



Report 07.411
Date 19 June 2007
File TP/01/04/03

Committee Regional Land Transport
Author Terry McDavitt, Chairman, Regional Land Transport
Strategy Hearings Subcommittee

The Recommended Final Wellington Regional Land Transport Strategy 2007 - 2016

1. Purpose

To seek the approval of the Regional Land Transport Committee (RLTC) to the revisions made to the draft Regional Land Transport Strategy (RLTS) following the hearing and consideration of submissions, and to recommend a final RLTS for adoption by Greater Wellington.

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

On the 28 February 2007, the RLTC resolved to appoint a Hearings Subcommittee to hear, evaluate and report on submissions on the draft RLTS (November 2006) and make recommendations to the RLTC.

Nearly 1300 submissions were received. Approximately 140 submitters indicated a wish to be heard in support of their submission. 81 individuals and organisations appeared at hearings on 19, 20 and 22 March 2007.

Many matters raised by submitters were supported by some and opposed by others. A summary of submissions was reported to the RLTC at its meeting on 2 May 2007 (**Report 07.195**).

The major topic areas raised by submitters were:

- Vision, objectives, policies, outcomes and targets
- Funding and affordability
- Balance of investment
- Sustainability

- Public health
- Road safety
- Roothing
- Public transport
- Travel Demand Management (TDM)
- Walking and cycling
- Freight
- Modelling and analysis.

At its meeting on 2 April and following consideration of both written and oral submissions, the Subcommittee asked officers to carry out further work on the draft RLTS to:

- more clearly express the strategic direction for the land transport network in the region
- remove the project details from the strategy and provide for implementation plans that are separately documented (and do not form part of the strategy)
- ensure the strategy responds to the need to reduce CO₂ emissions
- provide policy guidelines for prioritising improvements to the network
- address inconsistencies in the draft strategy, particularly in relation to targets
- more explicitly address mode share targets.

In carrying out this further work, the RLTC Technical Working Group (TWG) was asked to assist the process and its input was facilitated through two workshop sessions held on 27 April and 4 May 2007.

The RLTS was then redrafted by officers to incorporate the further work developed through TWG and Subcommittee workshops in relation to the vision, objectives, outcomes, targets, policies and structure of the document.

4. Discussion

The recommended final RLTS is provided in **Attachment 1**. The following sets out the further work carried out by the Subcommittee and recommended changes to the draft RLTS, which have resulted in the revised strategy.

4.1 Revised Vision Statement

Having considered the submissions, the Subcommittee agreed that the vision in the draft strategy was relatively generic and there would be benefit if the long term view of the transport system was espoused in order to give a clear picture of what the region wants for its transport network and provide some specific context for shorter term decision making. The Subcommittee has revised the draft vision to be more specific about the region's future transport system.

This has been reflected by enhancing the existing high level vision with additional commentary. The Subcommittee also agreed, at its meeting on 1 June 2007, to add reference to 'significant achievements in each period' to the

high level vision, to address the need for achieving regular milestones. The vision commentary was also revised to make clear the different expectations for urban and rural areas. The revised vision is set out in the attached final strategy (page 11 of Attachment 1).

In addition, vision statements for each transport corridor in the region have been developed and are included in the chapter 10.3 of the final recommended strategy (page 66 of Attachment 1).

4.2 Strategy structure

The Subcommittee agreed that the RLTS needs to more clearly set out the region's aspirations and expectations for the land transport system over the next 10 years in the form of vision, objectives, outcomes and targets.

The recommended final strategy has been redrafted so that the detailed implementation plans, corridor plans and Regional Transport Programme are documented separately. These separate plans are in **Attachment 2**. The Regional Transport Programme 2006/07 is in **Attachment 3**. Further commentary on the programme is provided in section 6 below. In addition, the strategy's corridor plans contained a number of policies that are generic and these have been revised and included in the policies section of the main strategy document.

