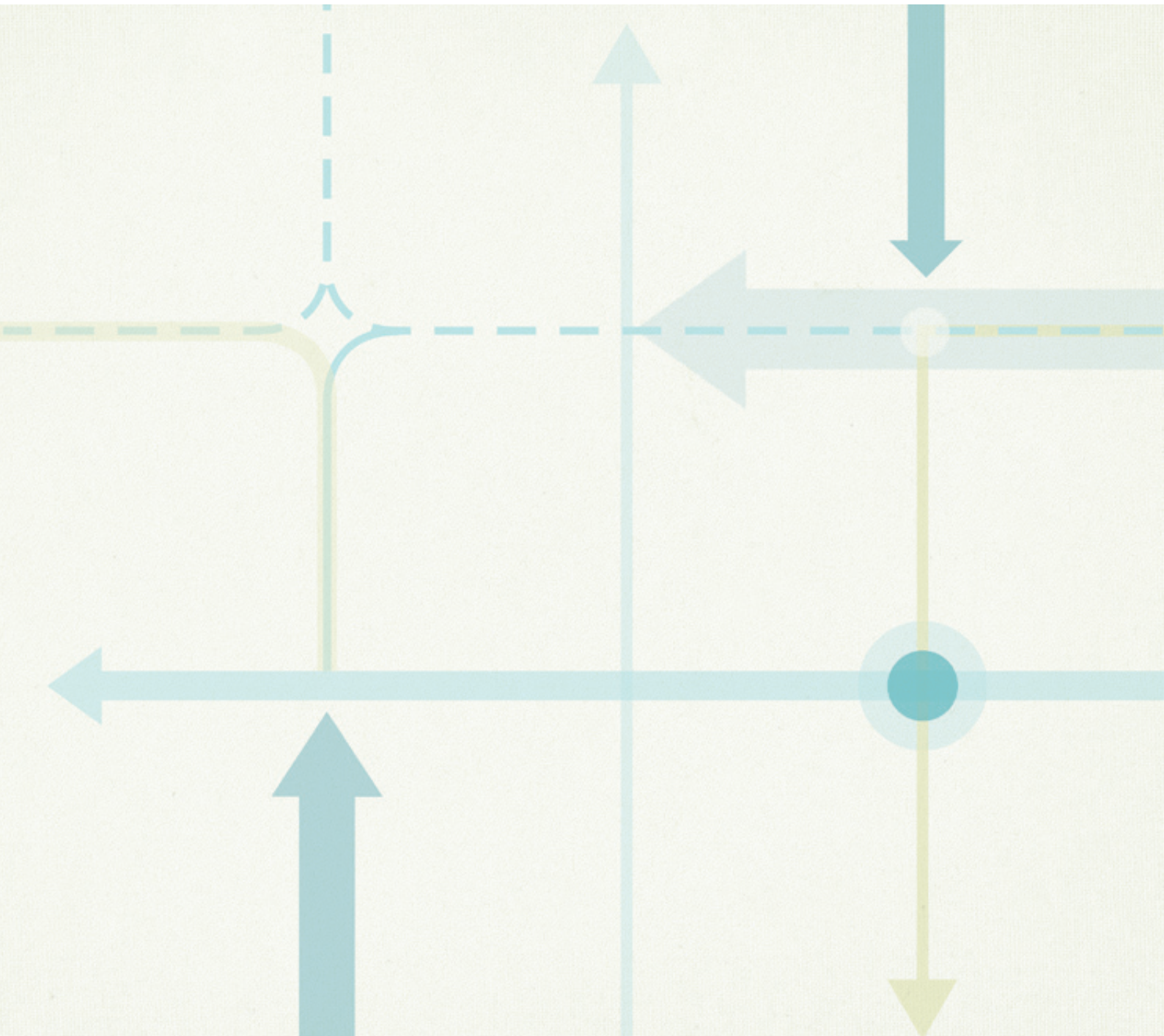
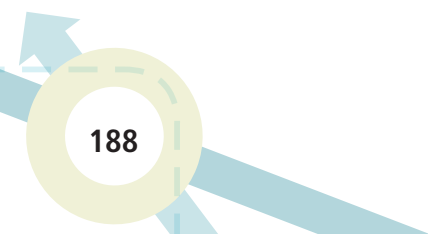


APPENDICES





APPENDIX A: MONITORING THE REGIONAL LAND TRANSPORT PLAN

Section 16(6)(e) of the LTMA requires a regional land transport plan to include a description of how monitoring will be undertaken to assess implementation of the regional land transport plan.

