

Regional Land Transport Plan proposed measures and targets

A high quality, reliable public transport network objective: Proposed RLTP Measures & Targets

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
A high quality, reliable public transport network			
Increased public transport use	Boardings per capita	72 in 2013	Increase to at least 76
	PT mode share of journey to work trips (Census)	16.6% in 2013	Increase to at least 17.8%
	PT mode share of trips crossing Wellington CBD cordon (AM peak)	33.1% in 2013	Increase to at least 34.7%
Improved public transport accessibility	Population living within 500m of a core ¹² bus service or 1km of a rail station	Baseline: 41.6% (tbc)	Improvement towards 50%
	Population living within 500m of any bus stop or 1km of a rail station	Baseline: 84.9%	Improvement towards 88%
	Accessibility to public transport network for all users	Current standards of vehicle, infrastructure, parking and facilities, as captured by the RPTP and Rail Asset Management Plan	Continual improvement in physical accessibility and standards of vehicles, infrastructure, parking and facilities
Improved quality of public transport	Vehicle fleet emissions	Baseline: Emissions - g/km travelled – to be confirmed	At least a 50% reduction in vehicle fleet emissions.

¹ Defined as high-capacity, frequent, all-day services within urban areas that meet all-day travel demand and reduce congestion on the major transport corridors. They operate at least every 15 minutes during the day, and often more frequently during busy periods.

² List of current core routes provided at end of this attachment table 1

	Overall satisfaction with Wellington Region's Public Transport System (all modes)	Baseline: 83% (2014 CSS)	At least 90%
Improved public transport reliability and journey times	Peak period PT travel times on core routes	Baseline: tbc (from RTPI and rail timetables)	A continuous improvement in peak period PT travel times on core routes
	Peak period bus travel time variability along core routes	Baseline: tbc (from RTPI)	A continuous improvement in peak period bus travel time variability along core bus routes
	Rail service punctuality (trains arriving at final destination within 5 minutes of scheduled arrival time)	Baseline: 94% in 2013	At least 96% ³ of rail services reach their final destination within 5 minutes of their timetabled arrival time

³ To be confirmed following rail contract discussions

A reliable and effective strategic road network objective: Proposed RLTP Measures & Targets⁴

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
A reliable and effective strategic road network			
Reduced severe road congestion	Average peak period congestion levels on selected routes on the state highway network	26 seconds delay per kilometres travelled at peak times on the strategic road network Average of 27 seconds delay per kilometres travelled over the past 10 years	At least a 25% reduction in delay per km travelled compared to average of last 10 years (2004-13)
Improved reliability of the strategic road network	Average peak period travel time variability on selected routes on the state highway network	18 seconds variability per kilometres travelled at peak times on strategic road network Average of 21 seconds delay per kilometres travelled over the past 10 years	At least a 25% improvement in variability (seconds/km) compared to average of last 10 years (2004-13)

⁴ Investigations are underway to look at a means of simplifying the measures used for the ‘reduced severe road congestion’ and ‘improved reliability of the strategic road network’ to provide consistency of measurement with the ‘improved regional freight efficiency’ outcome under the freight objective (next page). One option is that average travel speeds could be used to look at congestion with the surveyed day to day variation around this average used to look at travel time variability

An effective network for the movement of freight objective: Proposed RLTP Measures & Targets⁵

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
An effective network for the movement of freight			
Improved regional freight efficiency	Road journey times for freight traffic on the strategic road network	<p>The all day average travel time across the three surveyed routes was 20.9 minutes in 2013.</p> <p>The comparable average figure across the three surveyed routes over the last 10 years was 20.3 minutes</p>	<p>At least a 10% improvement in travel times compared with the average of the last 10 years</p>
	Travel time variability for freight traffic on the strategic road network	To be confirmed, based upon analysis of	<p>At least a 20% reduction in travel time variability compared with the average of the last 10 years</p>
Increasing the proportion of freight transported by rail	Percentage of long distance freight volumes moved by rail (Ministry of Transport Freight demand studies (5 yearly))	Freight travelling to / from the region (million tonnes) by rail in 2012 was 18.33.	<p>Increase the proportion from the 2012 levels.</p>

⁵ Investigations are underway to look at a means of simplifying the measures used for the 'reduced severe road congestion' and 'improved reliability of the strategic road network' to provide consistency of measurement with the 'improved regional freight efficiency' outcome under the freight objective (next page). One option is that average travel speeds could be used to look at congestion with the surveyed day to day variation around this average used to look at travel time variability

A safer system for all users of our regional road network objective: Proposed RLTP Measures & Targets