Removing the implementation documents from the strategy itself will enable the RLTS to be clear about the expected strategic direction for the region's land transport system, while allowing the various implementation documents to be reviewed and updated more regularly to respond to new information without being part of the statutory processes. The implementation plans and corridor plans will be read alongside the RLTS and will remain the agreed policy of the RLTC for implementing the RLTS until replaced following their next review.

4.3 Strategic objectives

The Subcommittee concluded that the RLTS objectives are appropriately based on the objectives of the New Zealand Transport Strategy, with an additional sixth objective to address issues of regional affordability. The explanation under each objective provides further detail on what these objectives mean for the region's land transport network.

The Subcommittee noted that the RLTS objectives were developed through a number of workshops with both the RLTC and its Technical Working Group, in addition to being subject to an earlier round of public consultation in 2005. The feedback through the latest consultation process on the draft RLTS largely confirmed the objectives with general support being noted. Submitters suggested various minor amendments.

Following consideration of the feedback, the Subcommittee has revised the explanation under the objectives in the draft RLTS to reflect and clarify matters raised in submissions where appropriate. The recommended final strategy objectives are set out in chapter 5 (page 33, Attachment 1).

4.4 Outcomes

The land transport outcomes in the draft RLTS (section 5.3, page 37) have been amended by the Subcommittee to reflect feedback through submissions where appropriate. Amendments made to the strategy outcomes are explained in more detail in the discussion section below:

- The outcome “Reduced [severe] road congestion” has had the word ‘severe’ added to clarify the nature of road congestion targeted by the strategy. This recognises that severe traffic congestion which causes serious delays can adversely affect the region’s economy. However, it also makes clear that the strategy does not intend to solve all traffic congestion on the network. There is a need to manage road congestion at levels that balance the need for access against the ability to fully provide for peak demands due to community and environmental impacts, and cost constraints.
- The outcome “Limited car traffic growth” in the draft RLTS recognised that while reducing the amount of private car use is desirable, particularly where viable alternatives exist, there is a need to minimise the impact on accessibility and the regional economy. Given likely increases in vehicle fleet efficiency and alternative technologies, it was considered appropriate to limit the growth of car traffic rather than reduce it. Through the submissions process it was suggested that both increased peak and off peak passenger transport mode share should be a desired outcome of the strategy and that the outcome “Limit car traffic growth” does not go far enough. It was suggested the outcome be strengthened to “Reduced private car mode share”. This is consistent with the other outcomes to increase passenger transport, walking and cycling mode share. These other modes cannot all increase their respective ‘share’ of all trips, without private car mode share being reduced. It will be important that the reduction in private car trips is focused on those trips where alternatives are available so that accessibility is maintained.
- A number of outcomes in the draft RLTS were considered to be ‘measures’ or ‘indicators’ of other related outcomes, rather than unique outcomes in themselves. These have therefore been removed from the list of land transport outcomes. These were:
 - Improved customer satisfaction with passenger transport services
 - Improved perception of pedestrian safety, especially for children
 - Improved perception of cycling safety, convenience and ease
 - Improved perception of road safety
 - Increased resident satisfaction with road and rail reliability.

These are more appropriately used as measures to indicate progress towards achieving the relevant land transport outcomes.

- A new outcome “Increased passenger transport reliability” has been added in response to feedback from submissions that reliability was a key issue which needs to be addressed for the passenger transport system.

- The outcomes for pedestrians and cycling have been combined, however separate indicators for both walking and cycling will be used to measure progress towards achieving these outcomes.
- The outcome “Minimise adverse impact on economic development (guided by the WRS)” in the draft strategy has been rephrased as a more positive outcome to be “Sustainable economic development supported (in line with the WRS)”.
- A new outcome “Improved transport efficiency” has been added in response to feedback from submissions and the view held by the Subcommittee that supporting the improved efficiency of the regional transport network was an important issue that needs to be captured.
- The outcome “safer roading environment” has been deleted as this is considered to be adequately covered by the outcome “Improved regional road safety”.
- The outcomes for freight have been amended to recognise the differences in movement of freight both within the region and longer distance inter-regional freight, with key importance being placed on those freight movements that occur within the region.

