Implementation and Corridor Plans

For the Regional Land Transport Strategy

Overview

A series of implementation plans and corridor plans have been developed in order to translate the Regional Land Transport Strategy (RLTS) vision, objectives, outcomes and policies into specific project interventions. These plans are stand alone documents which sit alongside the RLTS. This will enable them to be updated and reviewed on a more regular basis than the RLTS to reflect new information, projects and funding.

There are some inconsistencies between these plans and the final RLTS 2007 - 2016, particularly in relation to the outcomes which were revisited in the strategy following the strategy submission process. These new outcomes (and new system wide outcome targets) are considered to supersede the earlier modal outcomes set out in the implementation plans. The plans will be reviewed and updated to ensure alignment with the new strategic framework provided by the RLTS. The review programme for these plans is set out in chapter 13 of the RLTS.

Implementation plans

The following plans implement RLTS:

- Road Safety Plan
- Cycling Plan
- Pedestrian Plan
- Travel Demand Management Plan
- Freight Plan
- Passenger Transport Plan
- Regional Rail Plan.

The Regional Passenger Transport Plan is being developed separately by Greater Wellington's Passenger Transport Committee. Once adopted, this plan will be considered to form part of the RLTS as required by legislation.

A new implementation plan to be developed is a Regional Rail Plan. This will identify the needs and proposed actions for the rail network over the next 30 years.

Integration between modes

It is recognised that an important element of a sustainable land transport network requires integration between different transport modes. Therefore, these plans are complementary in achieving the objectives of the RLTS. Many of the implementation plans directly address the issue of integration with other modes.

Statutory requirements

It is a statutory requirement as set out in Section 175(2) of the Land Transport Act 1998 for every Regional Land Transport Strategy to 'include a demand management strategy that has targets and timetables appropriate for the region' and 'include any regional passenger transport plan that has been prepared by the regional council'.

The RLTS includes a high level strategy for addressing demand management, together with associated system wide targets appropriate for the region. This is supported by the Regional Travel Demand Management Plan included here, which sets out detailed actions and associated project specific targets and timetables for travel demand management in the region.

The Regional Passenger Transport will be considered to form a part of the RLTS once it has been adopted by Greater Wellington.

Regional Road Safety Plan

August 2004

Road Safety Plan

The Road Safety Plan (formerly known as the Regional Road Safety Strategy) was developed with the aim of providing a safer community for everyone through a transport system that achieves or improves on targets of the national *Road Safety to 2010* (RS2010) strategy. It sets out a vision shared by the region's key agencies involved in road safety and sets objectives and outcomes for the improvement and promotion of road safety. A road safety action programme to achieve these objectives and outcomes is included.

The plan was adopted by the RLTC on 17 August 2004. Ensuring alignment with the strategic framework provided by the RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased safety for pedestrians and cyclists
- Improved regional road safety.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- There are no road crash fatalities attributable to roading network deficiencies
- Less than 100 pedestrians injured in the region per annum
- Less than 75 cyclists injured in the region per annum.

Road Safety Vision

To continuously improve the level of regional road safety based on a firmly established safety culture.

Objectives

- To achieve or exceed the regional road casualty reduction and road user behaviour targets set by the national RS2010 strategy.
- To promote an improved road safety culture which creates safer attitudes, skills and behaviour among road users.
- To develop a safer roading environment for all road users to improve public health, safety and personal security.

Outcomes

- Improved regional road safety
- Improved perceptions of road safety
- A safer roading environment for all road users.

Targets

The short and long term Wellington regional targets for deaths and hospitalisations[1] are set out in the following table.

	2004[2]	**2010**[3]
Deaths plus hospitalisations	not exceeding 300	not exceeding 240
Deaths plus hospitalisations of more than 1 day	not exceeding 200	not exceeding 150
Deaths plus hospitalisations of more than 3 days	not exceeding 120	not exceeding 90

Table 1: Road safety targets

Monitoring

Progress of actions outlined in the following Road Safety Action Programme against respective performance measures will be monitored by GWRC and the Wellington regional office of Land Transport NZ on an ongoing basis. Progress will be reported in the RLTS Annual Monitoring Report.

[1] "Deaths are injuries that result in death within 30 days of the crash. Hospitalisations are the number of hospital admissions reported by the New Zealand Health Information Service. Along with deaths, the number of people hospitalised for more than one day and more than three days have been included as measures of more serious injuries" (LTSA, 2003b, p12). Deaths and hospitalisations are the most practical indicators of road casualties.

[2] LTSA, 2003b, p12.

[3] Specific 2010 targets have yet to be determined by Land Transport NZ for the Wellington region. The targets have been determined using the regional proportions applied in RS2010.

Road Safety Action Programme

Actions	Responsibility	Timing	Target	Performance Measures	Performance Indicators
Safety Management Systems (SMS) Ensure that RCAs' decisions about construction, maintenance and management of road networks lead to the achievement of clear safety targets consistent with Land Transport NZ best practice guidelines	RCAs (Development and implementation)	Ongoing	All RCAs to have a SMS in place by the start of the 07/08 financial year	Number of RCAs that have SMSs in place	• New Zealand Health Information Service death and hospitalisation data • MoT's annual regional road crash and casualty data • Land Transport NZ annual regional attitude survey • GWRC biennial perception survey • Significant regional road safety education campaign evaluation results • Land Transport NZ National Land Transport Programme.
Road Safety Action Plans (RSAP) Key partners agree on the road safety risks, identify objectives, direct tasks (including policing), set targets, develop plans, monitor and review progress for each TA	Transit (Development and implementation) Supported by Land Transport NZ and NZ Police.	Quarterly, ongoing	All TAs to have a RSAP and quarterly review programme in place by the start of the 05/06 financial year	Number of TAs that have RSAPs in place	
Road Safety Co-ordinators, Police Education Advisors, ACC Injury Prevention Consultants and Land Transport NZ Regional Education Advisors Ensure that appropriate local education campaigns are undertaken as well as ensuring national strategic road safety campaigns are devolved to a regional and local level to help promote an improved safety culture	TAs, Police, ACC and Land Transport NZ (Development and implementation) GWRC (Facilitation)	Ongoing	Road Safety education is promoted at every feasible opportunity at a TA level and a regionally focused campaign is carried out at least annually	To be determined for each project	
Risk Targeted Patrol Plans (RTPP) The Police implement Risk Targeted Patrol Plans to ensure more efficient and effective use of enforcement resources according to risk	Police (Development and implementation)	Ongoing	All areas of the Wellington Policing District to have a RTPP and annual review programme in place by the end of the 04/05 financial year	Number of policing areas that have RTPPs in place	
Adequate RCA Road Safety Funding RCAs to seek adequate funding for road safety works	RCAs (Development and implementation) GWRC (Support, where appropriate)	Annually, ongoing	Sufficient funding is included in annual budgets to ensure safety programmes can be fully implemented	Road safety funding included in annual budgets	

Regional Cycling Plan

February 2004

Regional Cycling Plan

This Cycling Plan (formerly known as the Regional Cycling Strategy) was developed to improve the regional level of service for cycling, to promote cycling as an activity and mode of transport and improve the safety of cycling. It sets out a vision shared by the region's key agencies involved in cycling and sets objectives and desired outcomes for the promotion and development of cycling.

The plan was adopted by the RLTC on 27 February 2004. Ensuring alignment with the strategic framework provided by the RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased mode share for pedestrians and cyclists
- Improved level of service for pedestrians and cyclists
- Increased safety for pedestrians and cyclists.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- Active modes account for at least 15% of region wide journey to work trips
- All of the strategic cycle network provides an acceptable level of service
- Less than 75 cyclists injured in the region per annum.

Cycling Vision

The evolution of a cycling culture where cycling is a recognised and valued transport mode that is safe, accessible and pleasant throughout the region.

Objectives

- Create an advocacy ethic that facilitates coordination among lead agencies.
- Enhance cycling safety throughout the region via education initiatives and improved infrastructure.
- Increase accessibility, integration and safety for cycling.
- Improve awareness of all forms of cycling - commuting, recreational and tourism.

Outcomes

- Improved level of service for cycling
- Increased mode share for cycling
- Improved perception of cycling safety, convenience and ease
- Increased safety for cyclists.

The plan takes a balanced and integrated approach incorporating physical works, education and promotion to achieve these outcomes. No element on its own will achieve the gains desired for the region. Critical to this integrated approach and the plan's effectiveness are three interventions outlined in the action programme on the following pages. These are political advocacy, Road Controlling Authority (RCA) cycling work programmes and a Regional Cycling Coordinator.

Cycling conditions are affected by a number of agencies including RCAs, Regional Public Health, Land Transport NZ, schools and user/advocacy groups. Agencies involved in the development of this plan discerned a clear need for education and promotional initiatives to be centrally coordinated. The success of these activities relies upon ongoing and active support from the above groups. However, this can be best facilitated by a position dedicated to coordinating relevant strategy actions.

Advancing the vision of a cycling culture also requires RCAs to engage in dedicated work programmes and active coordination to ensure ongoing improvements to the cycling network. Coordinated initiatives, particularly those with region wide or cross-boundary implications, are likely to hold more weight politically. GWRC is in a position to advocate at political levels for adequate funding, locally for RCA programmes and centrally for ongoing cycling funding. The creation of a cycling culture in the region is explicit in the vision and stems from the region wide decline in cycling and the desire for improved cycling safety.

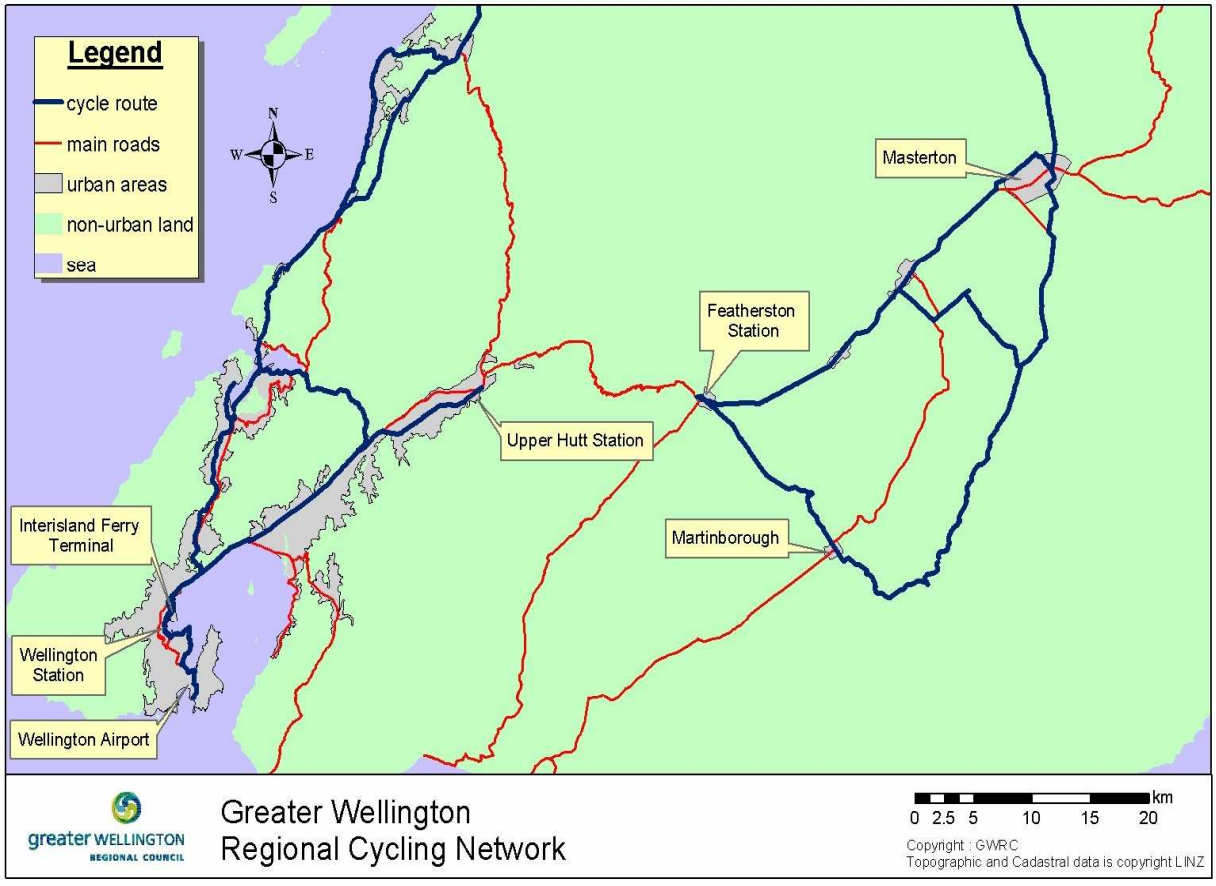

Figure 1: Wellington's strategic cycling network.

