

# Alignment between the RLTP and the GPS short to medium term impacts

The previous GPS included short to medium terms targets for the land transport network which the key outcomes of the RLTS were well aligned with. The new GPS no longer has *targets* and instead it sets out short to medium term *impacts* that the government wants to achieve through the NLTP. It is therefore necessary to test the alignment between the new GPS impacts and the key RLTS outcomes (which were used as the basis for prioritisation) to be satisfied that the RLTP is aligned to the new GPS.

## **GPS mpacts that contribute to economic growth and productivity**

- Improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - improvements in journey time reliability
  - easing of severe congestion
  - more efficient freight supply chains
  - better use of existing transport capacity.
- Better access to markets, employment and areas that contribute to economic growth.
- A secure and resilient transport network.

## **Other impacts**

- Reductions in deaths and serious injuries as a result of road crashes.
- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.

The evaluation and prioritisation process for third-priority 'large new projects' in the RLTP included assessment of the effectiveness of each project in contributing to the key outcomes in the RLTS.

Table 1 below demonstrates the alignment between those key RLTS outcomes and the GPS short to medium term impacts.

**Table 1**

<p>New GPS Impacts sought:</p> <p>RLTS Key Outcomes:</p>	<p>Improvements in journey time reliability</p>	<p>Easing of severe congestion</p>	<p>More efficient freight supply chains</p>	<p>Better use of existing transport capacity</p>	<p>Better access to markets, employment and areas that contribute to economic growth</p>	<p>A secure and resilient transport network</p>	<p>Reductions in deaths and serious injuries as a result of road crashes</p>	<p>More transport choices, particularly for those with limited access to a car where appropriate</p>	<p>Reductions in adverse environmental effects from land transport</p>	<p>Contributions to positive health outcomes</p>
<p><b>Public Transport (PT) accessibility, connectedness and competitiveness</b></p> <p>Attributes considered in the RLTP evaluation included: Network coverage; affordability; improved reliability, journey times, service frequency; improved personal security; hours of operation, better information; integrated ticketing; improved vehicle quality, infrastructure quality; modal integration; future enabling.</p>	✓	✓		✓	✓	✓	✓	✓	✓	✓
<p><b>Walking and cycling accessibility, connectedness and competitiveness</b></p> <p>Attributes considered in the RLTP evaluation included: Network coverage; improved journey times; route directness; improved personal security; better information; infrastructure quality; modal integration; future enabling.</p>		✓		✓	✓	✓	✓	✓	✓	✓
<p><b>Strategic roading accessibility, connectedness and competitiveness</b></p> <p>Attributes considered in the RLTP evaluation included: Making best use of existing infrastructure; increased vehicle occupancy; improved reliability, journey times, route directness; improved resilience; better information; improved modal integration; future enabling.</p>	✓	✓	✓	✓	✓	✓				
<p>Comment: Improving the PT network in the Wellington region contributes to improving journey time reliability for PT users, and for road users through its contribution to reducing traffic congestion. PT vehicles make best use of existing transport capacity by carrying large numbers of people travelling along common routes more efficiently than private cars. This is particularly the case on key commuter routes where good access to employment and areas of economic exchange is vital. Improving our PT system will mean more people have better transport options and choices, therefore contributing towards a more resilient transport network. PT is a safer and more environmentally sustainable mode of transport than the private car. PT use often involves more walking trips at either end of the journey and contributes to positive health outcomes.</p>	<p>Comment: Improving walking and cycling networks in the Wellington region contributes to reducing traffic congestion, particularly in the Wellington City CBD. Walking and cycling trips can make efficient use of existing networks as these modes occupy less space. Improving our walking and cycling networks will mean more people have better transport options and choices, therefore contributing towards a more resilient transport network. Walking is a relatively safe mode and more people using this mode means reduced traffic volumes. Investment in cycling infrastructure is vital to address safety issues for this mode. Walking and cycling are more environmentally sustainable modes of transport than the private car, particularly single occupancy vehicles, and contribute to positive health outcomes.</p>	<p>Comment: Improving the strategic road network in the Wellington region contributes to improving journey time reliability and reduced severe traffic congestion. Improving the strategic roading network by upgrading intersections to match adjacent capacity and implementing TDM measures (such as Advanced Traffic Management, Information Systems and tidal lanes) makes best use of existing infrastructure. The primary purpose of the strategic road network is to provide good access to employment and areas of economic exchange, including key freight destinations. New strategic road links provide alternative routes that contribute towards a more resilient transport network.</p>								

<p>New GPS Impacts sought:</p> <p>RLTS Key Outcomes:</p>	Improvements in journey time reliability	Easing of severe congestion	More efficient freight supply chains	Better use of existing transport capacity	Better access to markets, employment and areas that contribute to economic growth	A secure and resilient transport network	Reductions in deaths and serious injuries as a result of road crashes	More transport choices, particularly for those with limited access to a car where appropriate	Reductions in adverse environmental effects from land transport	Contributions to positive health outcomes
<p><b>Rail and sea freight accessibility, connectedness and competitiveness</b></p> <p>Attributes considered in the RLTP evaluation included: Making best use of existing infrastructure, improved reliability, journey times, route directness; improved resilience; constraints removed; improved modal integration; future enabling.</p>	✓		✓	✓	✓	✓	✓		✓	
<p><b>Safer system</b></p> <p>Attributes considered in the RLTP evaluation included: Reduced severity and frequency of walking and cycling incidents, road incidents and PT incidents; improved safety perceptions; future enabling.</p>	✓					✓	✓			✓
<p><b>Improved Land Use/Transport Integration</b></p> <p>Attributes considered in the RLTP evaluation included: Reduced community severance &amp; improved connectivity; overall positive social &amp; environmental impacts; facilitates local employment; facilitates population and employment along PT spines; facilitates modal choice; reduced need to travel and travel distance; future enabling.</p>				✓	✓	✓		✓	✓	✓
<p>Comment: Improving rail connections in the Wellington region contributes to improving journey time reliability for rail freight and supply change efficiency. Removing rail bottlenecks makes best use of existing infrastructure by matching the capacity of the adjacent network. Any mode shift from road to rail freight is consistent with a more resilient transport network, improved safety and reduced environmental impacts. Improving access to Wellington's Port by all freight modes is vital to support economic growth and access to markets.</p> <p>Comment: Safety improvements and programmes are aimed reducing deaths and serious injuries when using the transport system. As a consequence of fewer incidents, the network is more resilient and reliable. Improved road safety reduces the social cost to communities and on the health system.</p> <p>Comment: Ensuring that projects in the RLTP are consistent with relevant planning undertaken through the RLTS, WRS and RPS ensures the programme contributes to more efficient use of existing transport capacity, better access to future growth and employment areas, and improved network resilience. Better transport choices as a result of improved integration result in reduced environmental impacts and in positive health outcomes.</p>										

**Conclusion:** Overall, the RLTS outcomes are well aligned across the new GPS impacts.