A set of measures and targets have been developed to monitor progress towards the outcomes and strategic objectives of the plan. These are set out in the plan under section E Measuring our progress. The RLTP targets provide a benchmark against which to measure the performance of policy and project interventions.

The monitoring programme will involve the following reports to the Regional Transport Committee:

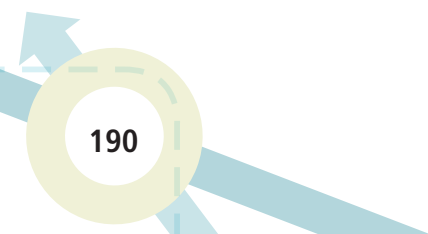
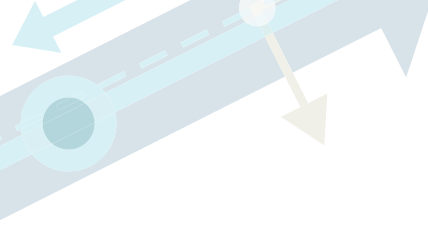
- A half yearly summary report which comments on the status/progress of significant projects and other projects of regional interest set out in the Regional Land Transport Plan.
- An Annual Monitoring Report (AMR) to measure

progress towards the outcomes and targets in the RLTP. This will be reported to the RTC and then made publicly available.

- A full AMR will be completed every three years. This will report against all targets identified in the RLTP, with associated commentary, using the most recent data available.
- A summary AMR will be produced annually in the intervening years using available data.

Where better data or measures become available to monitor a particular outcome/target, these will be incorporated in future AMR's.

Outputs from the monitoring programme will be used to inform future reviews of the RLTP.



APPENDIX B: FUTURE VARIATIONS TO THE REGIONAL LAND TRANSPORT PLAN

This appendices sets out the approach for dealing with variations to Wellington's Regional Land Transport Plan, and a summary of the policy for determining whether a variation is significant, as required by section 106(2) (A) of the Land Transport Management Act (the Act)

The RLTP can be varied by the Regional Transport Committee at any time during the six years to which the programme applies if –

- The variation addresses an issue raised by a review of the RLTP after 3 years (Section 18 CA of the Act) and / or
- Good reason exists for making the variation

There are two key steps when considering a proposed change to the RLTP. These are;

- Does the change require variation to the RLTP? and if so
- Does the variation to the RLTP carry "significance"?

IS A VARIATION REQUIRED?

There are a number of changes and amendments that do not require a formal RLTP variation. These include;

- Requests to vary the NLTP allocation amounts
- Requests for emergency reinstatement
- Changes to 'automatically included' activities requested by approved organisations (for example local road maintenance, local road renewals and local road minor capital works variations requests made to NZTA)
- Variations to timing, cash flow or total cost for improvement projects or community programmes
- Delegated transfers of funds between activities within groups
- Supplementary allocations
- End of year carryover of allocations
- Road policing and NZTA national level programmes (eg. national road safety promotion).

DETERMINATION OF SIGNIFICANCE AND NEED FOR CONSULTATION

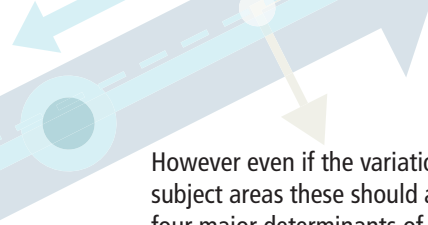
Where a variation to the RLTP is required, the significance of that variation will always be determined on a case by case basis. The variation will be considered in relation to its impact on the RLTP regional programme as a whole rather than as a standalone activity.

The proposed policy outlines **the key considerations in determining the significance** of a variation. These include whether the variation to the RLTP would:

- (i) Materially change the balance of the strategic investment in a programme or project
- (ii) Negatively impact on the contribution to Government and / or GPS objectives and priorities
- (iii) Affect residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have a greater significance than those of a minor impact)
- (iv) Affect the integrity of the RLTP, including its overall affordability.

Several changes are considered to be **generally not significant** in their own right. These include:

- (v) Activities that are in the urgent interests of public safety
- (vi) A small scope change costing less than 10% of the estimated cost for an agreed package or strategy, or less than \$20 million, irrespective of the source of funding
- (vii) Replacement of a project within a group of generic projects by another project of the same package
- (viii) A change of the duration and / or order of priority of the activity or activities that the Regional Transport Committee decides to include in the programme, which does not substantially alter the balance of the magnitude and timing of the activities included in the programme
- (ix) The addition of an activity or activities that have previously been consulted on in accordance with sections 18 and 18 (A) of the Act and which comply with the provisions for funding approval in accordance with section 20 of the Act.



