Draft RLTP policy framework by strategic objective

Strategic Objective:

A high quality, reliable public transport network

Outcomes sought	Targets/Measures	Policies	Action areas
Increased public transport use	tbd[1]	PT 1. Provide a network of public transport services that are easy to understand, connecting people with where they want to go	• New and improved public transport vehicles
Improved public transport accessibility for all	tbd	PT 2. Provide services, infrastructure, and fares that make it easy and safe to connect between services	• Enhancing the quality of stations, stops and interchanges
		PT 3. Provide high quality, reliable, customer focused public transport services using high quality vehicles	• Improving accessibility of public transport vehicles and infrastructure
Improved public transport reliability and journey times	tbd	PT 4. Provide a fares and ticketing system that attracts and retain customers	• Monitor and continuously improve services
		PT 5. Ensure customer information is simple, visible, and intuitive	• Implementing bus priority measures
		PT 6. Provide information, facilities, and services that are available to all members of the public	• Improving public transport fare, information and ticketing systems
		PT 7. Ensure that services, infrastructure and policies support environmental and health outcomes	• Maintaining and enhancing park and ride facilities
			• Promoting public transport use

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[1] Refer to targets paper (Report 14.68) on this agenda

Strategic Objective:

A safe and attractive walking and cycling network

Outcomes	Targets/Measures	Policies	Actions areas
Increased mode share for pedestrians and cyclists	tbd	**WC 1.** Ensure cycling and pedestrian networks are continuously improved so that they are safe, attractive and well integrated with other modes.	• Improve and extend safe walking and cycling facilities
Improved level of service for pedestrians and cyclists	tbd		• Improve integration with public transport services, stops and stations
Increased safety for pedestrians and cyclists	tbd	**WC 2.** Support and promote an increased the uptake of cycling and pedestrian trips, particularly for short trips. **WC 3.** Ensure the transport system is managed and developed in a way that contributes to improved pedestrian and cyclist safety and personal security.	• Advocate for higher priority of pedestrian and cyclist road safety funding • Advocate for good walking/cycling provisions in new land use developments • Promotion and education

Strategic Objective:

A reliable and effective strategic road network

Outcomes sought	Targets/Measures	Policies	Action areas
Reduced severe road congestion	tbd	SR 1. Promote the use of travel demand management tools as to optimise the efficiency of the transport network and address traffic congestion. SR 2. Advocate to central government for policy changes to enable consideration of road pricing as a tool to manage demand. SR 3. Ensure key strategic road corridors are developed, maintained and protected in a manner consistent with their role and function.	• Infrastructure improvements along key strategic routes • Implementation of the Wellington Road of National Significance • Safety improvements to roads and roadsides • Investigation of alternative routes and improved east-west connections
Improved reliability of the strategic roading network	tbd	SR 4. Ensure the development of strategic road corridors involves significantly improved safety outcomes. SR 5. Separate arterial and local road traffic where practicable. SR 6. Improve east-west transport links between the Western and Hutt Corridors. SR 7. Ensure the current and future regional transport network and the Wellington Road of National Significance are identified and protected through territorial authority planning documents. SR 8. Ensure the proposed Transmission Gully project is developed as the long term solution to address access reliability for State Highway 1 between MacKays and Linden. SR 9. Ensure the existing State Highway 1, between MacKays Crossing in the north and Mungavin Interchange in the south, is managed in a way that is consistent with its long term purpose of a scenic access route once the Transmission Gully project is operational.	

Strategic Objective:

An effective network for the movement of freight

Outcomes sought	Targets/Measures	Policies	Action areas
Improved freight efficiency	tbd	F 1. Ensure the transport network is developed to provide efficiently and effectively for freight and commercial needs.	• Infrastructure improvements along key freight routes, road and rail
Regional transport network supports regional economic growth	tbd	F 2. Develop the regional transport network to provide effective and efficient connections to the region's principal economic growth and productivity areas, such as the Wellington City CBD and regional centres, Wellington's port and international airport. F 3. Support the identification of specific freight routes for the movement of high productivity vehicles. F 4. Ensure the continued development of the regional rail network to support transportation of freight	• Facilitating High Productivity Motor Vehicles on key freight routes • Improving access to key freight destinations such as the Port • Implementation of the Wellington Roads of National Significance • Identifying locations for potential facilities such as freight hubs, inland ports, freight storage, heavy vehicle parking. • Promoting the use of public transport at peak times

Strategic Objective:

A safer system for all users of our regional road network

Outcomes sought	Targets/Measures	Policies	Action areas
Improved regional road safety	tbd	RS 1. Continuously improve regional road safety based on a 'safer systems approach' involving a combined package of measures targeting safer road users, safer vehicles, safer roads and roadsides, and safer travel speeds. RS 2. Prioritise improved safety for vulnerable road users (including pedestrians, cyclists, and motorcyclists) from risk posed by traffic and other hazards. RS 3. Ensure that road safety is an important consideration when prioritising the maintenance and improvement of the transport network. RS 4. Encourage mode shift to public transport as a safer mode of travel.	• Safety infrastructure improvements such as median barriers, road re-alignments, intersection upgrades and improvements as part of wider road projects (including the Wellington Road of National Significance projects) • Road safety education and promotion programmes • Speed limit reviews • Advocacy for legislative change - for example, relating to driver licensing, blood alcohol levels, and vehicle standards • Promoting use of public transport as a safer mode of transport.

