Report	**04.465**
Date	26 July 2004
File	TP01/04/02

Committee	**Regional Land Transport**
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Draft Regional Land Transport Strategy Policies

1. Purpose

To seek the Committee's approval of the proposed policies for the draft Regional Land Transport Strategy (RLTS).

2. Background

The Committee has previously seen outcomes, developed a draft vision and draft objectives for the draft RLTS. The 1 July 2004 RLTC workshop signalled the preferred role and priority for each mode and component of transport in the region with regard to moving toward the draft vision and objectives. This is discussed in section 3.

The committee now needs to agree a draft set of policies from which to frame the development of strategic options. Draft policies are presented in section 4.

3. Role of transport modes

The significance rating of transport components that was carried out during the 1 July RLTC workshop enables assessment of the appropriate role for each transport mode (see appendix 1).

Passenger rail was signalled as a major priority for region's transport. It remains a key arterial priority to be protected and enhanced.

The private motor vehicle is recognised as the dominant mode of travel and provides the most substantial means of mobility. Network improvements are key to enabling travel reliability and efficiency for private vehicle users. However, it is recognised that many private vehicle trips (particularly single occupancy vehicle use) are unnecessary and may be more sustainably and efficiently carried out using other modes. Travel demand management policies will be a key response to this aspect.

Road freight is most significant in terms of freight movement in and out and within the region. Freedom of freight movement contributes to the ongoing economic development of the region. Network improvements, as for private motor vehicles, are similarly necessary.

Enhancing rail freight is also important to the region where there are significant benefits in removing particular freight carriage from the road network. The viability of rail freight initiatives should be investigated.

Pedestrian travel in Wellington City plays an important role with an 11% share of journeys to work. Pedestrian trips are vital to the City's functioning transport future. Pedestrian travel is less significant in other centres however, it provides a critical link between all transport modes and destinations. Pedestrians' importance in this sense, and for short trips, is recognised and an increased mode share will be pursued.

Cycling is generally recognised as a marginal activity in all centres around the region however, it can play an increasingly important role and there is an established desire to increase the mode share of cycling.

4. Policies

The following set of policies encompasses the objectives, the priorities outlined above, and progresses the RLTS framework from which to develop strategic options and a draft document.

These policies are in direct response to the above discussion and issues we have previously identified. 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. Appendix 2 illustrates the linkages between the policies and objectives.

4.1 Network and service improvement & responsiveness

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

(a)   Maintain urban rail as an arterial priority

(b)   Upgrade passenger rail level of service with regard to rolling stock and line conditions

(c)   Complete an agreed set of priority road packages, ensuring appropriate cycling, pedestrian and bus provisions

(d)   Continuously review and improve bus services

(e)   Support the use of trolley buses and their continual upgrade in Wellington City

(f) Continuously develop the accessibility and integration of cycling networks

(g) Continuously develop the accessibility and integration of pedestrian networks

(h) Support rail freight initiatives where benefits exceed those of road freight

(i) Identify and mitigate network security risks

(j) Sustain current road maintenance investment

(k) Support ongoing development of new and existing park and ride facilities

4.2 Travel demand management

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

(a) Reduce the reliance on private motor vehicles, particularly single occupancy vehicle use, and for short trips

(b) Encourage high quality and appropriately located land development, particularly around current or proposed transport facilities

(c) Encourage development of travel plans for key institutions and educational facilities

(d) Advocate for government policy to allow road pricing

(e) Encourage the uptake of cycling and pedestrian travel, particularly for short trips

(f) Encourage increased use of passenger transport

4.3 Securing transport funds

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

(a) Advocate for increased transport funding

(b) Advocate for necessary rail investment

(c) Support start-up funding for viable 'alternative to road' initiatives

4.4 Safety

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

(a) Continuously improve the level of regional road safety based on a firmly established safety culture

(b) Improve the safety of pedestrians from risks posed by traffic, the physical environment and crime

(c) Improve cycling safety from risks posed by other traffic

4.5 Environment

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

(a) Support high environmental design standards to reduce the immediate impacts of transport projects on the environment

(b) Continuously improve bus emission standards via fleet upgrade programmes

(c) Support government investigations into alternative fuel options and eco-efficient vehicles

5. Communications

There is nothing to communicate.

6. Recommendations

That the Committee:

(a)   Approves in principle the set of policies for the draft Regional Land Transport Strategy.

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