However even if the variation meets any of the above subject areas these should also be compared against the four major determinants of significance in i) – iv) above.

Consultation **will not** be required on any variation if that variation is deemed to be **not significant** or if it arises from the **declaration or revocation of a state highway**.

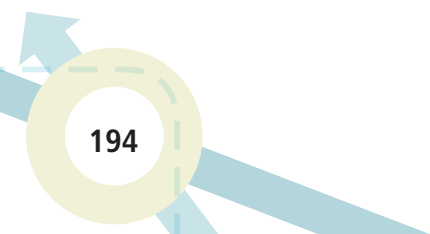
If it is deemed that the change does not require variation to the RLTP or the variation to the RLTP is not seen as significant then the variation can proceed direct to Regional Transport Committee for consideration and approval process.

If a variation is necessary, and is seen to be of significance, then consultation must be considered (Section 18 of the Act). The relative costs and benefits of consultation are especially important. In deciding whether consultation would be necessary consideration should also be given to any likely impacts of time delays or cost, on public safety, economic, social, cultural, environmental wellbeing as a consequence of undertaking consultation. Additionally extent to which consultation has already taken place is very relevant.

APPENDIX C: DEFINITION OF 'SIGNIFICANT ACTIVITIES'

The land transport activities that are considered to be significant for the purposes of section 16 (and section 106) of the LTMA are as follows.

Significant regional activities		
Sec 16 (3)(d)	Significant activities - to be prioritised	High-cost, large, new improvement projects (with a total cost of >\$5million) that have regional or inter regional effects.
Significant inter-regional activities		
Sec 16 (2)(d)	Activities that have inter-regional significance	<p>Any regionally significant activity (see above):</p> <ul style="list-style-type: none"> • that has implications for connectivity with other regions and / or • for which cooperation with other regions is required <p>Any nationally significant activity (i.e. Roads of National Significance)</p>
Significant expenditure funded from other sources		
Sec 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the NLTF	<p>Any expenditure > \$5million on individual transport activities, whether the activities are included in the RLTP or not, from:</p> <ul style="list-style-type: none"> • Financial expenditure by Approved Organisations • In kind donations of goods and/or services • Third party contributions



APPENDIX D: SUMMARY OF CONSULTATION

Section 16 (6) (f) of the LTMA requires every regional land transport plan to include a summary of the consultation carried out in the preparation of the Regional Land Transport Plan (RLTP).

CONSULTATION REQUIREMENTS IN THE LAND TRANSPORT MANAGEMENT ACT (LTMA)

Section 18 of the LTMA states that when preparing a regional land transport plan, a regional transport committee:

(a) must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and

(b) may use the special consultative procedure specified in section 83 of the Local Government Act 2002

COLLABORATIVE DEVELOPMENT

A regional Technical Advisory Group (TAG) comprising officers from all the councils in the region and the NZ Transport Agency, met regularly throughout the preparation of the RLTP. This allowed a collaborative approach to development of the RLTP, and ensured all parties represented on the Regional Transport Committee (RTC) were provided with an opportunity to contribute to the RLTP.

EARLY CONSULTATION

Early consultation was carried out during September 2014 to obtain feedback on the identified pressures, issues, problems and draft policy framework.

A consultation brochure was prepared and sent to a list of key stakeholders in the region inviting them to have their say. The Greater Wellington Regional Council (GWRC) website and radio advertisements were also used to encourage people to provide feedback.

A report discussing the pressures and issues affecting the transport network in the region was made available on the website and an online submission form was used to capture feedback.

Around 34 organisations and individuals responded to this early consultation, with a range of views and feedback received. Overall, the approach proposed to developing the RLTP was supported and the feedback was used to inform the ongoing development of the draft RLTP.

CONSULTATION ON THE DRAFT RLTP

On the 19 January 2015, consultation on the draft RLTP commenced. The submissions period ran for five weeks through until the 20 February 2015.

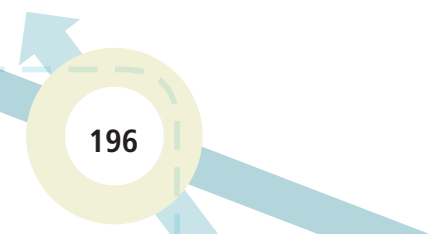
A consultation brochure was prepared which described the key elements of the draft RLTP and provided details about how to view the draft RLTP and supporting information, and how to make a submission.