Monitoring

Greater Wellington Regional Council will have responsibility for monitoring the progress of actions in the cycling action programme against respective performance measures on an ongoing basis. Monitoring of system wide cycling indicators will be undertaken within the RLTS Annual Monitoring Report process.

The system wide indicators are:

- Level of service for cycling
- Proportion of all trips cycled
- Perception of cycling safety, convenience and ease
- Relative risk of cycling as a transport mode (measured against vehicle, pedestrian and bus travel).

Cycling Action Programme

Objective: Advocacy

Create an advocacy ethic that facilitates coordination among lead agencies.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Local level programme implementation Advocacy at local political level during annual planning process for approval and funding RCA cycling programmes	GWRC Access Planning	March 2004 & ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Funding levels to meet that recommended in RCA cycling work programmes	Actual cycle programme funding in Annual Plans compared with that requested by RCAs
Coordinated programmes Regional Cycling Forum	GWRC Regional Coordinator	Quarterly, ongoing	$1,000 pa	GWRC (Land Transport NZ subsidy)	Host quarterly	Cycle Forum continues 20 – 30 attendees per meeting
Regional Cycling Coordinator position	GWRC	July 2004	$45,000 salary + budget support	GWRC (Land Transport NZ subsidy)	To start 04/05 financial year	Position appointed
Central Government Actively participate, where appropriate, in national level programmes/strategy development that have regionally significant impacts on cycling	GWRC Access Planning	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity to participate taken	Participation in policy development opportunities

Objective: Safety

Enhance cycling safety throughout the region via education initiatives.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Driver education 3 year education campaign promoting 'share the road' ethic. Adapt "Don't Burst My Bubble' campaign.	GWRC Regional Coordinator Road Safety Coordinators	1. 03/04 financial year 2. 04/05 financial year 3. 05/06 financial year	$60,000 $30,000 $30,000	GWRC (Land Transport NZ subsidy)	Campaign implemented 1. 03/04 FY 2. 04/05 FY 3. 05/06 FY	Campaign implemented
Cycling skills for adults Assess and investigate the need for visibility/ light use campaign Investigate promotion of community education courses, e.g., "Cycling Skills in the City"	GWRC Regional Coordinator GWRC Regional Coordinator	04/05 financial year 2004/05	$10,000 Administrative	RSC GWRC (Land Transport NZ subsidy) GWRC	04/05 financial year 2004/05	Investigation complete Investigation complete
Kiwi Cycling (Bikewise) Determine a schedule of programmes in schools throughout the region. Set number of schools per year Implementation of schedule (instructor time)	GWRC Regional Coordinator (schedule set up) Bikewise Regional Coordinator	04/05 financial year + ongoing 2005 + subsequent years	Administrative $25,000 per annum	GWRC (Land Transport NZ subsidy) Health Sponsorship Council	Year 6 schedule established to begin 2005 school year 90% of schools in schedule by third year of programme	Schedule in place Programme implemented at all scheduled schools 90% schools participate in schedule & programme

Objective: Accessibility

Increase accessibility, integration and safety for cycling.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Regional Cycling Network Identify the regional strategic network	GWRC Access Planning	June 03	Administrative	GWRC	Regional Network published in draft strategy	Network identified
Identify inadequate sections on the regional network. Investigate cost and feasibility of improving level of service on these sections. Prioritise based on strategic importance, lowest level of service and cost.	GWRC Access Planning	March 04	$17,000	GWRC	Network inadequacies identified and remedial actions prioritised	Report published and disseminated to RCAs
Implement identified improvements	RCAs	ongoing	To be determined	RCAs (Land Transport NZ subsidy)	All improvements implemented	All RCAs have work programmes in place
RCA work programmes Develop a work programme for improving the level of service for cycling on respective local networks. Programmes will recognise current best practice guidelines[4] and should adequately consider the following service level elements: ▪ Space allocation ▪ Surface smoothing ▪ Connectivity ▪ Traffic calming measures ▪ Bicycle detection at traffic signals ▪ Maintenance ▪ Links to and from public transport terminals ▪ Priority on roading networks ▪ Bicycle parking Incorporate cycle facilities auditing processes	RCAs	Programme by December 2004 ready for 2005/06 Annual Plan process Ready for 05/06 financial year	Each RCA to determine	RCAs (Land Transport NZ subsidy)	All by start of 05/06 financial year	All RCAs have work programmes in place

[4] Including New Zealand Cycle Design Guidelines (Transit New Zealand) and the Cycle Network Planning Guide (Land Transport NZ) when published and as appropriate.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Public transport integration Facilitate cycle carriage on regional train services by reviewing the fare structure to: ▪ Small charge for peak cycle carriage ▪ Free off-peak cycle carriage	GWRC Transport Procurement and Transport Service Design	During tendering/ contract process with new operator	-	-	Specified in new contract	Specified in new contract
Survey ▪ Perception of service levels into and out of stations/terminals for cyclists ▪ Demand for cycle carriage on trains ▪ Demand for cycle carriage on buses ▪ Perception of how a cycling journey could be more attractive	GWRC Access Planning	July 2003 Issue of *Bikenews*	-	Covered as part of standard $700 monthly contribution	July 2003	Survey undertaken
Regional cycling maps Develop a set of maps for cyclists, covering the major regional areas	GWRC Access Planning	Publish July 2004	$25,000 (initial)	GWRC (Land Transport NZ subsidy)	July 2004	Maps published and distributed
Distribute in cycle shops, information centres, council offices & centres, etc	GWRC Regional Coordinator	July 2004 & ongoing	Reprints $5,000			
Update in 2007	GWRC Regional Coordinator	2007	Initial update $20,000		Update 2007	Updates undertaken
Perception survey Undertake a survey to determine the perceived level of service for cyclists around the region and the perception of risk in cycling	GWRC Access Planning	July 03, 04, then 2 yearly	$8,000 per survey	GWRC	Survey July 2003, 2004 then 2 yearly	Survey completed and results reported in AMR

Objective: Awareness

Improve awareness of all forms of cycling - commuting, recreational and tourism.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Group rides Annual localised fun rides held in TA areas	GWRC Regional Coordinator RSC CAW RPH	Annual events in individual or combined TA areas as appropriate	$10,000 each ride	GWRC (Land Transport NZ subsidy) TAs RPH	Increasing participation in each successive event. Four events held per year (accounting for combined TA rides)	Participant registration figures Four events held
Webpage Develop Greater Wellington webpage as the main Wellington Region cycling webpage	GWRC	December 2004	$2,000 design & build, $500 per annum updates	GWRC (Land Transport NZ subsidy)	Site redeveloped by December 2004	Site redeveloped

Regional Pedestrian Plan

May 2004

Regional Pedestrian Plan

The Pedestrian Plan (formerly known as the Regional Pedestrian Strategy) aims to improve the region's level of service for pedestrians, to promote walking as a mode of transport and to improve pedestrian safety. It sets out a vision shared by the region's key agencies involved in walking and sets objectives for the development of walking facilities. The plan was adopted by the RLTC on 18 May 2004. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Increased mode share for pedestrians and cyclists
- Improved level of service for pedestrians and cyclists
- Increased safety for pedestrians and cyclists.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- Active modes account for at least 15% of region wide journey to work trips
- Nearly all urban road frontages are served by a footpath
- Less than 100 pedestrians injured in the region per annum

Pedestrian Vision

More pedestrians in a convenient, safe and pleasant environment.

Objectives

- Continuously develop pedestrian route connectivity and accessibility.
- Improve pedestrian safety (in relation to traffic, the physical environment and crime).
- Maintain advocacy towards best practice pedestrian provisions and funding availability.

Outcomes

- Improved level of service for pedestrians
- Increased modal share for pedestrians, especially for short trips (75% of trips less than 1 km, 56% of trips less than 2 km)
- Increased safety for pedestrians (i.e., reduced casualty numbers)
- Improved perception of pedestrian safety, especially for children, the elderly and the mobility impaired.

GWRC has a clear role in facilitating and monitoring the plan's implementation. The effectiveness of the plan relies on commitment from all key stakeholders, particularly from RCAs, in establishing a pedestrian review programme for their respective roading networks.

We expect to see positive results over all indicators as a result of successful implementation of the interventions detailed in the following action programme.

Monitoring

GWRC will have primary responsibility for monitoring progress of actions in the pedestrian action programme against respective performance measures on an ongoing basis. Monitoring of system wide indicators will be undertaken within the RLTS Annual Monitoring Report process.

The system wide indicators are:

- Level of service for pedestrian facilities
- Mode share for pedestrians, especially for short trips
- Safety for pedestrians (casualty numbers)
- Perception of pedestrian safety for children.

Pedestrian Action Programme

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
RCA Pedestrian Review RCAs to develop programmes in conjunction with community providers to review pedestrian access to (for example): ▪ Educational institutions ▪ Workplaces ▪ Health ▪ Recreation ▪ Retail Review to include a pedestrian audit[5] that covers: ▪ Route directness ▪ Surface quality, obstructions & maintenance ▪ Lighting & personal security ▪ Shelter ▪ Road crossings ▪ Signage ▪ Space allocation & traffic impacts ▪ Aesthetics ▪ Mobility impaired/disability needs	TAs in conjunction with Transit	December 2005 to establish programme	RCA to determine	RCAs (Land Transport NZ subsidy)	Review programme established	All RCAs have pedestrian review programme
Public Transport Pedestrian Review Review access to public transport nodes and develop a programme to implement improvements. Review to include a pedestrian audit that covers: ▪ Route directness ▪ Surface quality, obstructions & maintenance ▪ Lighting & personal security ▪ Shelter ▪ Road crossings ▪ Signage ▪ Space allocation & traffic impacts ▪ Aesthetics ▪ Mobility impaired/disability needs	GWRC RCAs	Ongoing to 06/07	$30,000pa for 3 years	GWRC (Land Transport NZ subsidy)	Review completed	Deficiencies identified and remedial actions prioritised

[5] P*edestrian Facilities and Network Planning Guide* (LTSA, 2004), *RTS 14 – Guidelines for Installing Pedestrian Facilities for People with Visual Impairment (LTSA)*; and Living Streets' *DIY Community Street Audit* should provide guidance for TAs.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Public Transport Pedestrian Review Programme implementation Implementation of Public Transport Pedestrian Review programme led by RCAs	RCAs	2005/06 and ongoing	RCAs to determine	RCAs (Land Transport NZ subsidy)	Programme Implemented	Programme implementation
Land development review Encourage high levels of accessibility for pedestrians in land developments. Review plan changes and development proposals/ notifications/consent applications	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity taken to review and comment	Active participation in plan change/land development process
Walking school bus/safe routes to school Investigate expanding the role and uptake of walking school bus/safe routes to school	GWRC RPH RCAs Land Transport NZ (Walking School Bus Inter-agency Group)	June 2004	Administrative	GWRC (Land Transport NZ subsidy)	Report published	Investigation completed
Local level programme implementation Advocacy at local political level during annual planning process for: ▪ Approval and funding of RCA pedestrian programmes, and ▪ Strategic planning	GWRC Access Planning	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Funding levels to meet that recommended in RCA pedestrian work programmes	Actual pedestrian programme funding in Annual Plans compared with that requested by RCAs
Central Government Actively participate, where appropriate, in national level programmes/strategy development that have regionally significant impacts on pedestrians, including funding processes	GWRC Access Planning Living Streets Aotearoa	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity to participate taken	Participation in policy development opportunities
Information sharing ▪ Best practice ▪ Pedestrian programmes Biennial perception survey and RLTS Annual Monitoring Report	All key stakeholders (Living Streets Aotearoa website) GWRC Access Planning	Ongoing July 2004, then 2 yearly	Administrative $8,000 per survey	- GWRC (Land Transport NZ subsidy)	Key information published in strategy Survey July 2004	Ongoing role in facilitating information exchange Survey completed and results reported in AMR

Regional Travel Demand Management Plan

December 2005

Travel Demand Management Plan

The Travel Demand Management (TDM) Plan was developed to signal key regional intentions for travel demand management and to set out a blueprint for improving regional travel efficiency. The LTA 1998 section 175(2)(o) requires a travel demand management strategy be included within every regional land transport strategy. This plan implements the demand management components of the RLTS and was adopted by the RLTC on 8 December 2005. Ensuring alignment with the strategic framework provided by the RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Reduced greenhouse gas emissions
- Reduced private car mode share
- Reduced fuel consumption
- Increased private vehicle occupancy
- Increased peak period passenger transport mode share
- Reduced passenger transport journey times compared to travel by private car
- Increased passenger transport reliability
- Increased mode share for pedestrians and cyclists
- Reduced severe road congestion
- Maintained vehicle travel times between communities and regional destinations
- Improved reliability of the strategic roading network
- Improved land use and transport integration
- Improved integration between transport modes
- Sustainable economic development supported
- Improved transport efficiency.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- Transport generated CO2 emissions remain below 1,065 kilotonnes per annum
- No more than 442 mega litres of petrol and diesel per annum will be used for transport purposes
- Vehicles entering the Wellington CBD during the 2 hour AM peak contain on average at least 1.5 people per vehicle
- Average congestion on selected roads will remain below 20 seconds delay per km travelled despite traffic growth
- Passenger Transport accounts for at least 21% of all region wide journey to work trips
- Active modes account for at least 15% of region wide journey to work trips
- Private vehicles account for no more than 62% of region wide journey to work trips
- All large subdivisions and developments include provision for walking, cycling and public transport

TDM Vision

To use travel demand management initiatives in achieving sustainable outcomes for the greater Wellington land transport system.

