

## Attachment 1 to Report 16.49 – Comparative analysis of PT Plan and Regional Land Transport Plan

Review of PT Plan

## Regional Land Transport Plan 2015 – key public provisions in relation to PT Plan

RLTP Section	Page number*	RLTP content (as identified by Strategy Group)	Regional Public Transport Plan (PT Plan) content and discussion
Summary of Strategic Approach	9	Summary of overall strategic approach for delivering the RLTP objective 'a high quality, reliable public transport network'. This highlights key improvement areas for PT.	Section 5.2 <i>Services and Infrastructure Standards</i> of the PT Plan requires "high-quality, reliable, safe and customer-focused public transport services using modern vehicles and infrastructure".
		"Key improvement areas" for PT include:	The key improvement areas identified in the RLTP are all included in the PT Plan projects, objectives, and policies. Specific details are set out below:
		<ul style="list-style-type: none"> <li>Continued modernising of public transport vehicles</li> </ul>	<p>Completing the modernisation of the rail fleet.</p> <p>Moving towards an all-electric bus fleet for Wellington, introducing hybrid buses as a transition step.</p> <p>Objective 2: "High-quality, reliable, safe, and customer focused public transport services using modern vehicles and infrastructure"</p> <p>Policy 2d: "Ensure that all vehicles and vessels meet vehicle and vessel quality standards" and associated actions:</p> <ul style="list-style-type: none"> <li>"Require all contracted bus services to comply with the Transport Agency's Requirements for Urban Buses and other relevant standards"</li> <li>"Replace the ageing Ganz Mavag trains with Matangi by July 2016"</li> </ul>
		<ul style="list-style-type: none"> <li>Measures to improve journey times and service reliability</li> </ul>	<p>Implementing the recommendations from the Wellington City Bus Review and implementing bus rapid transit on the Wellington public transport spine. Completing the projects identified in Rail Scenario 1 from the Wellington Regional Rail Plan to enable new service patterns.</p> <p>Include initiatives to reduce boarding times as part of the integrated fares and ticketing project.</p> <p>Policy 2a: "Provide realistic, achievable timetables";</p> <p>Policy 2b: Improve public transport journey times to provide a service that is competitive with car travel, particularly on core routes;</p> <p>Policy 2c: "Provide reliable, punctual and customer focused services".</p>
<ul style="list-style-type: none"> <li>Enhancing the quality of stations, stops and interchanges</li> </ul>	<p>An ongoing programme of train station renewal and development (eg Waterloo and Upper Hutt).</p> <p>An ongoing programme of renewal and redevelopment for network signage, bus stops, and interchanges.</p> <p>Policy 2e: "Ensure that all public transport infrastructure and facilities meet quality and safety standards"</p>		

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		<ul style="list-style-type: none"> <li>Improving pedestrian access to public transport stops and stations</li> </ul>	<p>Policy 2g: “Integrate public transport with walking and cycling” and associated actions including:</p> <ul style="list-style-type: none"> <li>“Ensure that integrated walking, cycling and public transport services are considered when designing and delivering interchanges and other facilities”</li> <li>“Work with local councils to provide convenient connections and visible signage between public transport and walking and cycling networks”</li> <li>“Advocate for and work with local councils and developers to ensure that street networks are designed to accommodate public transport services and are well connected with walking and cycling facilities”</li> </ul>
		<ul style="list-style-type: none"> <li>Improving public transport fare, information and ticketing systems</li> </ul>	<p>Modernising and simplifying the public transport fare structure and introducing integrated fares and ticketing, providing the next-generation integrated payment and business systems ; Improving the accessibility of public transport information</p> <p>Objective 3: “A fares and ticketing system that attracts and retains customers” and various associated policies and actions.</p> <p>Policy 4e “Provide simple, visible, and intuitive information to customers” and associated actions</p>
		<ul style="list-style-type: none"> <li>Improving the design of public transport networks to be more effective and efficient</li> </ul>	<p>Implementing the recommendations from the Wellington City Bus Review and implementing bus rapid transit on the Wellington public transport spine. Completing the projects identified in Rail Scenario 1 from the Wellington Regional Rail Plan to enable new service patterns.</p> <p>Objective 1: “An integrated approach to the public transport network – including the planning and provision of services, infrastructure, and information”;</p> <p>Policy 1a: “Provide a simple, layered network of public transport services that is easy to understand”;</p> <p>Policy 1b: “Provide a public transport network that maximises the range of travel options and destinations available”</p> <p>Policy 2b: “Improve public transport journey times to provide a service that is competitive with car travel, particularly on core routes”</p>
		<ul style="list-style-type: none"> <li>Ensuring value for money through new performance based operating contracts</li> </ul>	<p>Implementing the “Public Transport Operating Model” and procuring new performance-based operating contracts for all public transport services that take a partnering approach in a way that provides value for money</p> <p>Objective 7: “A procurement approach that supports the efficient delivery of services and provides value for money”</p>
		<ul style="list-style-type: none"> <li>Maintaining and enhancing park and ride facilities</li> </ul>	<p>Expanding park and ride facilities for the train network (eg Porirua and Petone)</p> <p>Policy 2f: “Provide park and ride facilities at appropriate sites”</p>

