Draft RLTS Vision, Objectives, Policies, and Outcomes (May 2006)

Draft Vision

The vision of this Regional Land Transport Strategy is:

To deliver an integrated land transport system that supports the region's *people and prosperity* in a way that is economically, environmentally and socially sustainable.

Draft Objectives

Objective 1 Assist economic and regional development

Aid the development of national and regional economic prosperity; and foster the housing, employment, education, health and recreation aspirations of the regional community (to be identified by the Wellington Regional Strategy).

Objective 2 Assist safety and personal security

Achieving a safer community through a land transport system that achieves regional road casualty targets and contributes to a sense of individual and community security when using the transport system.

Objective 3 Improve access, mobility and reliability

Transport should provide for the access and mobility needs of our regional community*, and recognise the wider access needs of adjoining regions*. Improving them is the primary purpose of a Regional Land Transport Strategy.

Improving access enables social participation, inclusion and independence for all, *including the disabled.* Improving mobility ensures the availability of realistic transport choices for the individual or community, including affordability and equity of cost considerations.

Objective 4 Protect and promote public health

Provide a transport system that allows for social participation and interaction, and healthy communities via reduced transport impact on natural resources, and increased uptake of active mode use, particularly for short trips.

Objective 5 Ensure environmental sustainability

Avoid, remedy or mitigate the negative impacts of transport on the environment, including encouragement of energy efficiency, reduced CO_2 emissions, and a high standard of environmental design.

Objective 6 Ensure that the Regional Transport Programme is affordable for the regional community

Take account of funding likely to be available and economic efficiency when considering transport packages.

Draft Policies

The following policies were developed in direct response to the pressures and issues identified for the region's land transport network. They are grouped by policy '**type**' so that similar initiatives are grouped together in an integrated and concise manner. This approach eliminates duplication that occurs when policies are grouped by objective, and fragmentation that occurs when grouping by mode.

It is important to note that these policies set out the region's desired policy position. All are subject to various constraints including funding, legislative provisions, consenting and planning processes outside the scope of this strategy.

1.   Network and service improvement and responsiveness

This group of policies seeks improvement in the operation of the transport network.

1.1   Maintain urban rail as an arterial priority.

1.2   Effect a high passenger rail level of service with regard to rolling stock and line conditions.

1.3   Determine an agreed set of priority road packages, ensuring integration of appropriate cycling, pedestrian and bus provisions.

1.4   Monitor and improve the level of service of the regional transport network.

1.5   Continuous review and improvement of bus services.

1.6   Support trolley buses in Wellington City and their continual upgrade.

1.7   Continuous development of cycling network accessibility and integration.

1.8   Continuous development of pedestrian network accessibility and integration.

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

1.10   Continuous identification and mitigation of network security risks.

1.11   Support current road maintenance investment.

1.12   Support ongoing development of new and existing park and ride facilities.

1.13   Allow commercial bus and ferry services on parallel routes to rail services where they complement and increase overall public transport use.

1.14   Make best use of network management techniques to optimise the performance of the transport network.

1.15   Provide public transport services and concessions that recognise the needs of transport disadvantaged to enhance equity.

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

1.17   Recognise the region's central geographical position as critical to national accessibility and that State Highways One and Two pass through the region.

1.18   *Where possible separate arterial and local traffic.*

2.   Travel demand management

This group of policies seek to manage the demand for travel and move toward correct pricing of the transport network.

2.1   Reduce the reliance on private motor vehicles, particularly single occupancy vehicle use and use for short trips.

2.2   Encourage appropriately located land development and ensure integration with transport infrastructure.

2.3   Encourage the development of travel plans.

2.4   Advocate for government policy to allow road pricing.

2.5   Encourage the uptake of cycling and pedestrian travel, particularly for short trips.

2.6   Encourage increased use of passenger transport.

2.7   Ensure the availability of reliable information on the transport system and the choices available.

3.   Securing transport funds

This group of policies seeks to ensure adequate funding for transport in the region.

3.1   Advocate effectively for increased transport funding.

3.2   Advocate for any necessary rail investment.

3.3   Support start-up funding for viable 'alternative to road' initiatives.

3.4   Allocate the available transport funding to ensure the achievement of RLTS outcomes.

4.   Safety

This group of policies seeks to improve safety and personal security when using transport.

4.1   Continuously improve the level of regional road safety based on a firmly established safety culture.

4.2   Improve the safety (perceived and real) of pedestrians from risks posed by traffic, the physical environment and crime.

4.3   Improve the safety (perceived and real) of cycling from risks posed by other traffic.

5. Environment and public health

This group of policies seeks to minimise the impacts of transport on the environment and public health.

5.1   Support best practice in design, construction and maintenance of transport projects to avoid, remedy or mitigate impacts on the environment.

5.2   Continuously improve bus emission standards.

5.3   Support government investigations into alternative fuel options and eco-efficient vehicles.

5.4   Develop the transport network in a way that minimises the use of non-renewable resources.

5.5   Support ongoing installation of stock truck effluent disposal sites at key localities in the region.

5.6   *Ensure location and design of new transport infrastructure minimises community severance issues.*

5.7   *Reduce greenhouse gas emissions arising from the operation of the transport network.*

6. Planning and integration

This group of policies seeks to ensure full integration of the RLTS with other relevant local government planning processes and strategies.

6.1   Support the growth and land use aspirations of the Wellington Regional Strategy and the Regional Policy Statement.

6.2   Ensure that transport decisions take into account the diverse transport needs of the region's community.

6.3   Identify, plan and protect the current and future regional transport network.

6.4   Take account of major recreational and tourist traffic flows.

6.5   *Ensure investment in arterial transport routes is coordinated with adjoining regions.*

6.6   *Improve east-west transport links between SH1 and SH2.*

Draft Land Transport Outcomes

No single outcome can be seen in isolation. All outcomes must be considered as part of an integrated strategic view of the region's transport system. The land transport outcomes are as follows:

1.   Roading

1.1   Maintained vehicle travel times between communities and regional destinations

1.2   Reduced road congestion

1.3   Improved reliability of the strategic roading network

2.   Passenger transport

2.1   *Increased* peak period mode share

2.2   Enhanced off peak mode share and community connectedness

2.3   Improved accessibility *for all, including disabled people*

2.4   Improved customer satisfaction

3.   Travel demand management

3.1   Reduced traffic demand

3.2   Reduced greenhouse gas emissions

3.3   Reduced fuel consumption

3.4   Reduced road congestion

3.5   Increased journey to work mode share by PT and active modes

3.6   Increased vehicle occupancy

3.7   Increased resident satisfaction with perceived level of congestion

3.8   Improved land use and transport integration (to be guided by the outcomes of the WRS)

3.9   No adverse impact on economic development (to be guided by the outcomes of the WRS)

4.   Pedestrian

4.1   Improved level of service for pedestrians

4.2   Increased mode share for pedestrians, especially for short trips

4.3   Increased safety for pedestrians

4.4   Improved perception of pedestrian safety, especially for children

5. Cycling

5.1   Improved level of service for cycling

5.2   Increased mode share for cycling

5.3   Improved perception of cycling safety, convenience and ease

5.4   Reduced relative risk of cycling as a transport mode

6. Road safety

6.1   Improved regional road safety

6.2   Improved perceptions of road safety

6.3   A safer roading environment

7. Freight

7.1   *Improved level of service for freight*

7.2   *Improved freight linkages*

7.3   *Improved rail freight efficiency*