Objectives

- To ensure the most efficient use of existing transport infrastructure and services.
- To increase public awareness of TDM and individual travel choices.
- To encourage integrated land use and transport planning that seeks to maximise transport efficiency.
- To encourage proactive advocacy that facilitates coordination among lead agencies.

Outcomes

- Limited car traffic growth particularly at peak times, while maintaining accessibility
- Increased journey to work mode share for passenger transport and active modes
- Improved integration between transport modes
- Reduced greenhouse gas emissions
- Reduced fuel consumption
- Reduced road congestion
- Increased vehicle occupancy
- Increased resident satisfaction
- Improved land use and transport integration (as defined by the WRS)
- No adverse impact on economic development (as defined by the WRS).

Travel Demand Management methods

A wide range of methods exist to achieve travel demand management outcomes. Some of these are known as "soft" methods, such as travel behavioural change programmes, others are known as "hard" methods, such as road pricing tools. Other methods rely on improving the efficiency of the existing network through various traffic management tools or reducing the need to travel through integrated land use programmes.

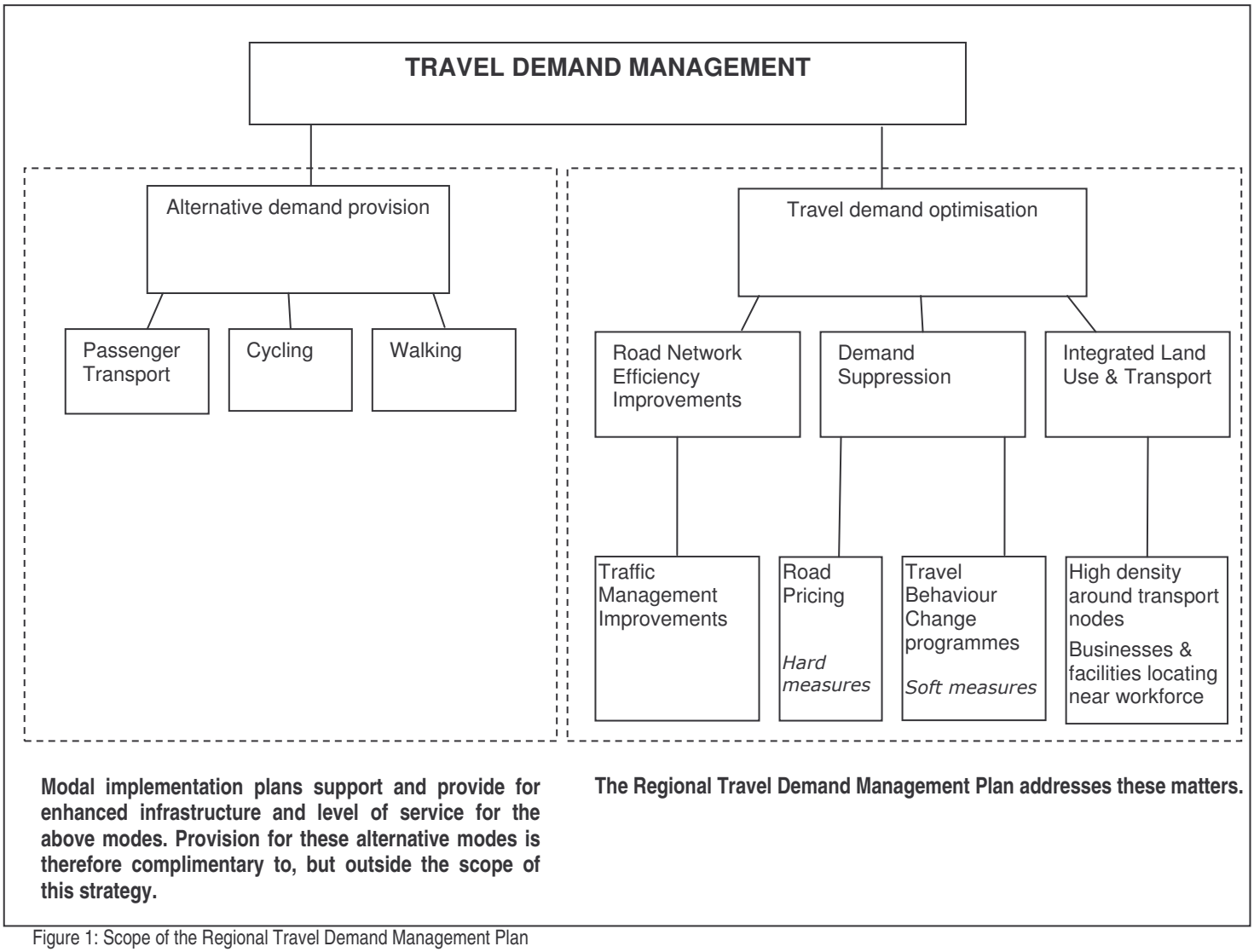

Figure 1: Scope of the Regional Travel Demand Management Plan

Travel behaviour change

Travel behaviour change programmes are designed to inform and motivate people to change how, when and where they travel.

A variety of methods are used to change behaviour including:

- Travel plans
- Awareness and marketing campaigns
- Ride sharing
- Variable work hours

- Teleworking, teleconferencing, telebanking and teleshopping.

Road pricing

Road pricing is where drivers pay the true cost of using roads. This includes the social, economic, and environmental costs such as accidents, pollution and time delays, which are currently borne by the community or economy.

Road pricing tools may include the following:

- Cordon charges – fees paid by motorists when crossing a boundary around a particular area.
- Congestion pricing – higher prices under congested conditions and lower prices at less congested times and locations.
- Toll roads – a fee for use of a new or improved road or bridge.
- High Occupancy Toll (HOT) lanes – High Occupancy Vehicle lanes that allow lower occupancy vehicles to use the facility if they pay a toll.
- Area charges or licenses – fees charged or licences issued for driving in an urban area.
- Distance or time based pricing – a fee based on the distance a vehicle is driven.
- Parking charges – increased charge for parking in city centres or congested areas.

Road pricing has the potential to significantly influence peak travel demand on the region's road network, with the added benefit of generating revenue for transport improvements. Initial studies suggest that a road pricing scheme can be designed for the Wellington region which would be financially self-sustaining, reduce congestion and provide other environmental, economic, and safety benefits. However, many issues need further assessment before such a scheme can be proposed.

Changes in legislation at Central Government level are required to enable the introduction of road pricing mechanisms on existing roads. This strategy addresses road pricing by setting out the steps for investigation of road pricing options for our region. Further study will be undertaken and road pricing proposals, if any, will be subject to a separate process at a later stage.

Traffic management tools

Traffic management tools include real time traffic monitoring, advanced traffic management systems (ATMS), advanced traveller information systems (ATIS), incident management systems and traffic signal linking. These tools improve the efficiency of the existing network through various infrastructure improvements.

Integrated land use and transportation

Travel behaviour can be directly influenced by land use development. New subdivisions and developments which are located at a distance from passenger transport or local facilities can increase people's dependency on cars. Likewise, inappropriately designed or located transport infrastructure can result in a reduction of active mode use and greater reliance on private vehicles, due to severance effects.

The need to travel can be reduced by encouraging mixed use development, encouraging businesses to locate in areas close to the workforce, and ensuring critical infrastructure and services are located

in high density residential areas. Land use development can also improve travel choices for individuals if high density development is encouraged around transport nodes.

System wide performance indicators and targets

It is noted that the original Regional Travel Demand Management Plan (Strategy) adopted in December 2005 included a table of system wide performance indicators and 2016 targets. Following the submissions process on the draft RLTS, a new set of outcome related targets, reflecting responses to submissions was developed. These system wide targets are set out in chapter 7 of the RLTS and replace those previously included in this section of the TDM Plan.

Monitoring

Progress of strategy actions against respective performance measures will be monitored by GWRC and Transit New Zealand on an ongoing basis. Progress will be reported in the RLTS Annual Monitoring Report.

Travel Demand Management Action Programme

The following section details the TDM Action Programme which is an integrated package of interventions to achieve the previously outlined objectives and outcomes for travel demand management in the greater Wellington region. The TDM Action Programme focuses primarily on non-pricing initiatives that can be implemented in the short term and signals the introduction of pricing tools in the medium term.

Regional travel demand is affected by a number of agencies and the plan seeks to continue and enhance the proactive and interactive culture that exists among agencies in the greater Wellington region, as well as clarifying the roles of these agencies in working toward the vision and objectives.

Actions associated with regional passenger transport, active modes and road safety (all of which are essential elements of TDM) are detailed in other implementation plans (the Regional Passenger Transport Plan, Cycling Plan, Pedestrian Plan and Road Safety Plan) which sit alongside this document. These address the alternative demand provision element of travel demand management and are essential complementary documents to this plan, which focuses on demand optimisation. It is expected that, when implemented, the actions within this plan will have a direct impact on the number of people using these alternative modes and on road safety.

"*Ensuring that walking and cycling are viable, desirable transport options is important to support TDM activities and objectives. At the same time, TDM activities undertaken within a broader sustainable transport framework can play an important role in increasing the desirability of walking and cycling in relation to car use"* (MOT, 2005).

An action identified by the technical working group during the strategy's development was one of investigating rationalisation of fringe benefit tax rules. This has not been included in this strategy, as it is a national level responsibility, appropriately dealt with by government agencies such as the MoT and EECA.

We expect to see positive outcomes over all indicators as a result of successful implementation of the interventions detailed in the following action programme. However, several issues make comprehensive evaluation of the effects of the TDM initiatives challenging. These include:

- Many TDM initiatives are designed to influence small portions of the population. Such small-scale initiatives mean it can be difficult to measure the success of these initiatives at a strategic level.
- It is impossible to separate out external travel demand influences, such as changes in the price of fuel and changes in economic conditions.
- TDM programmes involve multiple TDM measures which make it impossible to isolate the effects of any one measure.

The funding assessment contained within the action programme is indicative only. Land Transport NZ advises that it will allocate funds annually on a project initiative basis.

Objective: Efficiency

Ensure the most efficient use of existing transport infrastructure and services.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Integrated Network Management Plan Develop and implement an integrated network management plan to maintain an agreed LoS on the strategic road network. Plan to include ATMS, Ramp Metering, ATIS and HOV lanes	Transit NZ (lead) TAs GWRC	Plan developed by end of 2007/08	$15-$20M	Transit NZ (Land Transport NZ subsidy)	Regional plan in place by 2006/07	Plan is developed and reported to RLTC
Transit New Zealand TDM Strategy Develop & implement a travel demand management action plan for the regional state highway network, consistent with this strategy and Transit's TDM Strategy.	Transit NZ (lead) GWRC TAs	Plan implemented by 2007/2008	Administrative	Transit NZ (Land Transport NZ subsidy)	Plan is implemented by Transit NZ	Plan is implemented

Objective: Awareness

Increase public awareness of TDM and individual travel choices.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Awareness campaign Develop and implement a campaign to raise public awareness of the full cost of their travel and mode choice decisions, including environmental, social and economic costs	GWRC (lead) Land Transport NZ Transit NZ	Ongoing	$100,000 per annum	GWRC (Land Transport NZ and Crown subsidy)	Campaign commences in 2006/07	Campaign implemented

Objective: Planning

Encourage integrated land use and transport planning that seeks to maximise transport efficiency.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Integrated land use and transportation Support and advocate for integrated land use and transportation planning which reduces traffic demand, generates sustainable travel options and reduces the need to travel (including district plans, the regional policy statement, and the Wellington Regional Strategy). Encourage sensitive location and design of new transport infrastructure in relation to existing land use and communities to minimise adverse effects	GWRC TAs Transit NZ	Ongoing	Administrative	GWRC (Land Transport NZ subsidy) TAs	Improved planning documents which facilitate increased urban densification, infill around transport nodes, localised job opportunities, facilities and services.	Submissions made to reviews
Travel plans Develop and implement a travel plan programme to encourage the uptake of business, school, community and individual travel plans and associated travel behaviour change initiatives such as ridesharing, teleworking, flexible work hours, walking school buses, etc	GWRC TAs	Ongoing	$525,000 for 2005/06 $900,000 per year	GWRC (Land Transport NZ and Crown subsidies)	Number of businesses, schools and community groups with a travel plan in place by 2010 (to be determined as plan developed)	Number of plans in operation
Develop and implement a travel plan for organisations' offices	GWRC, TAs, Transit NZ, MoT, RPH and Land Transport NZ	Each agency to have a travel plan developed with implementation started by 2006/2007	Each organisation's administrative budget		All agencies to have operating travel plan in place by 2006/2007	Number of plans in operation
Perception survey Undertake surveys to determine regional perceptions of issues related to TDM	GWRC	2 yearly	$8,000 per survey	GWRC (Land Transport NZ subsidy)	2 yearly	Survey completed and results reported in Annual Report

Objective: Advocacy

Encourage proactive advocacy that facilitates coordination among lead agencies.