In addition, the opportunity has been taken to restructure the outcomes from a modal basis as set out in the draft Strategy into a hierarchy of ‘key outcomes’ and ‘related outcomes’ to more clearly signal priorities for the strategy over the next ten years. Related outcomes are important in their own right and are not subordinate to the key outcomes. However, key outcomes highlight the main areas of focus for the strategy over the next 10 years.

The revised outcomes are set out in chapter 6 of the final recommended strategy (page 34 of Attachment 1).

The outcomes signal the direction of the strategy in relation to various elements of the transport system. It is recommended outcomes have associated measurable targets which the strategy seeks to achieve by the end of the ten year strategy timeframe (2016). These are discussed below.

4.5 Target revisions

4.5.1 Background

The draft RLTS had targets in various places. The location of targets in the draft strategy included:

- As project or activity specific targets in the Implementation Plan action programmes (chapter 9) and Corridor Plan project tables (chapter 10).
- As System Wide Performance Indicators in the Travel Demand Management Strategy section (page 80).

In restructuring the strategy document, project specific targets in the implementation and corridor plans have been moved into a separate document.

The Subcommittee believes this is appropriate as they are very detailed and project-specific.

Some readers were confused by the mode share outlooks to 2016 reported in the Role of Modes section (Chapter 8) of the draft RLTS. These were forecast outcomes rather than targets. These forecast outcomes were useful in demonstrating the disconnection between the aspirations stated in the 'front' of the draft RLTS and the forecast results through implementation of the proposed Regional Transport Programme 2006/07. These modelled mode share outlooks have been removed from the recommended final strategy to prevent confusion.

A new targets section has been developed by the Subcommittee which provides a comprehensive set of system wide targets which align with the strategy's desired outcomes. These include targets which relate to demand management outcomes.

Submissions commonly sought the inclusion of stretch targets particularly around increased passenger transport use and CO₂ reduction. In response, the Subcommittee requested that officers carry out further work to review the current proposed mode share targets to include more ambitious 'stretch' targets for passenger transport, walking and cycling.

A series of targets have been agreed by the Subcommittee that signal the magnitude of the changes that the final strategy seeks in relation to each of the strategy outcomes. These targets will provide a benchmark against which to measure progress. Targets enable the region to monitor not only whether the strategy is achieving progress in the general direction set by the outcomes, but also to measure whether progress has been made to the extent desired.

4.5.2 Key Outcome Targets

The need for a shift in emphasis and greater urgency to progress key outcomes has been taken into account in setting what can be described as ambitious or 'stretch' targets for each of the key outcomes.

The Subcommittee noted that these targets will be very challenging. It was satisfied, however, that they have been set at a level where there is potential to achieve them provided they are given adequate emphasis and all potential measures are implemented. Achieving these ambitious targets will depend on all agencies, including Central Government, taking a strong lead in terms of their respective roles.

The key outcome targets are set out in chapter 7 of the final recommended strategy (page 37 of Attachment 1). A full discussion is included in this chapter regarding the appropriateness of each of the key outcome targets. The key outcome targets are:

Key outcome	2016 Stretch Target
1.1 Increased peak period passenger transport mode share	Passenger Transport accounts for at least 25 million peak period trips per annum. (18.3 million in 2005/06).
	Passenger Transport accounts for at least 21% of all region wide journey to work trips. (17% in 2006).
2.1 Increased mode share for pedestrians and cyclists	Active modes account for at least 15% of region wide journey to work trips. (13% in 2006).
3.1 Reduced greenhouse gas emissions	Transport generated CO ₂ emissions will remain below 1,065 kilotonnes per annum. (1,118 in 2005/06).
4.1 Reduced severe road congestion	Average congestion on selected roads will remain below 20 seconds delay per km travelled despite traffic growth. (21 seconds in 2006).
5.1 Improved regional road safety	There are no road crash fatalities attributable to roading network deficiencies.
6.1 Improved land use and transport integration	All large subdivisions and developments include appropriate provision for walking, cycling and public transport.
7.1 Improved regional freight efficiency	Improved road journey times for freight traffic between key destinations.

