



greater WELLINGTON
REGIONAL COUNCIL

Implementing the Wellington Regional Land Transport Strategy

For more information, contact:

Greater Wellington
142 Wakefield Street
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960

Published August 2007
GWTS-D-G-07/179

info@gw.govt.nz
www.gw.govt.nz

Overview

A series of implementation plans and corridor plans have been developed in order to translate the Wellington Regional Land Transport Strategy (RLTS) vision, objectives, outcomes and policies into specific project interventions.

Implementation plans enable the Regional Land Transport Committee (RLTC) to gain a region wide perspective for each mode or interest area and, therefore, to assess the relative priority of interventions specific to each mode. Corridor plans are multimodal and enable the RLTC to gain a perspective of interventions proposed in each corridor, and to assess how proposed interventions interact with each other and with the existing regional and local network.

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. Until changed they represent the policy position for implementing the RLTS.

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 12 of the RLTS.

The development and review of implementation and corridor plans involve extensive stakeholder consultation and enable early and focused public consultation on particular transport issues, options and proposed interventions. For many in the wider public, corridor plan consultation will provide the main opportunity for participation in the range of issues surrounding a proposed transport project.

Implementation plans

The following plans implement the RLTS:

- Road Safety Plan
- Cycling Plan
- Pedestrian Plan
- Travel Demand Management Plan
- Freight Plan
- Passenger Transport Plan and Operational Plan (to include a Regional Rail Plan).

The Regional Passenger Transport Plan has been developed separately by Greater Wellington's Passenger Transport Committee. 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 which identifies key action areas, targets, and timetables 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, timetables and responsibilities for travel demand management in the region.

The Regional Passenger Transport Plan forms a part of the RLTS, as required by the Land Transport Act 1998.

Corridor plans

Corridor plans translate the vision, objectives and policies of the RLTS into specific action programmes for the region's four 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.

Glossary

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

Accessibility: the ability to reach a destination by a mode. Another meaning often used more narrowly in relation to public transport is “the ease with which all categories of passenger can use public transport” (as defined by the Human Rights Commission “The Accessible Journey” 2005).

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 (CO₂): 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.

CO₂e: 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.

Land transport: Transport on land by any means and the infrastructure facilitating such transport. Includes rail, surface-effect vehicles and harbour ferries.

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, taxi 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.

Regional Policy Statement (RPS): a statutory document that Greater Wellington must produce under the Resource Management Act 1991 to provide a framework for managing the resources of the region in a sustainable way. The RPS is the most important mechanism at the regional level for directing land use planning and has an important role in ensuring good integration of transport and land use planning.

Reliability: The likelihood of reaching a destination within a projected time. Reliability is adversely affected primarily by congestion, closures, cancellations, natural hazards, or incidents such as crashes or breakdowns.

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.

Technical Working Group: A group who advise the Regional Land Transport Committee on technical matters, made up of officers representing Greater Wellington, Road Controlling Authorities, Land Transport New Zealand and other representatives where appropriate.

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