Actions	Responsibility	Timing	Cost	Funding	Target	Performance Measure
Road pricing Advocacy to central government for the introduction of legislation allowing for road pricing of existing routes	RLTC GWRC TAs	Ongoing until introduced	Administrative	GWRC TAs	Legislation introduced in the medium term	Advocacy undertaken
Undertake further investigations into an appropriate road pricing scheme for the greater Wellington region which will refine the concepts developed to date, review the social, equity, economic and environmental impacts of road pricing in more detail, and identify the system administration and technological issues, including a robust risk assessment	GWRC	From 2005	$250,000	GWRC (Land Transport NZ subsidy)	Study completed and reported to RLTC by end 2006/2007.	Study completed
Regional participation at national level Actively participate, where appropriate, in national level programmes/strategy development that have regionally significant impacts upon travel demand management such as the Travel Behaviour Change Advisory Group	GWRC Transit NZ	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity to participate taken	Participation in policy development opportunities
National rideshare programme 1. Development of a national rideshare tool	Land Transport NZ	As soon as possible	Administrative	Land Transport NZ	Introduction of scheme as soon as possible	Scheme developed
2. Actively support national level programmes that seek to develop and implement a national rideshare programme	GWRC	Ongoing	Administrative	GWRC (Land Transport NZ subsidy)	Every opportunity to support taken	Participation in national rideshare programme development opportunities

Regional Freight Plan

November 2006

Regional Freight Plan

Efficient freight transport is a cornerstone of a prosperous region. Freight transport forms an integral part of the logistics supply chain with a high degree of interconnectedness between business and freight transport within the region. As a result, there is a direct relationship between economic growth and freight growth. Given the greater Wellington region's current economic growth trends, we can expect freight volumes to increase by around 50% over the next 10 years. Consequently, a much increased freight traffic demand will need to be accommodated by the region's transport network. The Wellington region's transport network serves several distinct activities:

- Short haul (both origin and destination are in the region).
- Long and medium haul in or out of the region (where either the origin or destination are in the region).
- Long haul through the region – North Island/South Island through traffic (neither origin or destination are in the region).

Congestion, travel time delays and inefficient connections between key destinations are significant issues for road freight. Heavy vehicle counts have shown a very high degree of interdependence between the commercial and industrial activities undertaken in different areas throughout the region. Particularly significant volumes of goods flow between the Wellington City CBD/CentrePort, Gracefield/Petone and Porirua. From a freight perspective, improvements to the road network should be focused on increasing efficiency between these areas.

Freight access to CentrePort both by road and rail is affected by problems on those networks, which can impact on the volume of freight transported onwards by sea from Wellington's port. Current rail access to the port crosses Waterloo Quay at grade, often causing significant interruption to traffic flows along the Quay. Providing grade separation of the Waterloo Quay rail crossing is proposed to address this issue.

The Gracefield/Seaview area of Lower Hutt contains around 50% of the industrial floor space in Lower Hutt and Wellington. While much of the Gracefield Spur railway line has been removed in recent years, it is appropriate that the rail corridor itself is protected to ensure its potential for future use is maintained. This is consistent with the WRS aim to improve transport connections between key commercial centres in the region.

Rail freight issues relate primarily to a lack of infrastructure and rolling stock which constrains use of the rail network. There is the potential to significantly increase the viability of medium and long haul rail freight through efficiency improvements and by addressing existing constraints both within and outside of the region.

Within the region the section of railway line between Pukerua Bay and Paekakariki, known as North-South junction, is a key capacity constraint in terms of being both single tracked and having restrictive tunnel sizes. The single track means limited capacity for freight trains, particularly during the peak commuter period on this section of track. Double tracking in due course is needed to address this constraint. The tunnels on this stretch of rail can accommodate 9'6" high containers, however, Toll now uses 10'6" high containers for some domestic freight, particularly dairy freight, and the clearance issue in relation to these tunnels may become a constraint in the foreseeable future (Walbran, 2006).

A key capacity constraint outside the region is the Kai Iwi tunnel, located on the railway line between Marton and New Plymouth. The Kai Iwi tunnel constrains the movement of high cube ISO

containers and oversize loads. The ability to move high cube containers on this line would lead to potentially significant increases in freight volumes to CentrePort, thereby contributing to the region's economic growth. ONTRACK advise that they have considered the tunnel constraint issue and have developed plans to re-route the line to avoid the need for a tunnel. Funding constraints have delayed construction of the re-routing to date (Walbran, 2006).

While Wellington International Airport has the infrastructure required to handle significant quantities of air freight, it is generally recognised that international air freight out of the airport is limited, both in terms of capacity and destinations. This is mainly due to the fact that the Boeing 737 aircraft which operate out of Wellington have limited freight capacity and do not accept containerised freight (Walbran, 2006). Consequently, current volumes of freight to and from the airport are relatively small.

Air New Zealand has taken delivery of the first of its new A320 Airbus jets which accept containerised freight and have a slightly larger freight capacity. The new Airbus aircraft will be used to operate some trans Tasman services from Wellington. However, while this change will improve freight capacity out of Wellington airport it is unlikely to be significant. Looking forward, it will be important to make use of modern aircraft technology as it becomes commercially viable for high value perishable goods. Although these are actions best led by other organisations, the implications of any increase in future freight movements to and from the airport are being considered as part of the Ngauranga to Airport Study.

The Freight Plan was included in the draft RLTS document released for consultation by the RLTC in November 2006. Ensuring alignment with the strategic framework provided by the final RLTS 2007 – 2016 will be carried out as part of the plan's next review.

The objectives of the RLTS are:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Transport Programme is affordable for the regional community.

The RLTS outcomes of particular relevance to this implementation plan are:

- Improved regional freight efficiency
- Improved inter-regional freight efficiency
- Reduced severe road congestion
- Maintained vehicle travel times between communities and regional destinations
- Improved reliability of the strategic roading network
- Improved land use and transport integration
- Sustainable economic development supported
- Improved transport efficiency.

The RLTS 2016 targets of particular relevance to this implementation plan are:

- Improved road journey times for freight traffic between key destinations
- All infrastructure constraints to rail freight movements are removed
- Average congestion on selected roads will remain below 20 seconds delay per km travelled despite traffic growth
- No decrease in average vehicle journey "speeds" shown in travel time surveys for selected key routes
- Key routes are very rarely affected by closure for less than per year
- The majority of passenger transport services covered by integrated ticketing
- Reduced vehicle kilometres travelled per GDP
- Reduced roading expenditure per GDP

Freight Policies

a. Support rail freight initiatives where benefits exceed those of road freight.

b. Provide an appropriate transport network for freight and commercial needs.

c. Protect and develop rail infrastructure, wagons and facilities for freight and forestry links between Masterton and Wellington.

d. Support the protection of the rail corridor to Gracefield/Seaview.

Outcomes

- Improved level of service for freight
- Improved freight linkages
- Improved rail and road freight efficiency.

Freight initiatives

Several projects identified in the various corridor plans are likely to have significant freight benefits, as identified in the following table. Refer to the relevant corridor plans for the full details of responsibility, timing, cost and funding for these projects. A number of new initiatives have also been identified which are not covered under existing corridor plans.

Freight Priorities	Ngauranga to Wellington Airport Corridor Plan	Western Corridor Plan	Hutt Corridor Plan	Wairarapa Corridor Plan	New initiatives
Upgrade roads between Gracefield and Porirua • Construct Grenada – Gracefield Stage 1: SH1 to SH2 • Construct Grenada – Gracefield Stage 2: Cross Valley Link • Upgrade SH58		✓ ✓ ✓	✓ ✓ ✓		
Upgrade roads between Petone and CentrePort • Construct Petone – Ngauranga capacity improvements • Construct Ngauranga – Aotea capacity improvements • Waterloo Quay rail grade separation	✓ ✓		✓		
Upgrade SH1 between Porirua and CentrePort • Construct Ngauranga – Aotea capacity improvements Waterloo Quay rail grade separation	✓ ✓				
Facilitate rail based transfer of logs to CentrePort • Support development of a log transfer site at Waingawa (Carterton District) • Waterloo Quay rail grade separation • Advocate for development of log transfer sites at Marton and Wanganui	✓			✓	✓
Protect short haul rail freight opportunities • Advocate for the protection of the Gracefield/Seaview rail corridor					✓
Improve long haul rail freight efficiency • Advocate for Pukerua Bay – Paekakariki double tracking • Advocate for removal of Kai Iwi tunnel constraint (between Marton and New Plymouth)		✓			✓

Table 1: Freight initiatives.

The new initiatives for freight are detailed in the following action programme.

Freight Action Programme

Actions	Responsibility	Timing	Cost	Funding	Target	Performance measure
Facilitate rail based transfer of logs to CentrePort Advocate for the Wanganui/Manawatu (Horizons) RLTS to support the development of log transfer sites at Marton and Wanganui	GWRC	Ongoing	Administrative	GWRC	Log transfer sites supported	Advocacy undertaken
Protect short haul rail freight Advocate to ONTRACK and HCC for the protection of the Gracefield/Seaview rail corridor	GWRC	Ongoing	Administrative	GWRC	Rail corridor protected	Advocacy undertaken
Improve long haul rail freight efficiency Advocate to ONTRACK for removal of the Kai Iwi tunnel constraint (between Marton & New Plymouth)	GWRC	Ongoing	Administrative	GWRC	Constraint removed	Advocacy undertaken

Corridor plans

Overview

Corridor plans translate the vision, objectives and policies of the RLTS into specific action programmes for the region's five major transport corridors. A transport corridor is the alignment of transport infrastructure that links activity centres. Corridor plans identify the needs and desired outcomes specific to that transport corridor and provide comprehensive action programmes with responsibilities, targets and timeframes identified. The corridor plans aim to provide affordable, efficient, reliable, safe and sustainable connections which can accommodate reasonable capacity and ensure regional and inter-regional accessibility. Linkages between corridors are specified in each corridor plan.

The four principle transport corridors in the greater Wellington region are:

1. Western Corridor - Otaki to Ngauranga Merge
2. Hutt Corridor - Upper Hutt to Ngauranga Merge
3. Wairarapa Corridor - Masterton to Upper Hutt
4. Ngauranga to Wellington Airport Corridor

The first three corridor plans have been developed and adopted by the RLTC following extensive technical studies and multi-step consultation processes. A strategic study for the Ngauranga to Wellington Airport Corridor is currently underway, and is expected to lead to the adoption of a plan for this corridor by early 2008.

Matters common to all corridors

Network balance

The Wellington strategic road and rail networks need to be operated and developed in a way that carefully balances capacity throughout the networks. Accordingly, to ensure efficient network performance is maintained, improvements in one part of a network cannot be thought of as independent from the rest of the network.

Corridor plan sequencing

The sequencing of projects may be strategically significant. This happens when large new increments of road capacity are provided which will disturb the network balance if the projects are not sequenced correctly. Where the sequencing of projects is strategically significant this is specified in the corridor plans. It is expected that implementation will occur in line with demand, subject to available funding.

Locally significant routes

A number of locally significant routes, such as the Melling Rail Line and Wainuiomata Road, are not separately identified in the following corridor plans. In these cases, no significant change is proposed as it is assumed that current levels of service will be maintained.

Land use integration

Land use and transport demand are inextricably linked. Land use is controlled by District Plans prepared by each Territorial Authority under the requirements of the Resource Management Act

1991. With clarity regarding long term transport network developments as detailed in the RLTS, and urban form directions guided by the Wellington Regional Strategy (WRS), it is necessary that the Regional Policy Statement and District Plans be reviewed to ensure alignment.

Alternative projects

The proposals put forward for both the short and medium term are those which best meet the transport needs of the region at this time. Alternative projects that equal or better match the framework of the strategy may be acceptable, for instance, the scope of projects may need to be refined in order to meet constraints, including limited funding. Existing technical processes, such as benefit cost analysis and the resource consent procedures under the Resource Management Act, assist with evaluation of alternative projects. Projects identified in the corridor plans will only receive Land Transport New Zealand funding if they satisfy the funding criteria at the time they are ready for implementation.