4.5.3 Related Outcomes Targets

Targets have also been set for each related outcome. These targets are set at a level which signals the need for good progress in these areas. In some cases the Subcommittee considered it appropriate to have more than one target to reflect the various components of a particular outcome. The related outcome targets are set out in chapter 7 of the final recommended strategy (page 38 of Attachment 1)

In addition to the strategy targets, the Subcommittee noted that many more indicators for the strategy outcomes will be measured. In the order of 100 indicators will be reported on annually through the RLTS Annual Monitoring Report (AMR).

4.6 Policy Changes

The draft RLTS policies were generally supported by submissions. The policies have been revised and in some cases new policies added, to address and clarify issues raised through submissions (refer to discussion under section 4.7 of this report).

Policies are now expressed using a consistent hierarchy of terms. These are 'ensure', 'support', 'encourage', or 'advocate' depending on what is appropriate in each case. Where the responsibility for implementing a particular policy lies outside the control of the RLTC, the policy will need to be progressed through advocacy.

The draft RLTS provided limited information on how prioritisation within the Regional Transport Programme is undertaken. Land Transport NZ requires that the region's funding priorities are reviewed annually and the Subcommittee has developed a set of prioritisation policies to guide this critical process, thereby adding direction to draft RLTS policy 7.3d 'Allocate available transport

funding to contribute towards the achievement of RLTS outcomes'. Included in the new prioritisation policy 8.8 (d) is consideration of 'practicality and readiness'.

The revised policies, including new prioritisation policies, are set out in chapter 8 of the final recommended strategy (page 41 of Attachment 1).

4.7 Responses to other matters raised

In addition to the other matters outlined below, many minor changes have been made to the draft RLTS to address issues such as typographic errors and points of clarity.

4.7.1 Funding, Affordability and Balance of Investment

Several submissions raised concerns about the affordability of the proposed programme. This has been addressed with the addition of the recommended new "securing transport funds" policies. These policies will allow the region to investigate innovative mechanisms for addressing funding gaps in the Regional Transport Programme.

In addition, the New Zealand Government announced in Budget 2007 (17 May 2007) that it would allow regions to put forward proposals to raise funds through regional fuel taxes for specific transport capital projects that would otherwise not attract funding within the timeframes that regions might desire. This is the topic of another report to the RLTC.

The concerns raised in regards to the apparent "disconnect" between the vision, objectives, outcomes and policies section of the draft RLTS and the reality of the implementation sections were noted by the Subcommittee. It is recommended that investment is made in all modes, but responding to the areas of greatest need (as identified by the final recommended strategy's key outcomes) and this has been discussed in the changes to the outcomes and policies noted in sections above. It is therefore appropriate to review the current Regional Transport Programme to ensure that it is better aligned to the modified outcomes and is consistent with, and gives effect to, the new direction of the recommended final strategy. The Subcommittee agreed that the appropriate time to revisit the Regional Transport Programme is when the Transmission Gully Motorway (TGM) and Ngauranga to Airport Studies report back, in early 2008. At that point the region will have a full and current picture of the needs of the region and will in turn be able to update the Regional Transport Programme and then allow prioritisation of the programme to take place.

4.7.2 Sustainability

The recommended final strategy addresses the many points made through submissions in regards to sustainability, particularly around the growth in greenhouse gas emissions. The issues have been addressed in the revision of the outcomes, policies and targets as discussed in the sections above.