An email/letter was sent to a list of key stakeholders in the region with a copy of the consultation brochure and links to the draft RLTP and online submission form on the GWRC website.

Feedback from the general public was also encouraged through the following methods:

- Media release (with associated media articles published in newspapers)
- Colour advertisements in local and regional newspapers
- Story and links on the front page of the GWRC website
- Links from other local council websites
- Social media (facebook and twitter)

Over 500 written submissions were received on the draft RLTP. The RLTP Hearings Subcommittee (established by the RTC) met in early March to hear oral submissions. The RLTP Hearings Subcommittee then recommended a number of changes to the draft RLTP to the RTC, following consideration of the written and oral submissions.



APPENDIX E: ASSESSMENT OF THE RLTP

Table A: Assessment of core requirements – Section 14 of the LTMA

Legislative requirement	Assessment
Section 14 of the LTMA states that before a regional transport committee submits a regional land transport plan to a regional council for approval, the regional transport committee must —	
(a) be satisfied that the regional land transport plan —	
(i) contributes to the purpose of this Act; and	<p>The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest. Table B below shows how the strategic objectives of the RLTP (and the outcomes grouped under each objective) contribute to the areas 'safe', 'effective', 'efficient'.</p> <p>The assessment shows that the strategic objectives sought by the RLTP provide good alignment with the purpose of the Act.</p>
(ii) is consistent with the GPS on land transport; and	<p>The GPS 2015 identifies three focus areas, these are:</p> <ul style="list-style-type: none"> - Economic growth and productivity - Road safety - Value for money <p>The GPS identifies a number of national objectives and associated results that the Government wishes to achieve through allocation of its funding.</p> <p>Table C below describes how the RLTP is consistent with the national objectives set out in the GPS.</p>
(b) have considered —	
(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and	A number of different future transport scenarios were modelled and assessed to understand the impact on key objective and outcome areas in this plan under different future assumptions or if more weight was given to progressing a particular objective (eg. enhanced public transport investment). A summary is provided in Appendix F.
(ii) the feasibility and affordability of those alternative objectives; and	
(c) have taken into account any —	
(i) national energy efficiency and conservation strategy; and	<p>The New Zealand Energy Efficiency and Conservation Strategy 2011-2016 (NZE ECS) is specifically focused on the promotion of energy efficiency, energy conservation and renewable energy.</p> <p>The NZE ECS sets out six objectives for six sectors, which will contribute to the overall New Zealand Energy Strategy 2011-2021 goal. For the Transport Sector the goal is: 'A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies'.</p> <p>While the availability and uptake of alternative fuels is generally outside the scope of this RLTP, there are a number of key areas where local and regional councils can contribute to energy efficiency gains in the transport sector. For example, investing in public transport (including electric rail), providing for and encouraging walking and cycling, reducing fuel use, ensuring integrated and well planned transport networks and land use, and supporting efficient and reliable freight corridors. These areas have been taken into account in the RLTP through both the policy framework and the range of projects and activities in the programme.</p>

Legislative requirement	Assessment
(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and	<p>The relevant document for this RLTP is the Operative Wellington Regional Policy Statement (RPS) (April 2013).</p> <p>Table D below describes the relevant policies in the Wellington RPS and how they have been taken account of in this RLTP.</p> <p>It should be noted that the RPS refers in a number of places to the former Regional Land Transport Strategy which has now been superseded by this RLTP.</p>
(iii) likely funding from any source	<p>The tables in the regional programme section of this RLTP include columns that identify the proposed funding source (National, Crown, Regional, Local).</p> <p>The regional programme also identifies the significant funding expected to come from sources other than the NLTF.</p>