Costs and funding

The costs shown in the corridor plans are indicative and reflect the best information available at the time of writing. They will be subject to change as the scope and timing of projects, programmes and packages are developed over time. Similarly, the suggested funding communicates the region's expectation at the time of writing. Funding processes are the responsibility of various agencies under various Acts and funding requirements are subject to change.

Western Corridor Plan

April 2006

Western Corridor Plan: Otaki to Ngauranga Merge

This corridor generally follows the line of State Highway 1 and the North Island Main Trunk Railway from Otaki to Ngauranga. It includes connections to adjacent corridors.

The Western Corridor Plan was adopted in April 2006, following a consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Western Corridor from Ngauranga to Otaki, State Highway 1 and the North Island Main Trunk railway line will provide a high level of access and reliability for both passengers and freight travelling both within and through the region in a way which recognises the important strategic regional and national role of this corridor. These primary networks will be supported effectively by local and regional connector routes. A high quality rail service will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Traffic congestion on State Highway 1 will be managed at levels that balance the need for access against the ability to fully provide for peak demands due to community impacts and cost constraints. Maximum use of the existing network will be achieved by removal of key bottlenecks on the road and rail networks. Effective safety measures on the road and rail networks will ensure that no one is killed or injured as a result of network deficiencies when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Serious reliability, resilience and congestion problems for both rail and strategic roads
- Safety issues
- Growing population and transport demand
- The community's clear message that the current uncertainty of transport plans is unacceptable
- The need for a long term strategic solution for this corridor.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations for a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with Travel Demand Management.

Western Corridor Plan overview

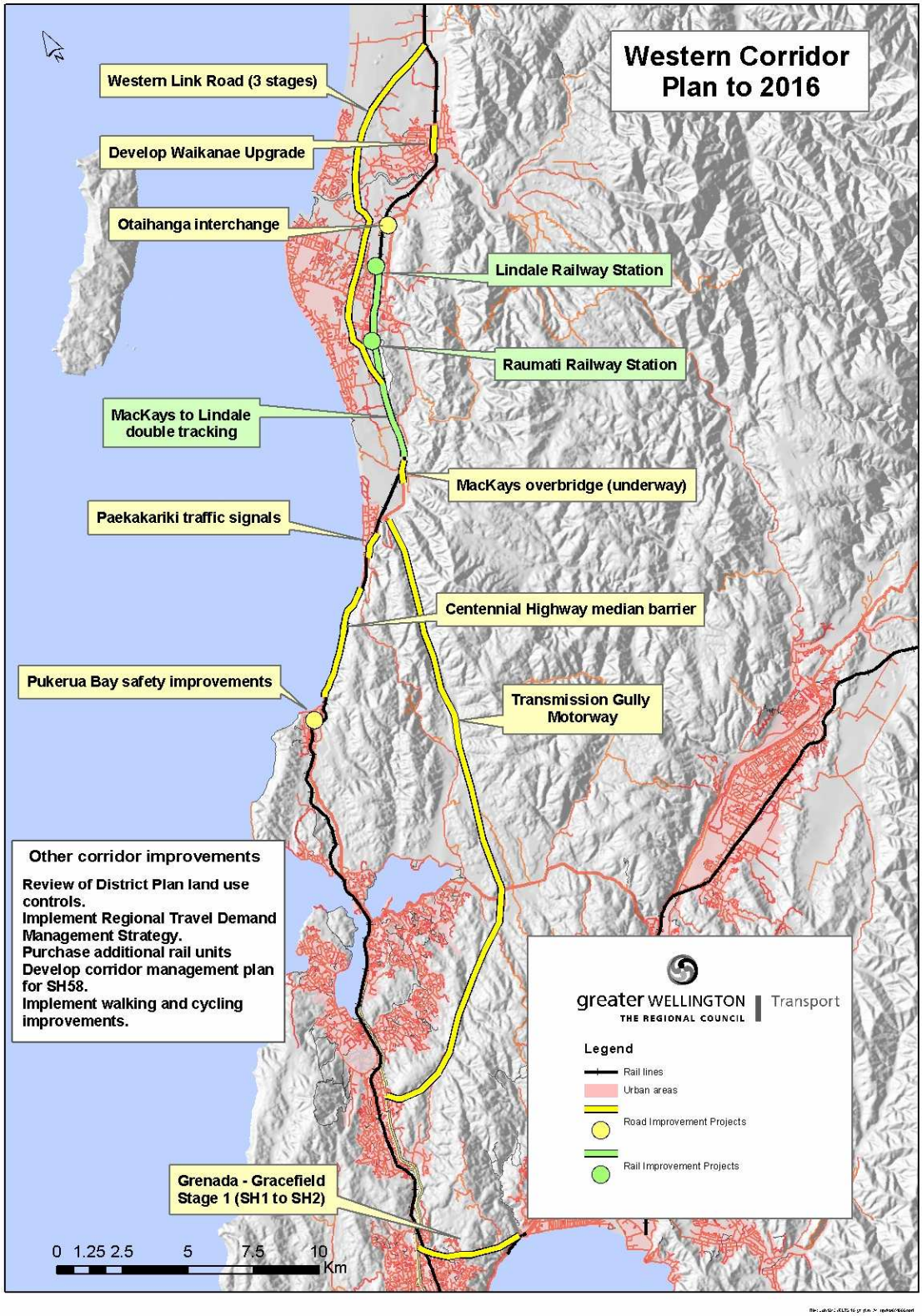

Figure 1: Western Corridor planned improvements to 2016.

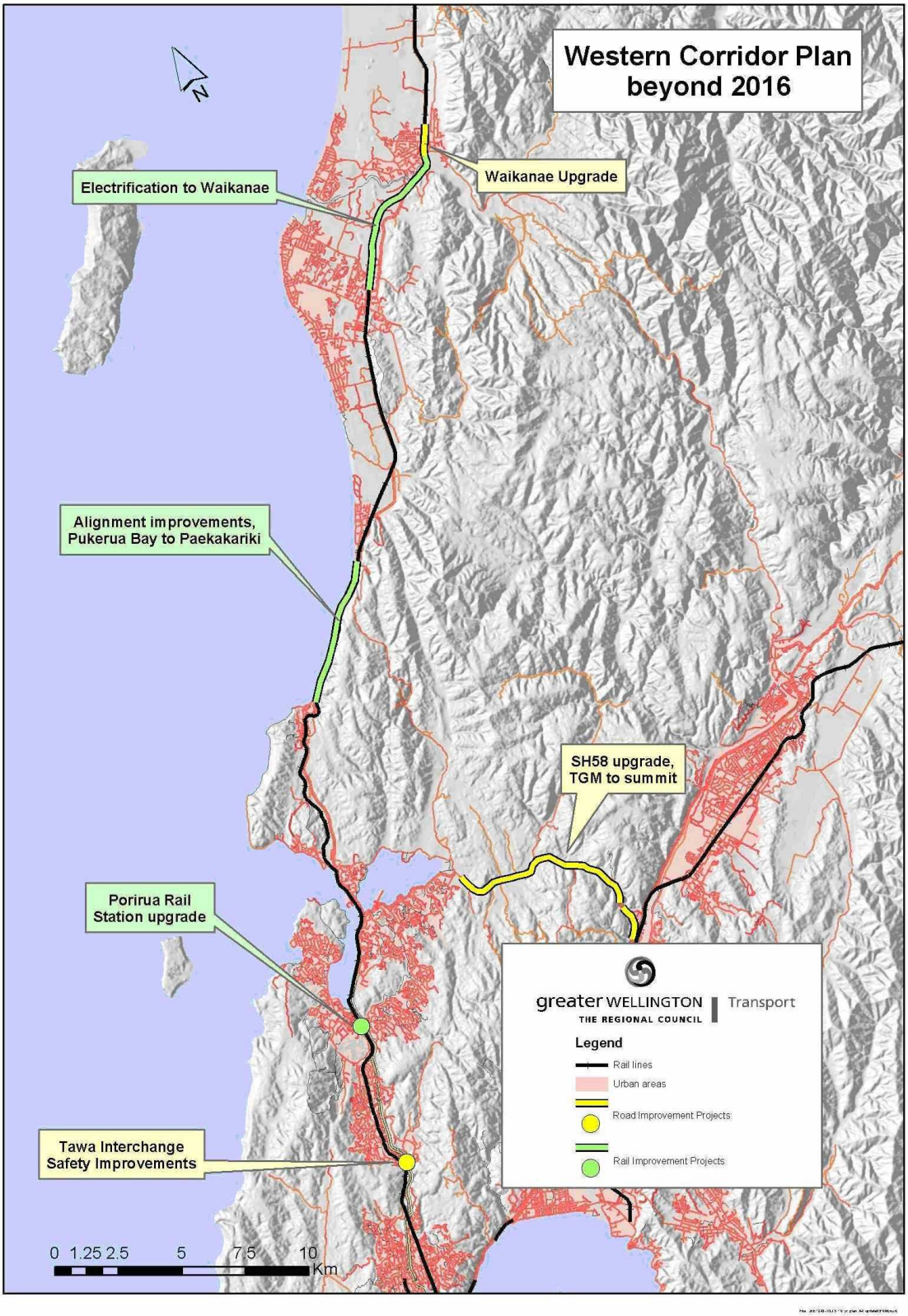

Figure 2: Western Corridor planned improvements beyond 2016.

Land use integration

The following actions reflect the views and actions committed to through the Wellington Regional Strategy Process. It should be noted that the Regional Policy Statement (RPS) is the principle mechanism to direct land use planning in a way that supports a sustainable transport network. These actions will therefore be further advanced as a result of the completion of the RPS review which is currently underway.

Land use integration: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy, particularly in the vicinity of the junction of TGM and SH58	PCC	Commence review following TGM and WRS decisions	Administrative	L (PCC)	Review complete by Dec 2007	Review reported to PCC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	KCDC	Commence review following TGM and WRS decisions	Administrative	L (KCDC)	Review complete by Dec 2007	Review reported to KCDC
Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy	WCC	Commence review following TGM and WRS decisions	Administrative	L (WCC)	Review complete by Dec 2007	Review reported to WCC

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Develop and implement ATMS and HOV proposals	Transit (lead) PCC KCDC	To commence 2006/07	$5M	N	Proposals implemented by 2008/09	Proposals implemented

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Establish Lindale Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2009/10	$10M	R & C	Open by 2009/10	Station open
Establish Raumati Rail Station including park and ride facilities	GWRC (lead) ONTRACK KCDC	To open by 2008/09	$5M	R & C	Open by 2008/09	Station open
Establish double track from MacKays to Lindale	GWRC (lead) ONTRACK	To open by 2011/12	$62M	R & C	Open by 2011/12	Track open
Purchase additional rail units	GWRC	By 2011/12	$40M	R & C	Operating by 2011/12	Units operating

GWRC is currently undertaking detailed investigations to implement the objective of providing a 15 minute peak train service frequency on the Paraparaumu Line. The outcome of the study may advance some of the timings in the previous table.

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Improve rail alignment between Pukerua Bay and Paekakariki	ONTRACK	Beyond 10 years	To be determined	To be determined	Not applicable	Not applicable
Upgrade Porirua Rail Station	PCC	Beyond 10 years	$10M	L (PCC)	Not applicable	Not applicable
Extend electrification to Waikanae	GWRC (lead) ONTRACK	Beyond 20 years	To be determined	To be determined	Not applicable	Not applicable

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Proceed with geotechnical work on Transmission Gully to address cost risk issue	Transit	2006/07	Included in TGM estimate	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Develop a corridor management plan for SH58 east of Pauatahanui consistent with the RLTS	Transit (lead) PCC HCC UHCC	2006/07	Allowed for in draft State Highway Forecast 2006/07	C3 & C4	Considered by Transit Board by December 2007	Report considered and advised to RLTC
Undertake all necessary preparatory work to ensure Transmission Gully Motorway (TGM) can be built as soon as practicable	Transit	From 2006/07	Included in TGM estimate	C3 & C4	Preparations complete by 2010/11	Preparations completed
Construct TGM, as a multi-lane, median-divided road, tolled if necessary.	Transit	From 2011/12	$955M	C1 C3 Toll funded loan Other loan	Open by 2015/16	Road completed
Install a median barrier along the coastal section of Centennial Highway	Transit	From 2006/07	$17M	N	Barrier installed by 2007/08	Barrier installed
Construct Western Link Road stage 1	KCDC (lead) Transit	Progressively developed and opened up to 2011/12	$107M	N C2 L (KCDC)	Fully open by 2011/12	Road completed
Construct Western Link Road stage 2	KCDC (lead) Transit	Progressively developed and opened up to 2013/14	$42M	N C2 L (KCDC)	Fully open by 2013/14	Road completed
Implement safety improvements in Pukerua Bay	Transit (lead) PCC	From 2006/07	$2M	R	Safety improvements complete by 2007/08	Improvements completed
Construct Western Link Road stage 3	KCDC (lead) Transit	Progressively developed and opened up to 2009/10	$19M	N C2 L (KCDC)	Fully open by 2009/10	Road completed