4.7.3 Public Health

The recommended final strategy addresses the key points made through submissions in regards to public health, particularly around the growth in greenhouse gas emissions, the promotion of passenger transport and active modes, community severance issues and the transport disadvantaged. The issues have been addressed in the revision of the outcomes, policies and targets discussed above.

4.7.4 Road safety

Improving road safety was widely supported by submitters. Road safety continues to be a key feature of the recommended final strategy where it features as a key outcome. The Subcommittee was satisfied that the outcome of “safer roading environment” that formed part of the draft RLTS be removed as the key outcome “Improved regional road safety” adequately covers the issue.

4.7.5 Roothing

The recommended final strategy has addressed the points made by submitters in relation to roading projects where appropriate. Submitters often sought confirmation that TGM be progressed as the long term solution to address reliability for State Highway 1 (SH1) between Kapiti and Wellington City. This has been addressed through new policies in the strategy (Policies 8.8 r and s) which support this option, as agreed through the Western Corridor Plan process.

Submitters also commonly raised the issue of improved east-west road links. The Subcommittee spent some time discussing whether the issue of improving east – west connections is adequately addressed in the revised RLTS. The Subcommittee concluded that the issue is adequately covered in a number of places, including policy 8.1 (t) and in the relevant corridor plan summaries.

Many submitters stated their preference for upgrading State Highway 58 over construction of the proposed new link road between Petone and Grenada (Grenada to Gracefield Stage 1). Others suggested that Stage 2 of this project should proceed before Stage 1 is even considered. The Subcommittee concluded that these issues are matters for consideration at a later stage following completion of the Transit study into east – west connections as part of initial TGM investigations, and as part of the review and confirmation of the Regional Transport Programme.

In response to concerns relating to the Grenada to Gracefield Stage 1 road route and its potential impact on the Korokoro Valley, the Subcommittee has added a new policy (8.4 g) to the final recommended strategy. This policy seeks to ensure the location and design of new transport infrastructure enhances access, minimises community severance issues and takes account of the special values of local areas.

4.7.6 Public Transport

The significant concerns raised by many submitters in relation to the need for improved public transport, in particular rail, has been addressed by significant extra emphasis being placed on public transport in the revised outcomes, policies and stretch targets. Acceleration of rail improvements has been further facilitated by recent funding decisions by the Government.

In relation to submitter concerns regarding bus priority, the recommended final strategy has several policies related to improved services as outlined in the policy response section above. Some highlights include policies that ensure the continuous review of bus services and support the use of bus priority measures in congested areas.

In addition, where relevant, points made by submitters were referred to the Public Transport Division for consideration as part of the review of the Regional Passenger Transport Plan or for consideration as part of the scoping exercise for a Regional Rail Plan that is to be developed as a result of rail related concerns raised by many submitters. The proposed scope for the Regional Rail Plan will include planning and implementation of commuter rail network developments for the next 30 years and building on the Wellington Commuter Rail Network Business Case (2004). It is expected that the Regional Rail Plan will define various service level specifications and consider how these can be best delivered. The plan will use the upgraded regional transport model to test scenarios manipulating variables such as population growth and fuel prices to gain an understanding of the potential effects on patronage, road investment, and regional land use strategies. The outcomes of the analysis will shape recommended projects and priorities to form the basis of the Regional Rail Plan. The plan will ultimately support a medium term funding package. A Regional Rail Plan technical working group is expected to be formed in late July and the plan should be completed by mid 2008.

4.7.7 Travel Demand Management (TDM)

Many submitters supported the use of TDM tools to use existing infrastructure more efficiently. There was wide support for the ability to use some form of pricing to assist the management of travel demand. As noted above, the recommended final strategy has taken account of this desire in the development of a new outcome that seeks reduced private car mode share, increased private vehicle occupancy and improved land use and transport integration. In addition, specific new policies are recommended which include advocating for government policy to allow road pricing, supporting pricing mechanisms to address funding gaps and several new planning and integration policies, including policies that emphasise the role of the Regional Policy Statement and Wellington Regional Strategy for directing land use planning.

