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Committee **Regional Land Transport**
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RLTS Vision, Objectives, Policies

1. Purpose

To seek the Regional Land Transport Committee's (RLTC) approval of the draft RLTS policy framework as developed by the previous RLTC.

2. Background

The Regional Land Transport Strategy (RLTS) is in the early stages of review and a process of technical analysis of regional transport issues has been ongoing during 2004. The first stage of the RLTS review has focused on establishing the policy framework, from which to structure interventions and implementation.

The draft vision, objectives and policies were developed iteratively throughout the course of 2004.¹ Firstly, the region's transport issues were identified, concurrently with identifying the policy and legislative framework in which the RLTS is produced.² This first step enabled development of a vision and the first cut of objectives. The initial five objectives, taken from the New Zealand Transport Strategy (NZTS), were subsequently amended and one added, so that the region's transport needs were better represented.

The policies were then developed in response to the issues and objectives. They represent stated positions of the Regional Council and stakeholders, as regards the direction sought for the region's land transport system, and for addressing associated transport impacts, such as, transport emissions or land use planning. The policies provide the framework under which strategic options can be developed. Both the policies and the strategic options are intended to deliver on the objectives of the strategy, and are directly related to issues previously identified.

The draft vision, objectives and policies of the RLTS are set out in the following sections.

¹ Refer to 'Statement of Issues' paper - available on request.

² In particular: the Land Transport Act 1998, the New Zealand Transport Strategy, the Wellington Regional Strategy terms of reference, and the Council's LTCCP.

3. Vision

The draft vision of the new RLTS is:

To deliver an integrated land transport system that supports the region's prosperity in a way that is economically, environmentally and socially sustainable.

4. Objectives

The six draft objectives of the new RLTS are:

4.1 Objective 1 Assist economic and regional development

Aid the development of national and regional economic prosperity; and foster the housing, employment, education, health and recreation aspirations of the regional community.

4.2 Objective 2 Assist safety and personal security

Achieving a safer community through a land transport system that improves or achieves regional road casualty targets and contributes to a sense of individual and community security when using the transport system, particularly passenger transport, or when travelling as a pedestrian.

4.3 Objective 3 Improve access, mobility and reliability

Transport should provide for the access and mobility needs of our regional community. Improving them is the primary purpose of a Regional Land Transport Strategy.

Improving access enables social participation, inclusion and independence and improving mobility ensures the availability of realistic transport choices for the individual or community, including affordability and equity of cost considerations.

4.4 Objective 4 Protect and promote public health

Provide a transport system that allows for social participation and interaction, and healthy communities via reduced transport impact on natural resources, and increased uptake of active mode use, particularly for short trips.

4.5 Objective 5 Ensure environmental sustainability

Avoid, remedy or mitigate the negative impacts of transport on the environment, including encouragement of energy efficiency, reduced CO2 emissions, and high quality project and new development design.

4.6 Objective 6 Consider economic efficiency and affordability

Economic efficiency and funding availability for new transport packages.

5. Policies

The new draft policies are as follows. These are still subject to approval by the new RLTC, after amendments were made during the 27 September Regional Land Transport workshop.

5.1 A. Network and service improvement and responsiveness

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

- Maintain urban rail as an arterial priority.
- Effect a high passenger rail level of service with regard to rolling stock and line conditions.
- Determine an agreed set of priority road packages, ensuring integration of appropriate cycling, pedestrian and bus provisions.
- Monitor and improve the level of service of the regional transport network.
- Continuous review and improvement of bus services.
- Support trolley buses in Wellington City and their continual upgrade.
- Continuous development of cycling network accessibility and integration.
- Continuous development of pedestrian network accessibility and integration.
- Support rail freight initiatives where benefits exceed those of road freight.
- Continuous identification and mitigation of network security risks.
- Support current road maintenance investment.
- Support ongoing development of new and existing park and ride facilities.
- Allow commercial bus and ferry services on parallel routes to rail services where they complement and increase overall public transport use.
- Make best use of network management techniques to optimise the performance of the transport network.
- Provide public transport services and concessions that recognise the needs of transport disadvantaged to enhance equity.
- Provide for an appropriate transport network for freight and commercial needs.
- Recognise the region's central geographical position as critical to national accessibility.

5.2 B. Travel demand management

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

- Reduce the reliance on private motor vehicles, particularly single occupancy vehicle use, and for short trips.
- Encourage high quality and appropriately located land development and ensure integration with transport planning.
- Encourage the development of travel plans for key institutions and educational facilities.
- Advocate for government policy to allow road pricing.
- Encourage the uptake of cycling and pedestrian travel, particularly for short trips.
- Encourage increased use of passenger transport.
- Ensure the availability of reliable information on the transport system and the choices available.

5.3 C. Securing transport funds

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

- Advocate for increased transport funding
- Advocate for necessary rail investment
- Support start-up funding for viable 'alternative to road' initiatives
- Allocate the available transport funding to ensure the achievement of RLTS outcomes

5.4 D. Safety

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

- Continuously improve the level of regional road safety based on a firmly established safety culture.
- Improve the safety of pedestrians from risks posed by traffic, the physical environment and crime.
- Improve cycling safety from risks posed by other traffic.

5.5 E. Environment and public health

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

- Support best practice in design, construction and maintenance of transport projects to avoid, remedy or mitigate impacts on the environment.
- Continuously improve bus emission standards.
- Support government investigations into alternative fuel options and eco-efficient vehicles.
- Develop the transport network in a way that minimises the use of non-renewable resources.
- Support ongoing installation of stock truck effluent disposal sites at key localities in the region.

5.6 F. Planning and integration

This group of policies seeks to ensure full integration of the RLTS with other relevant local government planning processes and strategies.

- Support the growth and land use aspirations of the Wellington Regional Strategy and the Regional Policy Statement.
- Ensure that transport decisions take into account the diverse transport needs of the region's community.
- Identify, plan and protect the current and future regional transport network.
- Take account of major recreational and tourist traffic flows.

6. Communications

There is nothing to communicate.

7. Recommendations

That the Committee:

1. *receives the report; and*
2. *approves the set of draft RLTS policies as listed in Section 5.*

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