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Develop the Waikanae upgrade project	Transit (lead) KCDC	Commence development 2011/12	To be determined	C2	Development underway	Progress reported to RLTC
Develop and construct Otaihanga interchange	Transit (lead) KCDC	To open 2015/16	$35M	C1	Open by 2015/16	Interchange completed
Install traffic signals at SH1/Paekakariki	Transit	2006/07	$1M	R	Signals operating by June 2007	Signals operating
Investigate opportunities to incorporate Tawa Interchange upgrade in the scope of the Gracefield – Grenada project	Transit (lead) WCC	Project development to commence from 2006/07	To be determined	N	Study complete by June 2008	Reports considered by relevant Authorities and RLTC
Design, obtain consents and construct Grenada to Gracefield link stage 1	Transit (lead) WCC HCC	Project development to commence from 2006/07	$180M	C2 L	Construction complete by 2014/15	Road completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Commence construction of the Waikanae upgrade project	Transit (lead) KCDC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
If appropriate, upgrade Tawa interchange to address safety issues	Transit	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Ensure appropriate opportunities are taken to include walking and cycling improvements into all projects	RCAs	Ongoing	To be determined	Included in project budgets	Walking and cycling infrastructure demonstrably improved	Progress reported to RLTC
Investigate inclusion of walking and cycling safety works on current coastal route consistent with the present and future function of the road	Transit (lead) PCC KCDC	2006/07	To be determined	Administrative	Reported to authorities by December 2006	Progress reported to RLTC

Hutt Corridor Plan

December 2003

Hutt Corridor Plan: Upper Hutt to Ngauranga Merge

The Hutt Corridor follows State Highway 2 and the Wairarapa railway line from Ngauranga through to Upper Hutt. The Hutt Corridor Plan was adopted in December 2003 following a consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Hutt Corridor from Ngauranga to Upper Hutt, State Highway 2 and the Wairarapa railway line will provide a high level of access and reliability for both passengers and freight. These primary networks will be supported effectively by local and regional connector routes. High quality rail and bus services will accommodate the majority of people using passenger transport to commute along this corridor during the peak period. Maximum use of the existing road network will be achieved through measures giving priority to buses and addressing severe traffic congestion. Comprehensive bus services and adequate park and ride facilities will provide additional access for the community. Effective safety measures on the road and rail networks will ensure that no one is killed or injured when travelling in this corridor. East-west connections between this corridor and other corridors and regional centres will be efficient, reliable and safe.

Needs and issues

- Low population growth in the Hutt Valley
- Continued employment in Wellington CBD for people living outside of Wellington City
- Slow down in manufacturing regionally
- Peak period road congestion
- Inadequate peak frequency levels of passenger rail in the Hutt Valley
- Increase in freight movements across the Hutt Valley, particularly near or in residential areas
- Increase in journeys for recreation and shopping
- Poor local access in and out of the Hutt Valley
- Lack of direct passenger rail access to the Lower Hutt Central area
- Growing need for improved roads to meet increases in tourism.

Key outcomes

- A safer, more reliable road and rail corridor
- User expectations of a consistent regional corridor are met
- Reduced congestion in parts of the corridor
- Balanced investment in road and passenger transport, along with travel demand management.

Hutt Corridor Plan overview

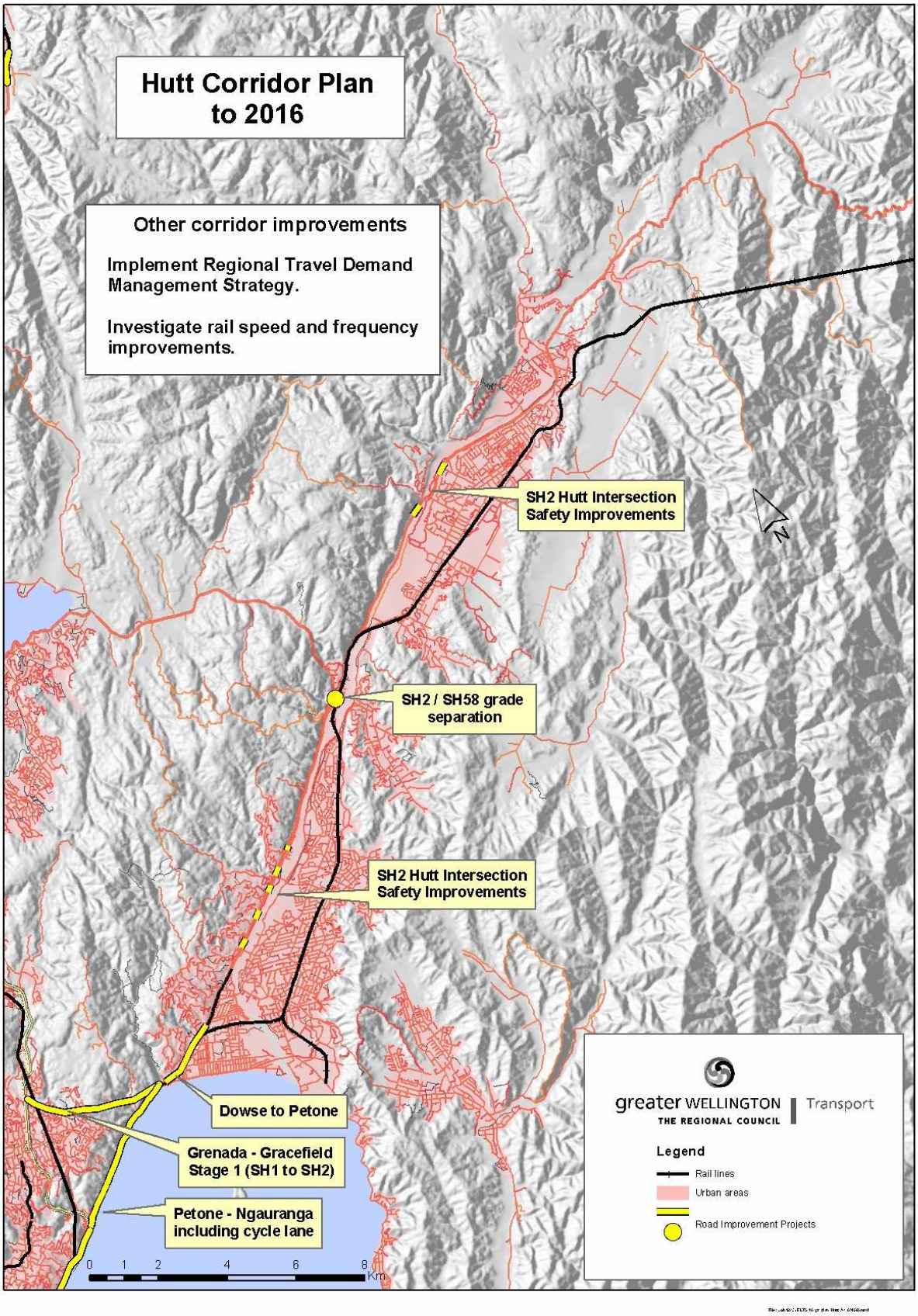

Figure 1: Hutt Corridor planned improvements to 2016.

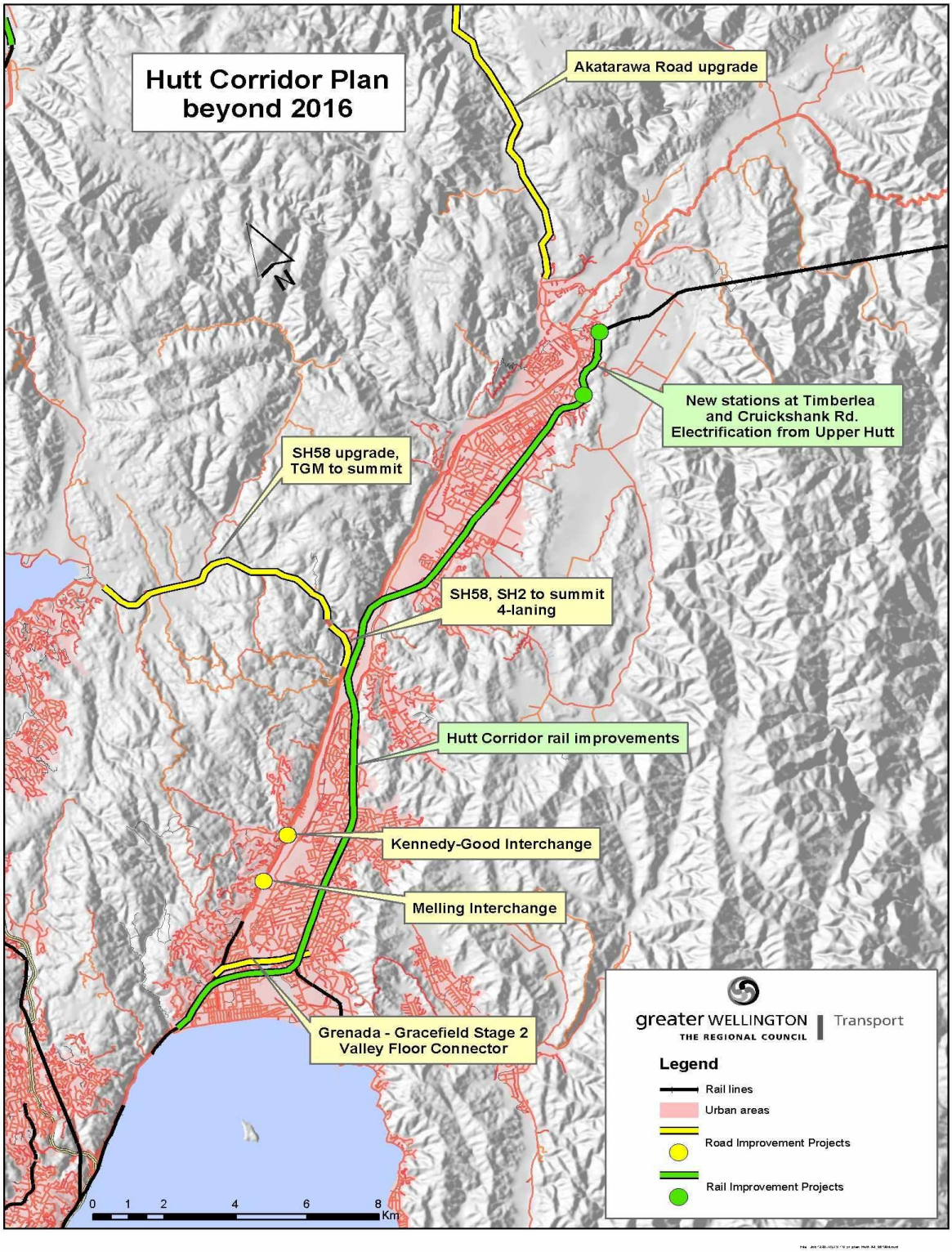

Figure 2: Hutt Corridor planned improvements beyond 2016.

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy
Investigate the provision of a reversible HOT lane between Petone and Ngauranga.	Transit (lead) GWRC	As soon as possible	To be determined	R	Complete investigation by 2007/08	Investigation completed
Construct a reversible HOT lane between Petone and Ngauranga	Transit (lead) GWRC	To commence 2010/11	$60M	R	Construct HOT lane by 2012/13	Construction completed

Note: Further investigation of roading improvements between Ngauranga – Petone and Grenada – Gracefield needs to be undertaken as soon as possible to determine an appropriately coordinated package.

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Investigate increasing Upper Hutt - Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes	GWRC (lead) ONTRACK	Underway	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2008/09	Review reported to GWRC
Investigate increasing Melling line rail frequency at peak and interpeak periods, especially extending the evening peak service	GWRC	2010/11	Administrative	GWRC (Land Transport NZ subsidy)	Review complete by 2010/11	Review reported to GWRC

Notes: (i) All proposals to improve rail services assume a continuous programme of improvements to rolling stock, park and ride facilities, bus feeder services, integrated ticketing, real time information and other measures.

(ii) A trial of bus services between Petone and Upper Hutt was undertaken between 2001 and 2003. The service was discontinued due to lack of patronage.

(iii) There is a need to evaluate and determine the most appropriate connections between Hutt CBD and the public transport network in conjunction with the development of the proposed Melling/SH2 interchange (roading project).