4.7.8 Walking and cycling

The majority of submissions relating to “active” modes were operational in nature, providing specific ideas for improvements to the network. As these

issues are dealt with at a Road Controlling Authority level, the Subcommittee believes it is inappropriate for the RLTS to address them specifically.

Two submitters made specific comment on the strategic cycling network in regards to SH58 not being noted as part of the network in the draft RLTS. The map in the Cycling Plan has been modified to reflect that SH58 is an important part of the region's strategic cycling network.

The Subcommittee spent some time discussing whether the revised strategy went far enough in relation to improving facilities and increasing the uptake of active modes. It concluded that at the strategic level, greater emphasis has been given to walking and cycling in the revised strategy, particularly through the key outcome 'increased mode share for pedestrians and cyclists' and the related stretch targets for walking and cycling. The Subcommittee also noted that the key agencies who influence these modes are territorial authorities and Transit NZ. Therefore, regular updates from these agencies through the quarterly reports to the RLTC are particularly important to monitor progress towards achieving the RLTS targets in relation to walking and cycling.

4.7.9 Freight

The Subcommittee made a number of changes to the draft RLTS outcomes, policies and targets to ensure that the importance of regional and inter-regional freight efficiency is promoted, given its importance to the region's economy.

4.7.10 Modelling and analysis

Several submitters noted concern about a number of matters relating to Wellington Strategic Transport Model (WTSM) and the fact that in many places in the draft RLTS, 2001 Census data was used. Submitters felt that this outdated data would not allow analysis of current trends to take place. Unfortunately, due to significant delays in the release of 2006 Census data by Statistics New Zealand (data is still not available at sufficient detail to update the strategy), it is simply not possible to update the recommended final strategy without significantly delaying the adoption process. In addition, it should be noted that WTSM is currently being updated to a 2006 base. Again, due to delays in the release of data from Statistics NZ, this process is currently behind schedule and not due to be completed until late 2007. It is anticipated that the latest Census data and updated WTSM will be available for use as the rolling review of the implementation plans takes place.

