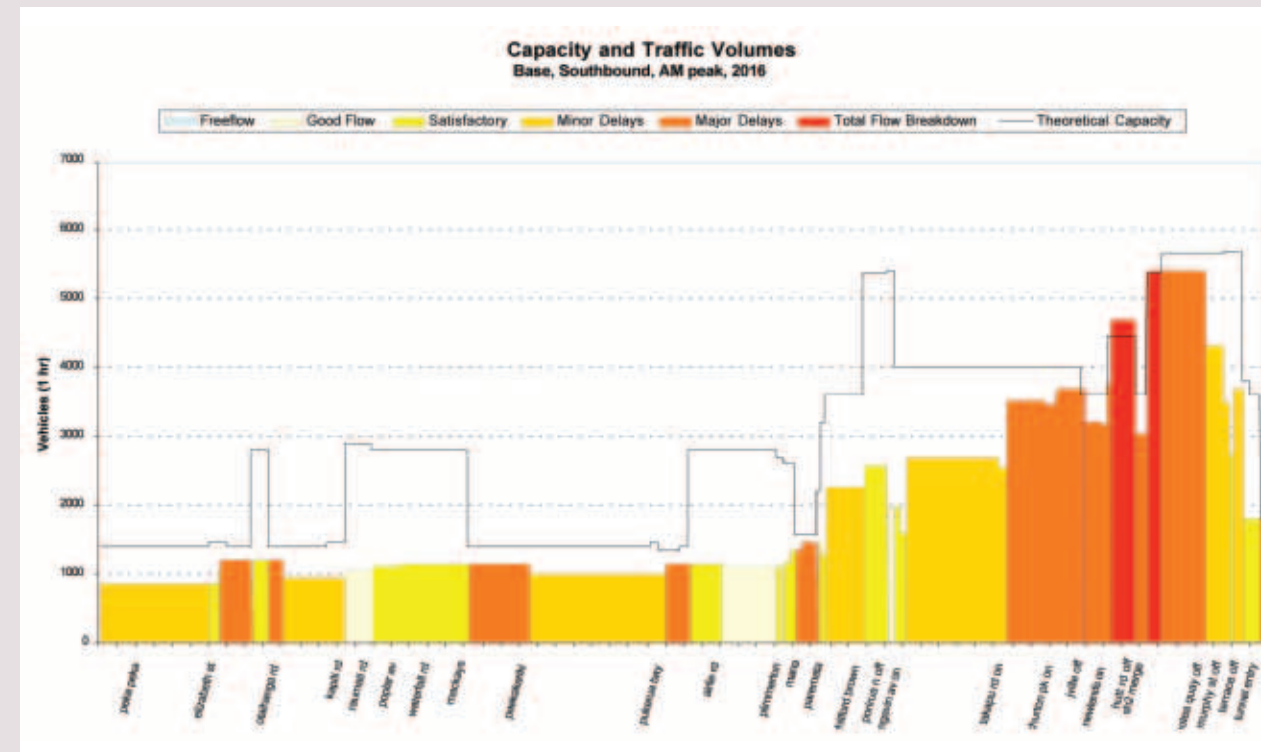
### Technical Report

The diagram below shows the changing balance between roading capacity (solid black line) and local traffic volumes (coloured boxes) along the corridor north to south. Colour-coding indicates whether the balance lies within accepted levels of service (blue and yellow) or outside accepted levels

(orange and red). The diagram shows the projection of current trends on an unimproved network for the year 2016

### Highway Congestion 2016

Delays against distance (southbound) am peak period (7am-9am).



### Scenarios Developed and Evaluated

Consultation Phase 1 identified reliability to be as much an issue as congestion and safety. This led to the inclusion of a reliability scenario in the consultation process. Other scenarios address: congestion only, efficiency only and major roading only. These have been tested against a battery of criteria and the results are included in the Technical Report. Costs, risks, performance, the New Zealand Transport Strategy (NZTS) and Regional Land Transport Strategy (RLTS) objectives feature among the criteria - a Planning Balance Sheet (PBS) enables a summary of these multiple tests to be presented:

Scenario	Regional benefits (per annum)	Expected costs	Planning balance sheet assessment
A. Public transport and travel demand management	\$6M	\$410M	5.3
B. Road	\$43M	\$2,050M	5.6
C. Improved reliability	\$43M	\$1,760M	5.7
D. Congestion relief	\$26M	\$1,070M	5.2
E. Project efficiency	\$26M	\$950M	5.4

### Next Steps

This phase of consultation concentrates on discussing strengths and weaknesses of the various scenarios. Results from these discussions will feed into Phase III.

A preferred package, combining elements from several scenarios, will be released for full public consultation.