Passenger transport: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Implement increasing Upper Hutt – Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes where appropriate	GWRC (lead) ONTRACK	Beyond 10 years	To be determined	To be determined	Improvements completed	Operating speed and frequency increased
Design and implement extension of electrification and services northward beyond Upper Hutt, including new stations at Timberlea and Cruickshank Road.	GWRC (lead)	Beyond 10 years	To be determined	To be determined	Extension of services complete	Progress reported to GWRC

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Develop an implementation plan for Grenada to Gracefield links and the Petone – Ngauranga reversible HOT lane	Transit (lead) GWRC HCC WCC	As soon as possible	To be determined	C2 L (GWRC, HCC, WCC)	Complete implementation plan by 2007/08	Implementation plan completed
Construct SH2 Dowse – Petone interchange	Transit (lead) HCC	To commence 2007/08	$73M	N	Open by 2008/09	Improvements completed
Design and construct SH2/SH58 grade separation	Transit (lead) HCC UHCC	To commence 2007/08	$37M	C1	Open by 2011/12	Improvements completed
Investigate and construct a link road between Grenada and Petone (Stage 1 of Grenada – Gracefield)	Transit (lead) HCC WCC	Stage 1 investigation to continue from 2006/07	$180M	C2 L (WCC)	Open by 2014/15	Road completed
SH2 intersection safety improvements (north of Melling and River Road)	Transit (lead) HCC UHCC	To commence 2007/08	$10M	N	Improvements complete by 2011/12	Safety improvements completed

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Construct a link road between Petone and Gracefield (Stage 2 of Grenada – Gracefield)	Transit (lead) HCC	Stage 2 to commence beyond 10 years	$60M	To be determined	Road opened	Progress reported to RLTC
Upgrade SH58 between TGM and SH2	Transit (lead) PCC UHCC HCC	Beyond 10 years	To be determined	To be determined	Development underway	Progress reported to RLTC
Monitor and investigate the optimal connections of SH2 at SH58 and Silverstream intersections to the local road network including a possible direct connection to Stokes Valley by a new bridge across the Hutt Valley. Construct the preferred option as funds are available	HCC (lead) UHCC TNZ	Beyond 10 years	To be determined	To be determined	n/a	n/a
Design and construct an appropriate interchange at the Melling/SH2 intersection	Transit (lead) HCC	Beyond 10 years	$68M	To be determined	Upgrade completed	Progress reported to RLTC
Construct the Kennedy Good Bridge – SH2 interchange	Transit (lead) HCC	Beyond 10 years	$21M	To be determined	Upgrade completed	Progress reported to RLTC
Construct Akatarawa Road upgrade	UHCC KCDC	Beyond 10 years	$20M	To be determined	Upgrade completed	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Scope and design a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line	Transit (lead) HCC WCC	Underway	To be determined	N	Review complete by 2006/07	Review reported to RLTC
Construct a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the railway line. This is a requirement before the improvements on SH2 between Petone and Ngauranga can be completed	Transit TA's	As soon as possible	To be determined	To be determined	Construction complete	Facility open for use

Note: The above actions need to be coordinated with the design of the HOT lane between Petone and Ngauranga.

Wairarapa Corridor Plan

December 2003

Wairarapa Corridor Plan: Masterton to Upper Hutt

The Wairarapa Corridor follows State Highway 2 from Upper Hutt over the Kaitoke and Rimutaka Hills through to Masterton and on to Mt Bruce; and the Wairarapa railway line from Upper Hutt through to Wairarapa. It also includes SH53 between Featherston and Martinborough. The Wairarapa Corridor Plan was adopted in December 2003 following a consultative process. Ensuring alignment with the strategic framework provided by the current RLTS will be carried out as part of the plan's next review.

Since adoption of the corridor plan, a review of Wairarapa passenger transport services has been completed and the following action programmes have been updated to reflect the planned improvements resulting from the review.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

The local road network will provide local access to the State Highways and the rail network, which in turn will connect these areas with the Wellington City CBD and other regional centres. Basic, but reliable, local passenger transport (and Total Mobility) services will be easily accessible.

Needs and issues

- Increase in traffic volumes due to increase in rateable properties
- Low population growth in Wairarapa which inhibits local economic growth and suggests access to Wairarapa may be an issue
- The importance of continued access to employment in Wellington CBD and the Hutt Valley by Wairarapa residents
- Substandard bridge widths on SH53
- A significant growth in forestry and timber products expected over the next 20 years
- Increase in the demand for freight transport to CentrePort
- Growth in tourism
- Increases in recreation and shopping journeys
- The impact of heavy traffic on townships adjacent to SH2
- Limited passenger rail frequency for commuters, tourism and recreation
- Passenger transport services internal to Wairarapa do not meet the needs of the wider community
- Inadequate passing opportunities on SH2 between Masterton and Kaitoke
- Limited affordable options to increase the Rimutaka Hill Road capacity[6].

These needs and issues were used to identify the short and long term proposals outlined in the action programmes.

Key outcome

- A safer, more reliable road and rail corridor.

[6] The topography of the Rimutaka Hill Road often slows some vehicles and the ability to provide improved passing opportunities for other vehicles is limited.

Wairarapa Corridor Plan overview

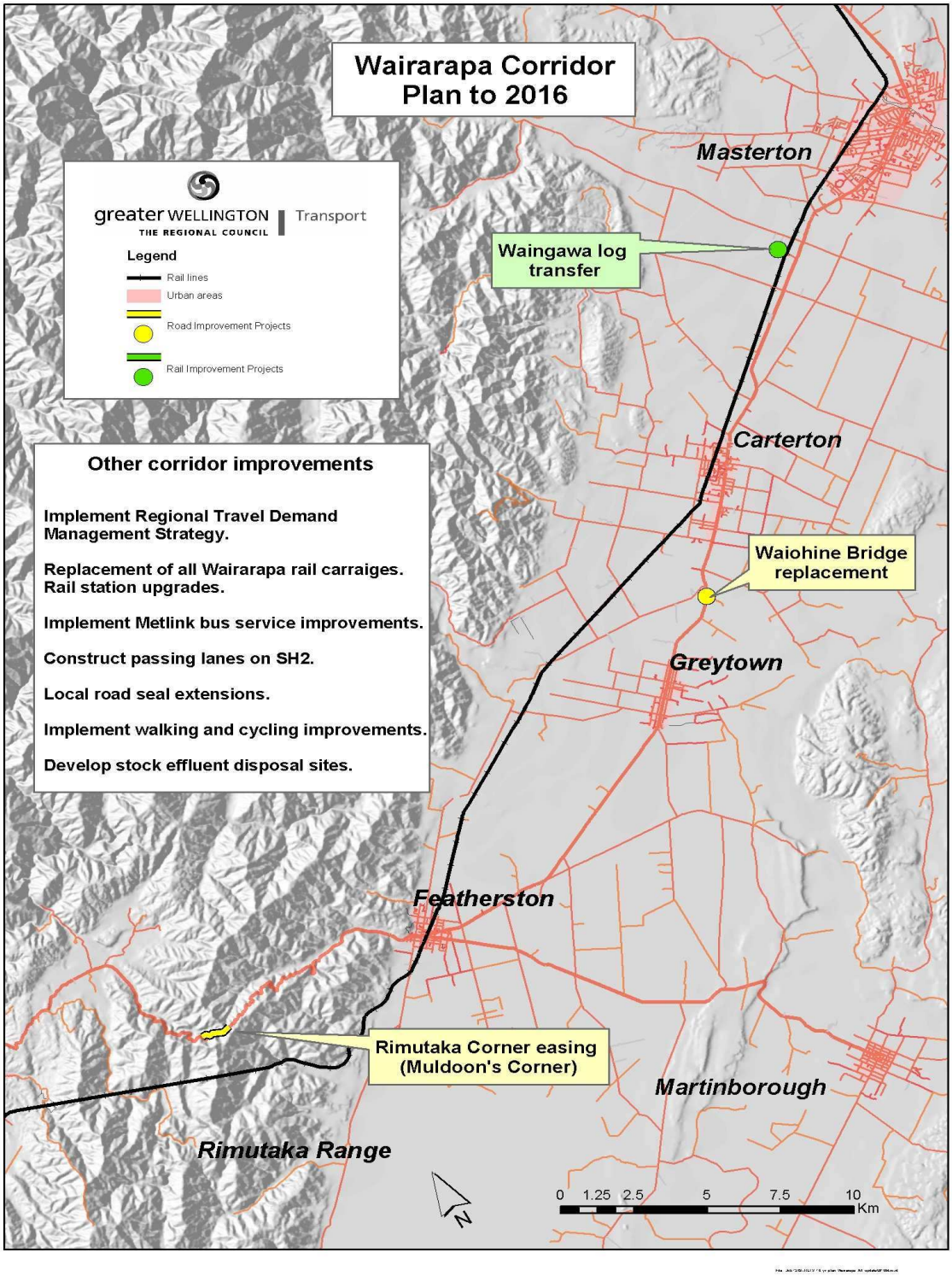

Figure 1: Wairarapa Corridor planned improvements to 2016.

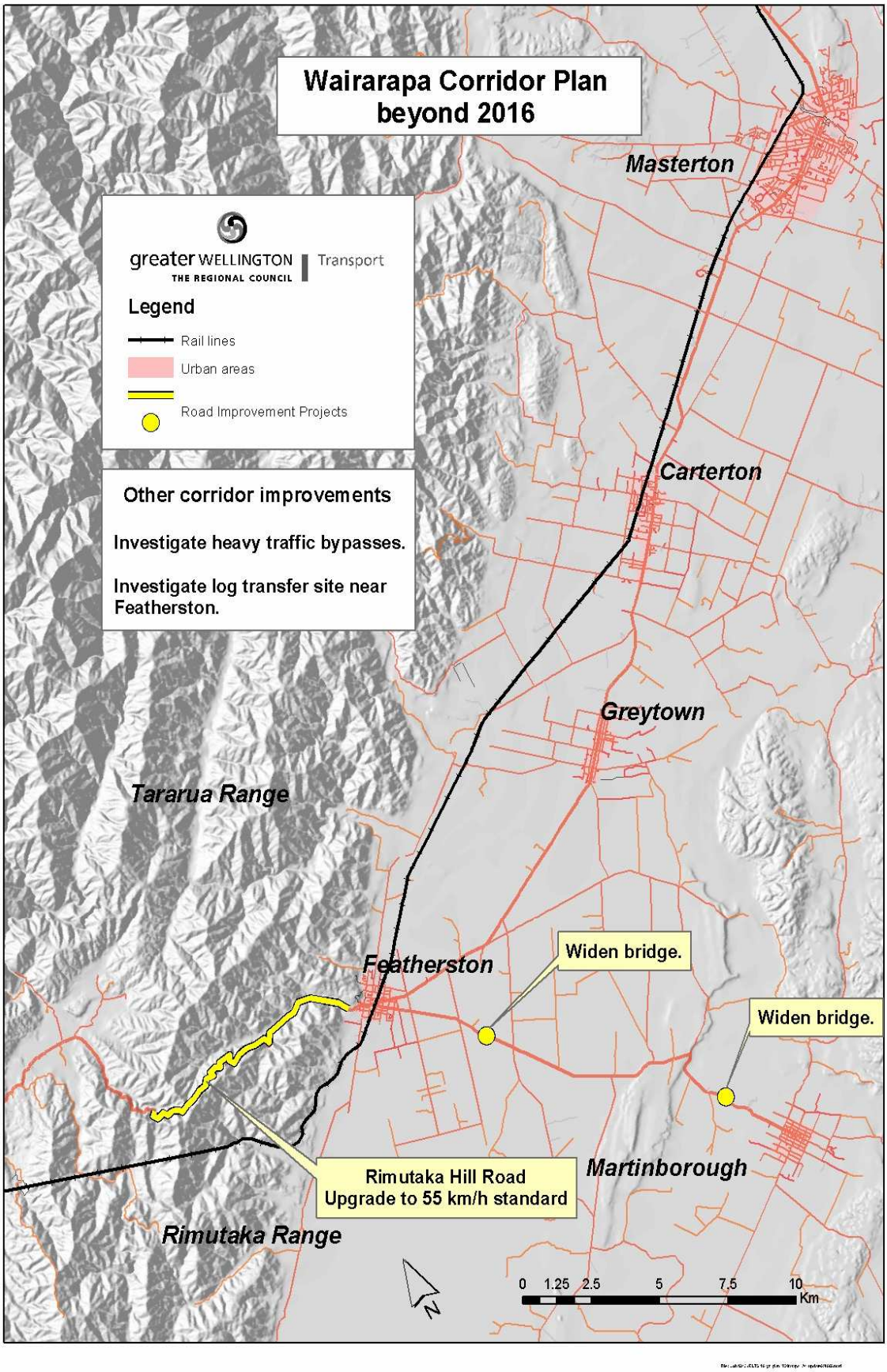

Figure 2: Wairarapa Corridor planned improvements beyond 2016.