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
A safer system for all users of our regional road network			
An increasingly safe road network for all users	Killed and seriously injured totals, measured on an annual basis against a 5 year rolling average (CAS data)	5yr average between 2009 and 2013 = 183.4	At least a 50% reduction in 5 year average
	Total casualties on an annual basis against a 5 year rolling average (CAS data)	5yr average between 2009 and 2013 = 1079.8	At least a 50% reduction in 5 year average
Increased safety for pedestrians and cyclists (Vulnerable Road Users)	The number of vulnerable road user casualties (cyclists and pedestrians) killed and seriously injured annually against a 5 year rolling average (CAS data)	5yr average between 2009 and 2013 = 56.5	At least a 50% reduction in 5 year average

An increasingly resilient transport network objective: Draft proposed RLTP Measures & Targets⁶

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
An increasingly resilient transport network			
Improved transport infrastructure resilience to disruption from unplanned events			
A transport network that supports the restoration of access and regional recovery after a major event			
Reduced regional economic risk			

⁶ The resilience measures and targets are still being worked through with the relevant agencies, and these will be further considered by TAG and RTC at a later date, prior to including them in the draft RLTP.

A well planned and integrated transport network objective: Proposed RLTP Measures & Targets

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
A well planned and integrated transport network			
Improved land use and transport integration	Population living within 500m of a bus stop or 1km of a rail station	84.9%	Continual improvement towards 88%.
Improved integration between transport modes	Number of secure ⁷ cycle parking spaces at Rail Stations	Exact number to be confirmed	Increase by 50%

⁷ Secure cycle parking is defined as either bike lockers or covered bike racks in well-lit, visible areas within close proximity to stations entry / exits points, preferably covered by CCTV cameras

Active modes Objective: Proposed RLTP Measures & Targets

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
An attractive and safe cycling and walking network			
Increased mode share for pedestrians and cyclists	Proportion of journey to work trips (Census)	Walking 11.6% Cycling 2.9% Steady increase between 2001 and 2013	13.6% of journeys to work will be made by foot 3.7% of journeys to work will be made by bike.
	Proportion of urban trips (Wellington CBD Cordon)	Walking 18.4% Cycling 2.6% Steady increase between 2001 and 2013	20.1% of trips crossing the CBD cordon are walk trips 3.6% of trips crossing the CBD cordon are cycle trips
Improved level of service for pedestrians and cyclists	Level of service (annual GWRC survey)	Walking: = 90%. Cycling = 50% Little change between 2001 and 2013	95% and 60% level of service rating (pedestrian and cycling respectively).
Increased use of active modes in journeys to school	Use of active modes in journeys to school at schools participating in the regional school travel plan programme (annual GW survey)	56% – car, 27% - foot, 13% - cycle, scooter or skateboard, and 4% - public transport (4 year rolling average 2010-3)	Continually increasing use of active modes

An efficient and optimised transport system that minimises the impact on the environment objective: Proposed RLTP

Measures & Targets

Outcome	Measure	Baseline (2013)	Challenging Target (2025)
An efficient and optimised transport system that minimises the impact on the environment			
Reduced harmful emissions from transport	Concentrations of harmful transport generated pollutants	5 year rolling average (2009 to 2013) for NO ₂ across the regional automatic monitoring stations	A reduction in the average concentration (measured as a 5 year rolling average) of harmful transport generated emissions (NO ₂ + others) at automatic monitoring stations.
	Transport generated emissions per capita	2.31 tonnes per capita 10% reduction in per capita CO ₂ emissions over last 10 years	15% reduction in per capita CO ₂ emissions
Increased private vehicle occupancy	Private Vehicle occupancy	1.39 people per vehicle.	Gradual increase in private vehicle occupancy to 1.45

Table 1 Current (2013) core bus services

Core Routes	
	Route 1 - Wellington to Island Bay
	Route 2 - Wellington to Miramar
	Route 3 - Karori to Lyall Bay
	Route 11 - Wellington to Seatoun
	Route 110 (Petone to Upper Hutt section only)
	Route 120 - Stoke Valley to Lower Hutt
	Route 130 - Petone to Naenae
	Route 220 - Titahi Bay to Ascot Park

The following is a summary of the definition of core services⁸:

“core bus routes provide high capacity, frequency, all-day services within urban areas, reducing congestion on the major transport corridors and meeting all-day demand. They operate at least every 15 minutes throughout the day, and often more frequently at peak times”

⁸ Pg 34, 2014 Greater Wellington Regional Council Public Transport Plan