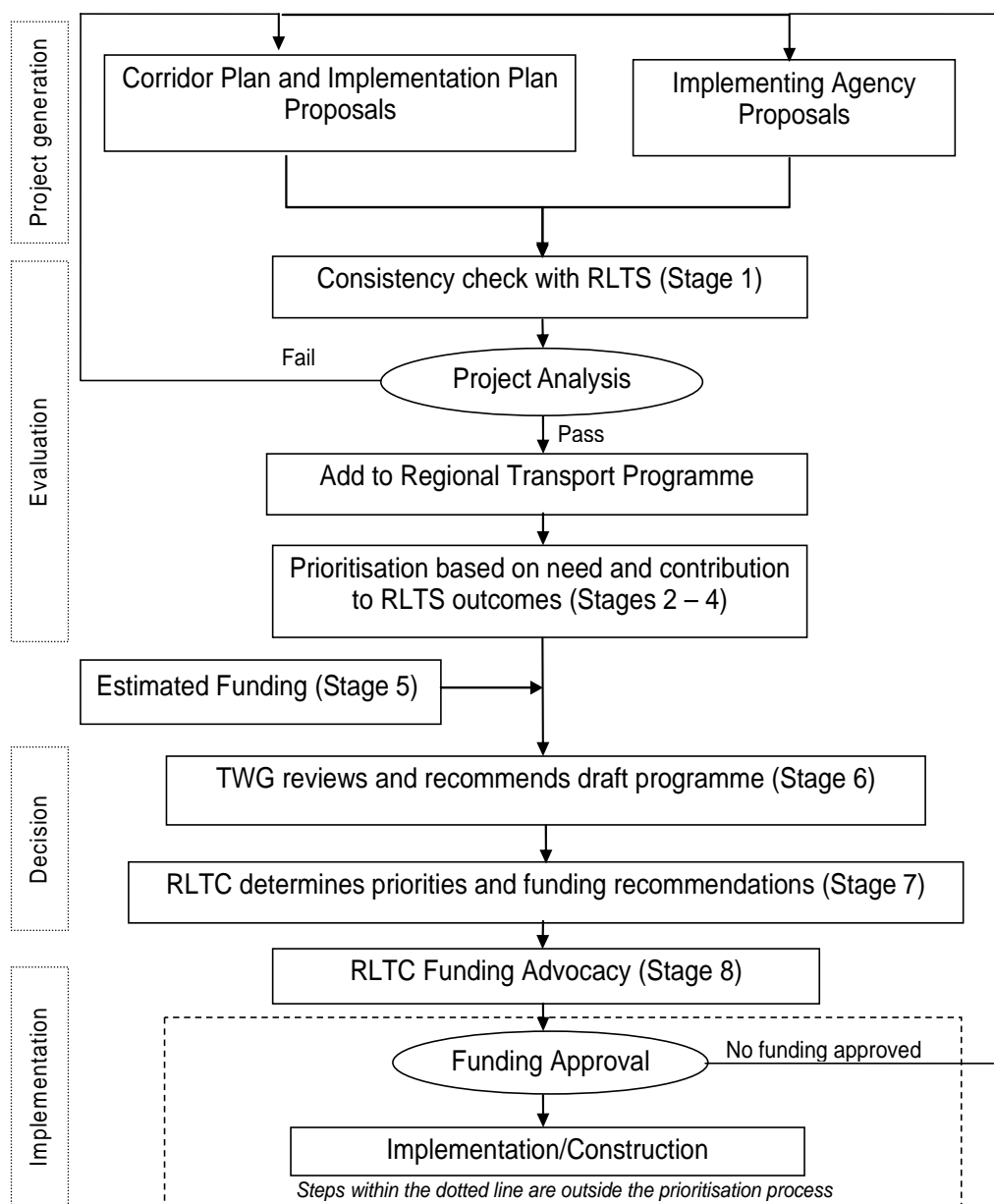
5. Implementation plans

The RLTS implementation and corridor plans are now documented separately. These are in **Attachment 2**. These documents represent the current policy positions of the RLTC until replacements are approved. The Subcommittee noted that the implementation and corridor plans will need to be reviewed in order to fully align with the direction of the final strategy. A timetable for the review of the plans is included in chapter 12 of the final recommended strategy.

6. Review of the Regional Transport Programme

The Regional Transport Programme is scheduled to be reviewed early in 2008 as soon as the Transmission Gully Motorway and Ngauranga to Wellington Airport studies report back.

An aspect of the Regional Transport Programme review will involve the application of a process to determine priorities. **Attachment 4** sets out a draft of the high level process that is supported by the Subcommittee to take place when prioritising the Regional Transport Programme. The RLTC Technical Working Group is currently working on developing the actual evaluation methodology (stage 2), which will be reported to the RLTC by early 2008. The following diagram sets out how the prioritisation and programming process is proposed to work:



7. Process Audit

In accordance with section 175(2)(p) of LTA 1998, the draft strategy has been independently audited. Mein Consulting Ltd has progressively carried out the audit over the last 24 months, including a review of the process through the Subcommittee stage.

An audit checklist covering the statutory process and content requirements for the RLTS review was developed at the outset to ensure compliance with the relevant sections of the LTA 1998, the Land Transport Management Act (LTMA) 2003 and the Local Government Act (LGA) special consultative procedure.