Land use integration

Land use integration: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Ensure provisions in the District Plan facilitate the development of a log transfer and storage site at Waingawa	CDC (Carterton District Council)	Ongoing	Administrative	L (CDC)	Provisions in place by 2006/07	Provisions reported to CDC

Travel Demand Management

TDM: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	All named agencies	Ongoing	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy	As set out in the TDM Strategy

Passenger transport

Passenger transport: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Replacement of all Wairarapa carriages	GWRC	Delivered by March 2007	$26.4M	N & Crown loan	Operating by 2006/07	Rolling stock in operation
Upgrade railway stations on the corridor	GWRC	Ongoing from 2006/07	$1.5M (Phase 1)	N, C1 & L (GWRC)	Phase 1 complete by March 2007	Upgrades completed
Provide additional bus connections to train services	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Additional services provided
Provide additional inter-peak bus services between Masterton & Featherston, including connections to Masterton Hospital	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Additional services provided

Provide some Wairarapa bus services on Sundays	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Sunday service provided
Expand Masterton town bus services from 2 days to 5 days per week	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Operating by 2006/07	Service frequency improved
Introduce initial Wairarapa integrated ticketing products for bus and rail services	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Introduced by 2006/07	Integrated ticketing operational
Introduce Metlink signage	GWRC	2006/07	Subject to tender process	N, C1 & L (GWRC)	Introduced by 2006/07	Metlink signage implemented

Note: Phase 1 rail station improvements involve raising platform heights to match new rolling stock floor levels to improve accessibility. The timing of these improvements needs to be coordinated with the introduction of new rolling stock.

Roading

Roading: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Complete design and construction of the "Muldoons Corner" section of the Rimutaka Hill Road	Transit	Project development to commence from 2006/07	$10.2M	R	Construction complete by 2008/09	Upgrade completed
Replacement of the Waiohine River Bridge	Transit	Underway	$4.6M	N	Completed by 06/07	Bridge open
Construct northbound and southbound passing lanes between Featherston and Greytown	Transit	*Awaiting SH Forecast*	$2.5M	N	Completed by 08/09	Passing lanes in use
Construct northbound and southbound passing lanes between Masterton and Carterton	Transit	*Awaiting SH Forecast*	$2.5M	N	Completed by 08/09	Passing lanes in use
Extend the seal on rural local roads of special tourist or forestry significance where cost effective	MDC CDC SWDC	ongoing	To be determined	N , L & R	Seal extended	Progress reported to RLTC

Roading: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Complete the long term design for a target 55 km/h standard strategy for the Rimutaka Hill Road, recognising that a lower standard will apply to some difficult terrain sections. Obtain consents and develop detailed designs so projects are ready to go should funding become available	Transit	Beyond 10 years	To be determined	N & R	Design complete	Progress reported to RLTC
Investigate the need for heavy traffic bypasses of the townships on SH2 from Masterton to Featherston	Transit (lead) MDC CDC SWDC	Beyond 10 years	To be determined	To be determined	Investigation underway	Progress reported to RLTC
Widen the bridges on Ruamahanga River and Tauherenikau River on SH53	Transit	Beyond 10 years	To be determined	N	Bridge upgrades complete	Progress reported to RLTC

Walking and cycling

Walking and cycling: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Ensure appropriate opportunities are taken to include walking and cycling improvements in all projects	RCAs	Ongoing	To be determined	Included in project budgets	Walking and cycling infrastructure demonstrably improved	Progress reported to RLTC

Freight

Freight: short to medium term projects (2007 – 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Develop a log transfer and storage site at Waingawa as a commercial partnership	Commercial joint venture	As soon as possible but dependant on log prices	$1.27M[7]	N & Private funding	n/a	Site operational
Investigate and develop stock effluent sites at key locations	Transit (lead) CARTA[8] MDC CDC SWDC UHCC	To be determined	Approx $250K each	To be determined	n/a	Sites operational

Freight: long term projects (beyond 2016)

Action	Responsibility	Timing	Indicative Cost	Suggested Funding	Target	Performance Measure
Investigate and, if feasible, develop a log transfer and storage site near Featherston	Commercial parties	To be determined	To be determined	To be determined	n/a	n/a

[7] Public sector contribution under alternative to road funding provisions.

[8] Central Area Road Transport Association.

Ngauranga to Wellington Airport Corridor Plan

Under development

Ngauranga to Wellington Airport Corridor

This corridor follows State Highway 1 from the Ngauranga Merge through the Wellington City CBD to Wellington International Airport. It includes the railway line where the NIMT line and the Wairarapa lines merge and through to Wellington City rail terminals.

The long term vision for this corridor as described in the RLTS 2007-2016 is:

Along the Ngauranga to Wellington Airport Corridor, *access to key destinations such as CentrePort, Wellington City CBD, Newtown Hospital and the International Airport will be efficient, reliable, quick and easy. Priority will be given to passenger transport through this corridor, particularly during the peak period. Passenger transport will provide a very high quality, reliable and safe service along the Wellington City Growth Spine and other key commuter routes. The road network will provide well for those trips which can not be made by alternative modes and will allow freight to move freely through the corridor. Traffic congestion through the corridor will be managed at levels that balance the need for access against the ability to fully provide for peak demands due to community impacts and cost constraints. Maximum use of the existing network will be achieved by removal of key bottlenecks on the road and rail networks.*

Transit, Wellington City Council (WCC) and GWRC are currently undertaking a strategic study to address the major transport issues along this corridor. The expected timing for the study is as follows:

- Phase 1 of the study identified issues for the corridor and was completed in May 2006.
- Phase 2 proposes scenarios to address the issues and is expected to be completed mid 2007.
- Phase 3 involves the preferred package of options (i.e., a proposed corridor plan) released for consultation in late 2007.

For further information see the Ngauranga to Airport Strategic Study – Phase 1 Consultation Report (May 2006) and the following website www.transit.govt.nz/projects .

Needs and issues

- Congestion including the Terrace and Mt Victoria tunnels
- Access to the airport and surrounding commercial area
- Access to and through the city
- Pedestrian access to the waterfront
- Access to the hospital
- Protection of heritage and urban form
- Inner city speed limits
- Passenger transport, including bus lanes
- Walking and cycling
- Linkages with the railway station
- Availability and cost of parking
- Movement of goods to and through the city
- Funding availability
- Linkages with the Inner City Bypass and other roads
- Energy efficiency and environmental impacts
- Access to Victoria University

- Access to CentrePort
- Rail capacity through the Kaiwharawhara throat.

While provisional allowances have been made in the draft Regional Transport Programme for improvements in this corridor, prioritisation of specific projects identified through the development of the corridor plan will be considered as part of the next Regional Transport Programme review.

Glossary

Accessibility: the ability to obtain desired goods, services and activities.

Active modes (also known as *non-motorised transportation*)**:** include walking, bicycling, small-wheeled transport (skates, skateboards, push scooters and hand carts) and wheelchair travel.

Advanced Traffic Management System (ATMS): an array of institutional, human, hardware and software components designed to monitor, control and manage traffic on streets and highways.

Advanced Traveller Information System (ATIS): ATIS provides drivers with real time information about traffic conditions, accident delays, roadwork and route guidance from origin to destination. Some of the methods used for providing drivers with this information include traffic information broadcasting, pre-trip electronic route planning, on-board navigation systems and electronic route guidance systems.

Benefit Cost Ratio (BCR): an economic assessment tool that expresses benefits and costs as monetary values. A BCR greater than 1 is considered to be an economic investment as the value of benefits exceeds its cost.

Carbon dioxide (CO_2): a significant greenhouse gas produced by the combustion of motor vehicle fuels.

Central business district (CBD): a city's central commercial area as defined in district plans.

CO_2e: Carbon Dioxide equivalent.

Congestion pricing: road pricing that varies with the level of traffic on a congested roadway. Congestion pricing is intended to allocate roadway space efficiently.

Heavy commercial vehicle (HCV): trucks and buses.

High-Occupancy Toll (HOT) lane: a traffic lane where a toll is charged unless the vehicle is carrying more than a specified minimum number of passengers.

High-Occupancy Vehicle (HOV): a passenger vehicle carrying more than a specified minimum number of occupants. HOVs include carpools, vanpools, and buses. HOV requirements are often indicated as 2+ (two or more passengers required).

HOV lane: a traffic lane limited to carrying high occupancy vehicles (HOVs) and certain other qualified vehicles.

Indicator: a tool to define and measure progress towards achieving strategy objectives and outcomes.

Intelligent Transport System (ITS): an umbrella term for advanced automation in mobile vehicles.

Long Term Council Community Plan (LTCCP): a local authority's strategic planning document developed under the Local Government Act 2002.

LoS (Level of Service): a qualitative concept to describe travel conditions experienced by users.

Mobility: the ability for people and goods to move from one place to another.

Mode share: the proportion of total transport users using a particular transport mode.

National Land Transport Programme (NLTP): the mechanism through which Land Transport NZ allocates funds to approved organisations.

Outcome: a qualitative description of what the strategy seeks to achieve over the long term.

Outlook: a quantitative forecast to 2016 derived from the region's Strategic Transport Model which uses 2001 base data (as this is the most up to date, comprehensive information available).

Passenger transport (PT): includes bus, train, ferry and total mobility services.

Passenger Transport Plan (PT Plan): a regional passenger transport plan as defined by section 47(1) and (2) of the Transport Services Licensing Act 1989.

Ramp metering: the use of a traffic control signal on a motorway on-ramp to control the rate at which vehicles enter the motorway network.

Regional Land Transport Committee (RLTC): a standing committee of Greater Wellington Regional Council established under section 178 of the Land Transport Act 1998. The committee is responsible for the preparation of the Regional Land Transport Strategy.

Regional Land Transport Strategy (RLTS): a statutory document that Greater Wellington Regional Council must produce. It is a key tool for setting transport policy and investment priorities by providing the blueprint for regional land transport investment over the next 10 years. It must contribute to an overall aim of achieving an integrated, safe, responsive and sustainable land transport system.

Regional Land Transport Strategy Annual Monitoring Report (RLTS AMR): the annual report produced by Greater Wellington Regional Council to monitor progress towards achieving the objectives set out in the RLTS.

Road pricing: the framework within which drivers pay the true cost of using roads. This includes social, economic and environmental costs, such as accidents, pollution, time delays, normally borne by the community. Examples of road pricing tools include cordon charges, congestion pricing, tolls roads and distance based pricing.

Single Occupancy Vehicle (SOV): a vehicle that only has one person in it.

Target: a qualitative or quantitative benchmark against which to measure whether policy and project interventions are effectively achieving the strategy objectives and outcomes.

Traffic Level of Service (LoS): a qualitative concept used to describe operational conditions within a traffic stream, and their perception by motorists and/or passengers (including congestion and other factors such as travel time, speed, freedom to change lanes, convenience, comfort and safety).

Transport Disadvantaged: Those who for reasons of age, income or disability have limited access to essential service and amenities.

Travel Demand Management (TDM): various measures that seek to change travel behaviour including the time or form of travel, and increase transport system efficiency to achieve specific objectives, such as reduced traffic congestion, road and parking cost savings, increased safety, improved mobility for non-drivers, energy conservation and pollution emission reductions. Also known as *Mobility Management*.

Travel plan: Travel plans provide options to encourage the use of sustainable forms of transport such as walking, cycling, public transport and car sharing within workplaces, schools and communities.

Vehicle Kilometres Travelled (VKT): a term to describe the combined vehicle kilometres over specified section of road.

Walking school buses: an initiative which involves groups of up to 30 children walking together to school accompanied by 2+ adult volunteers. Volunteers are usually teachers or caregivers who would have been driving children to school anyway.

Wellington Regional Strategy (WRS): a cooperative undertaking of the region's local authorities to define an economic growth framework.

Wellington Transport Strategic Model (WTSM): the Greater Wellington Regional Council strategic transport EMME2 computer model.

Abbreviations

AMR	Annual Monitoring Report
ATMS	Advanced Traffic Management System
ATIS	Advanced Traveller Information System
BCR	Benefit Cost Ratio
CBD	Central Business District
CO_2	Carbon Dioxide
EECA	Energy Efficiency & Conservation Authority
GWRC	Greater Wellington Regional Council
HCV	Heavy Commercial Vehicle
HOT lane	High-Occupancy Toll lane
HOV	High-Occupancy Vehicle
LTA	Land Transport Act
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act
Land Transport NZ	Land Transport New Zealand (previously LTSA and Transfund)
LoS	Level of Service
LTSA	Land Transport Safety Authority
MoT	Ministry of Transport
NEECS	National Energy Efficiency & Conservation Strategy
NZES	Draft New Zealand Energy Strategy
NZEECS	Draft New Zealand Energy Efficiency & Conservation Strategy
NLTP	National Land Transport Programme
NZTS	New Zealand Transport Strategy
PT Plan	Passenger Transport Plan
RCAs	Road Controlling Authorities

RLTC	Regional Land Transport Committee
RLTS	Regional Land Transport Strategy
RMA	Resource Management Act
RPS	Regional Policy Statement
RTP	Regional Transport Programme
SOV	Single Occupancy Vehicle
TAs	Territorial authorities
TDM	Travel demand management
Transit	Transit New Zealand
VKT	Vehicle kilometres travelled
WRS	Wellington Regional Strategy
WTSM	Wellington Transport Strategic Model