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		<ul style="list-style-type: none"> <li>Using customer feedback to improve the network</li> </ul>	<p>Policy 4a “Use customer feedback to continually improve the public transport network”</p> <p>Objective 6: “A system of monitoring and review that supports continuous improvement”;</p> <p>Policy 6d: “Collect customer feedback”</p>
		<ul style="list-style-type: none"> <li>Promoting public transport use</li> </ul>	<p>Policy 4d: “Market the public transport network to encourage more people to use it more often”</p>
		<p>RLTP “Strategic objectives” and “outcomes” – specific PT ones and note related broader ones (e.g. safety, resilience, integration, emissions)</p> <p>The PT strategic objective is: “A high quality, reliable public transport network”. Associated outcomes are:</p> <ul style="list-style-type: none"> <li>Increased public transport use</li> <li>Improved public transport accessibility for all</li> <li>Improved quality of public transport</li> <li>Improved public transport reliability and journey times</li> </ul> <p>Other strategic objectives in the RLTS Vision relate to safety, resilience, and liveability</p>	<p>GWRC aims to achieve the goal of growing patronage by continually improving the Metlink public transport network, with initiatives designed to achieve this listed in the Executive Summary.</p> <p>GWRC aims to increase the accessibility of the public transport by providing information, facilities and services that are available to all members of the public.</p> <p>Objective 2: “High-quality, reliable, safe, and customer focused public transport services using modern vehicles and infrastructure”</p> <p>Safety – Policy 1d “Improve the safety of the public transport system for customers, workers, and the general public”</p> <p>Resilience – “The provision of public transport in Wellington also contributes to the Government’s objective of providing an effective, efficient, safe, secure, accessible and resilient transport system ...” – Section 2.2</p> <p>Liveability – “Public transport services are an essential part of Wellington’s transport network, and contribute significantly to the region’s liveability and economic productivity.” – Executive Summary; Policy 1e “Consider environmental and health outcomes when planning the public transport network”</p>
		<p>PT measures and targets – for the four PT specific outcomes listed above.</p>	<p>Measures and targets are appropriately contained in the more strategic document, the RLTP, and do not need to be repeated in the PT Plan. The PT plan includes a range of policies and actions which will directly contribute to these strategic targets.</p>
Policies	44	<p>Policy PT1: “The wide benefits of public transport will be recognised when planning the transport network including network efficiency, land use and transport integration, and contribution to environmental, social, economic and health outcomes”</p>	<p>“Public transport services are an essential part of Wellington’s transport network, and contribute significantly to the region’s liveability and economic productivity. In particular, they:</p> <ul style="list-style-type: none"> <li>Decrease severe traffic congestion, particularly in the morning and afternoon peak periods, which in turn affects journey times, and journey-time reliability, for other transport network users</li> <li>Provide transport choices, including during off-peak periods</li> <li>Contribute to reducing carbon emissions from transport</li> <li>Enable efficient land use and a compact, well-designed and sustainable urban environment</li> </ul>

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			<ul style="list-style-type: none"> <li>Contribute to improving health and safety, in particular by decreasing the risks of death and serious injury resulting from car crashes.” – Executive Summary</li> </ul> <p>Policy 1e: “Consider environmental and health outcomes when planning the public transport network”</p>
		<p>Policy PT2: “The public transport network will be continually improved to ensure that public transport services:</p> <ol style="list-style-type: none"> <li>go where people want to go, at times they want to travel</li> <li>provide competitive journey times</li> <li>provide value for money</li> <li>are easy to understand and use</li> <li>are safe, comfortable and reliable</li> <li>provide flexibility, allowing people to change their plans.</li> </ol>	<p>“We aim to achieve the goal of growing patronage by continually improving the Metlink public transport network so that services:</p> <ul style="list-style-type: none"> <li>Go where people want to go, at the times they want to travel</li> <li>Provide competitive journey times</li> <li>Provide value for money</li> <li>Are easy to understand and use</li> <li>Are safe, comfortable and reliable</li> <li>Provide flexibility, allowing people to change their plans.” – Executive Summary</li> </ul>
		<p>Policy PT 3: “The public transport network will include core, local, and targeted services”</p>	<p>The Metlink network is based on a layered hierarchy of services: core routes, local routes, and targeted services, described in detail in Section 4.3.</p>
		<p>Policy PT 4: “Public transport will be increasingly accessible through the provision of improved information, facilities, and services that are available to all members of the public”</p>	<p>“In addition to growing patronage, GWRC aims to provide transport choices by ... increasing the accessibility of public transport by providing information, facilities and services that are available to all members of the public.” – Executive Summary</p> <p>Objective 5: “Providing for the transport disadvantaged: information, facilities, and services that are increasingly available to all members of the public”</p>
	45, 46, 47	<p>RS5: “Public transport will be promoted as a safe mode of travel.”</p>	<p>Objective 2: “High quality, reliable, safe, and customer-focused public transport services using modern vehicles and infrastructure”</p> <p>Policy 4d: “Market the public transport network to encourage more people to use it more often.”</p>
		<p>WC1: “The cycling and pedestrian networks will be continuously improved so that they are safe, attractive and well integrated with other modes.”</p>	<p>Policy 2g: “Integrate public transport with walking and cycling” with supporting actions:</p> <ul style="list-style-type: none"> <li>Work with local councils to provide convenient connections and visible signage between public transport and walking and cycling networks</li> <li>Advocate for and work with local councils and developers to ensure that street networks are designed to accommodate public transport services and are well connected with walking and cycling facilities”</li> </ul>