The most recent audit focused on the consultation process and the content of the final recommended RLTS. The auditor was provided with full documentation of the consultation carried out for the draft RLTS and a copy of the revised RLTS document contained in Attachment 1 to **report 07.324** to the Hearings Subcommittee dated 24 May 2007. Initial feedback from the auditor was reflected through further minor amendments to the text in chapters 4, 10, 11 and 12 of the RLTS. The auditor then concluded that:

- The consultation process followed for preparation of the Wellington RLTS has been extremely thorough, and has met or exceeded all of the statutory requirements.
- The content of the RLTS meets the all of the statutory requirements.

The auditor also recommended several minor clarifications to the strategy text to assist the reader. Where appropriate, amendments were made to the final strategy to reflect these recommendations. In relation to step 4.5, further clarification has been added to Appendix 3 (Strategic Options) to explain the difference between the available funding identified in the strategic options analysis in August 2005, with the total likely funding set out in the strategy. In relation to step 5.1, it is noted that many linkages between the strategy and the implementation documents are made throughout the strategy, particularly in chapters 10 and 12. It is also considered that the description of a preferred strategic option in chapter 4 (Strategy Development), together with the strategy's policies, outcomes and targets, adequately describe the region's intentions for investment across the transport modes at the strategic level, and that the strategy text makes clear that review of the regional transport programme will need to reflect and give effect to this direction.

A copy of the audit report is provided as **Attachment 5**.

8. Presentation of the published RLTS

Presentation of the published RLTS document will include a colour cover page, with all maps and diagrams also in colour to assist the reader. It is proposed that the published RLTS will sit in a folder, with the implementation documents sitting behind it. The separate implementation documents can then be lifted out and replaced following their individual reviews.

9. Final steps

Following agreement of the RLTC to a final strategy, the recommended strategy will be considered for adoption by Greater Wellington. The following timeline is anticipated:

RLTC agrees the final RLTS	27 June 2007
RLTC's recommended final strategy considered by Council, and the RLTS adopted.	14 August 2007
Adopted RLTS published and distributed to stakeholders.	Late August 2007
Final auditor sign off	September 2007
RLTS communications strategy developed and then implemented	September 2007 and ongoing

10. Communication

The highlights and key messages of the adopted strategy will be communicated by:

- Media release
- Greater Wellington website
- Letter to submitters setting out the key points contained in this report

A communications strategy for the implementation of the RLTS is to be prepared. This will include the use of diagrammatic and pictorial communications. Communications will be ongoing and will include regular communication of progress towards achieving the strategy's targets.

11. Recommendations

It is recommended that the Committee:

1. **Receives** the report;
2. **Notes** the contents of the report;
3. **Agrees** to recommend the final Regional Land Transport Strategy, as set out in Attachment 1, to Greater Wellington for adoption;
4. **Notes** the Implementation and Corridor Plans document as set out in Attachment 2;
5. **Notes** the Regional Transport Programme 2006/07 – 2016 as set out in Attachment 3;

6. *Notes that the Implementation and Corridor Plans will need to be reviewed to ensure that they align to the new Regional Land Transport Strategy;*
7. *Notes the draft process for prioritising the Regional Transport Programme provided in Attachment 4, and notes that the detailed evaluation methodology is still to be developed;*
8. *Notes the audit report on the Wellington Regional Land Transport Strategy provided in Attachment 5;*
9. *Instructs officers to prepare a communication strategy for implementing the RLTS;*
10. *Agrees that the Chair of the Regional Land Transport Committee be authorised to approve editorial amendments to the strategy prior to publication.*

Report approved by:



Terry McDavitt
Chairman, Regional Land Transport Strategy
Hearings Subcommittee

Attachment 1: Recommended Regional Land Transport Strategy 2007-2016
Attachment 2: Implementation and Corridor Plans
Attachment 3: Regional Transport Programme 2006/07 – 2016
Attachment 4: Draft Regional Transport Programme Prioritisation Process
Attachment 5: Wellington RLTS Independent Audit Report (15 June 2007)