Strategic Objective:

An efficient and optimised transport system that minimises the impact on the environment

Outcomes sought	Targets/Measures	Policies	Action areas
Reduced greenhouse gas emissions	tbd	E 1. Ensure the availability of reliable information on the transport system and the range of travel choices. E 2. Support measures that contribute to reduced reliance on motor vehicles, particularly in single occupancy vehicles (excluding motorcycles) and use for short trips. E 3. Encourage travel patterns that smooth demand over the busiest times of the day to better use public transport and road network capacity. E 4. Support the development of travel plans. E 5. Support the use of transport modes that are not dependent on fossil fuels, including active transport modes. E 6. Support best practice in design, construction and maintenance of transport projects to minimise adverse impacts on the environment. E 7. Support continuous improvements to the vehicle fleet to reduce greenhouse gas emissions, improve air quality and increase fuel efficiency.	• Promoting awareness of different travel options and benefits including the use of public transport, walking and cycling • Promoting technologies and policies to reduce the demand on the transport network such as teleconferencing facilities, fast broadband access, and flexible work hours. • Advocating for technologies that reduce the impact of transport on the environment - such as electric vehicles, alternative fuels and fuel efficient vehicles. • Implementing network management techniques to optimise road network performance • Advocating for road pricing legislation • Promoting land use principles that reduce the need to travel.
Improved energy efficiency of the vehicle fleet (New)	tbd		
Increased private vehicle occupancy	tbd		

Strategic Objective:

An integrated and resilient transport network

Outcomes sought	Targets/Measures	Policies	Action areas
Improved integration between transport modes	tbd	*Integrated and connected network* IR 1. Ensure the transport network is managed and developed in a way that provides for all modes of transport in an integrated manner. IR 2. Recognise and protect the critical role of the regional transport network in providing national and regional accessibility and supporting economic growth. IR 3. Ensure transport planning processes take account of major recreational, tourist and freight traffic flows. IR 4. Ensure an integrated approach to investment in strategic transport corridors that cross regional boundaries through collaboration with neighbouring regional councils and territorial authorities.	• Improving integration within and between modes through projects such as integrated ticketing for public transport, more park and ride spaces, and bicycle spaces on trains. • Implementing the Wellington Road of National Significance to improve network reliability and provide alternative routes. • Land use/transport integration provisions in the Regional Policy Statement. • Advocacy to land use processes such as District Plan Changes and resources consents. • Identifying transport infrastructure vulnerabilities and mitigation projects to address resilience issues.
Improved land use and transport integration	tbd	*Land use transport integration* IR 1. Ensure through land use planning mechanisms that land development is well integrated with transport infrastructure, including denser development around public transport nodes and along key public transport corridors, and appropriately located development that minimises dependence on private vehicles. IR 2. Ensure that the location and design of new transport infrastructure enhances access, is consistent with the region's urban design principles as set out in the Regional Policy Statement, minimises community severance issues, and takes account of the special values of the local area.	
Improved transport network resilience	tbd	IR 3. Develop the regional transport network to support the growth aspirations of the Wellington Regional Strategy, including	

		supporting a strong Wellington City CBD and regional centres. IR 4. Ensure the transport system is managed and developed in a way that supports a compact, well designed and sustainable regional form, consistent with the policies of the Regional Policy Statement. IR 5. Ensure land use planning mechanisms take into account the regional transport network hierarchy and future development requirements of the transport network as identified in this plan. IR 1. Ensure provision for walking, cycling and public transport services as part of new land use development, consistent with relevant best practice guidance. IR 2. Ensure land use and transport decisions take into account the diverse transport needs and views of the region's community. *Resilience* IR 3. Ensure a high priority is given to improving the resilience of the region's transport network IR 4. Recognise the critical role of the transport network in providing access for communities after a major natural hazard/seismic event. IR 5. Ensure continuous identification and mitigation of network security risks including, where appropriate, the development of alternative routes for use in emergencies. IR 6. Continuously monitor, and improve as necessary, the level of service of the regional transport network. IR 7. Support adequate expenditure on road and rail maintenance to ensure acceptable service levels on the existing transport network.	