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		E6: “Initiatives that contribute to ongoing improvement of the vehicle fleet, to reduce greenhouse gas emissions and improve air quality, will be supported.”	<p>“A low emission vehicle fleet is not only better for our natural environment but is essential for the health of people living, working and visiting the city. We intend to replace older diesel buses and trolley buses with modern hybrid buses and, as technology improves, will move on to introducing electric buses. This will allow us to introduce BRT and the new Wellington City bus network, providing a reliable network of fast frequent bus services, while at the same time reducing both harmful local emissions and carbon emissions from the Wellington bus fleet.” – Section 4.2</p> <p>Policy 1e: “Consider environmental and health outcomes when planning the public transport network”</p> <p>Policy 2h: “Reduce the production of carbon emissions from the public transport network”</p>
Ngauranga to Airport (N2A) Corridor Strategy	53-55	1.1 Vision, 1.5 Strategic Principles, 1.6 Strategic Response “Developing a high quality, high frequency public transport spine”, 1.7 Timing and sequencing	Covered in PT Plan Section 4.1 Wellington public transport spine
Western Corridor Strategy	57-69	2.1 Vision, 2.5 Strategic Principles, 2.6 Strategic Response “Continued improvements to deliver a modern, reliable, and accessible rail system”, 2.7 Timing and sequencing	No specific mention of Western Corridor Strategy, Hutt Corridor Strategy or Wairarapa Corridor Strategy in PT Plan, however covered generally: “Core rail routes provide high-capacity, long-distance, time-competitive commuter services connecting key urban areas across the region. Their primary functions are to reduce severe road congestion on State Highways 1 and 2 and meet the demand for travel from key suburban and town centres to the Wellington CBD during peak periods.” – Section 4.3
Hutt Corridor Strategy	61-64	3.1 Vision, 3.5 Strategic Principles, 3.6 Strategic Response “Continued improvements to deliver a modern, reliable, and accessible rail system”	
Wairarapa Corridor Strategy	65-67	4.1 Vision, 4.5 Strategic Principles, 4.6 Strategic Response “A modern and reliable rail corridor for freight and commuter trips supported by local bus connector services”	<p>Completing the projects identified in Rail Scenario 1 from the Wellington Regional Rail Plan to enable new service patterns</p> <p>Future plans (Section 4.4) describes consideration of longer term options for rail network development in the Regional Rail Plan</p> <p>Policy 1b: “Provide a public transport network that maximises the range of travel options and destinations available”</p> <p>Policy 6b: “Review services to ensure they meet customer needs”</p>
Role of Modes	73	Section 6.1 Public Transport	The policies, actions and major initiatives in the PT Plan are consistent with the role of PT described in the RLTP
Public Transport Network	75	Check consistency of PT Plan with all sections of this chapter. Chapter 7 “Public Transport	PT Plan is consistent with this chapter of the RLTP.

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		<p>Network” includes the following headings:</p> <ul style="list-style-type: none"> <li>Wellington’s Public Transport Network</li> <li>The need for investment</li> <li>Benefits of investment</li> <li>Strategic response</li> <li>Key network priorities</li> </ul>	
Cycling Network	108	Section 11.6 “Key Network Priorities” – “Network Development” – <i>note</i> “Integration with PT” identified stations in Figure 32 are particularly important from cycling integration perspective.	No changes since PT Plan published in this subject area
Travel demand management	127-132	Note range of broad measures to encourage uptake of PT – including network optimisation tools and technologies.	No changes since PT Plan published in this subject area
Programme (as proposed April 2015 – these are an input to the NLTP issued in July 2015)	146 149 152, 153 165 170, 171	<p>Committed activities – GWRC</p> <p>Automatically included activities – GWRC</p> <p>Non-Prioritised activities – GWRC</p> <p>Significant activities in priority order by activity type – PT</p> <p>Timing and staging of proposed significant activities.</p>	Public transport activities included in the RLTP “Regional Programme” section are those activities put forward for funding from the National Land Transport Programme (NLTP) by GWRC at the time the RLTP was adopted in April 2015. Any new or significantly changed activities that require NLTP funding will require a variation to the RLTP or can be included in the RLTP at its 3 year review in 2018. Whether initiatives from the PT Plan have or have not been included in the ‘Regional Programme’ is not really a relevant consistency issue between the two documents. What is included in the ‘Regional Programme’ will depend on the timing and phasing of projects, rather than being a policy issue.

\* – Page number refers to online page number of Regional Land Transport Plan:  
<http://www.gw.govt.nz/assets/Transport/Regional-transport/Wgtn-RLTP-2015.pdf>