Table B: RLTP contribution to the purpose of the LTMA

RLTP Strategic Objectives	Contribution to LTMA 'Effective'	Contribution to LTMA 'Efficient'	Contribution to LTMA 'Safe'
A high quality, reliable public transport network	Faster and more reliable public transport journeys	More people using public transport, an efficient way of moving large numbers of people along key transport corridors	More people using public transport, a relatively safe transport mode
A reliable and effective strategic road network	Reliable and timely journeys for people and freight using the strategic road network	Reliable and timely journeys for people and freight supports efficient movement around the transport network	Improvements to the strategic road network will incorporate enhanced safety standards
An effective network for the movement of freight	Improving infrastructure along key freight routes to provide for reliable and timely freight movements and an effective transport network for freight needs	Improving journey times for freight contributes to more efficient movement freight	Improving infrastructure along key freight routes will incorporate enhanced safety standards
A safer system for all users of our regional transport network	Reducing the number of crashes on the road network contributes to more reliable and timely journeys for people and freight	-	A safe systems approach contributing to a safe road system increasingly free of death and serious injury
An increasingly resilient transport network	A resilient transport network will involve less disruption and delays to the movement of people and freight on the transport network	Improved network resilience will contribute to a more robust network and will minimise the economic risk resulting from unplanned events	-
A well planned and integrated transport network	Integration between transport modes, and between land use development and transport infrastructure supports the movement of people and freight in a reliable and timely manner	Integration between transport modes, and between land use development and transport infrastructure supports the most efficient use of the transport network	-
An attractive and safe walking and cycling network	A safe and attractive walking and cycling network will provide effective travel choices for many journeys and reduce road congestion	Walking and cycling are very efficient transport modes in terms of energy consumption, space (roadway and parking), and investment. Reduced congestion will increase efficiency	Improving infrastructure results in improved safety for pedestrians and cyclists as vulnerable road users
An efficient and optimised transport system that minimises the impact on the environment	Optimising use of the transport network contributes to reduced congestion and more reliable and timely journeys	More efficient use of physical transport infrastructure, space, energy/fuel	Reducing the harmful emissions from transport including air pollutants that have negative health impacts

Table C: Consistency between the draft GPS 2015 and draft RLTP 2015

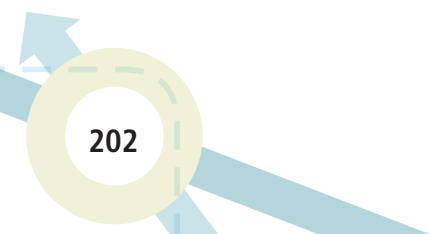
Draft GPS 2015 Objective	GPS result sought	RLTP consistency
'A land transport system that addresses current and future demand for access to economic and social opportunities'	Support economic growth and productivity through provision of better access to markets, employment, and business areas.	<p>The RLTP seeks continued investment in the Wellington region's state highway network through implementation of the Wellington RoNS programme which will contribute to effective access to markets, employment hubs and key freight destinations, such as the Wellington City CBD and CentrePort.</p> <p>The RLTP also seeks to identify potential High Productivity Motor Vehicle (HPMV) routes in the Wellington region and to upgrade these routes for this purpose.</p>
	Support economic growth of regional New Zealand through provision of better access to markets.	The RLTP seeks to improve key local freight feeder routes within Wairarapa and to improve accessibility for rail freight and HPMVs travelling between Wairarapa's key production areas and Wellington's port.
'A land transport system that provides appropriate transport choices'	Provide appropriate travel choices, particularly for people with limited access to a private vehicle.	The RLTP seeks to continue improving and building upon Wellington's good public transport system, including increasing the proportion of the population with access to public transport services. The RLTP also seeks to improve the safety and level of service for walking and cycling to support these modes as attractive alternatives.
	Increased safe cycling through improvement of cycle networks.	<p>Improving cyclist safety is identified as a high regional priority in the RLTP.</p> <p>The RLTP identifies a regional cycle network and seeks to develop and improve this network, together with key local routes to and through urban centres.</p>
'A land transport system that is resilient'	Improved network resilience and reliability at the most critical points.	<p>Addressing transport network resilience in the Wellington region is a key outcome of the RLTP, reflected in the policy framework and programme of activities.</p> <p>The RLTP seeks to identify resilience risks resulting from both 'high probability low impact' events and 'low probability high impact' events and prioritising investment to address these risks.</p>
		The RLTP seeks to improve the reliability of the strategic road network and the public transport network to reduce journey time variability for people and freight.
'A land transport system that is a safe system, increasingly free of death and injury'	Reduction in deaths and serious injuries.	The RLTP includes a 'safe system' approach to road safety, consistent with the direction set out in the Government's Safer Journeys Strategy. The RLTP targets the reduction of deaths and serious injuries. This is to be achieved by a range of measures including safer infrastructure, safety education and promotion, safer speeds, and enforcement.
'A land transport system that mitigates the effects of land transport on the environment'	Mitigation of adverse environmental effects	The RLTP seeks an efficient and optimised land transport system that minimises the impact on the environment. It includes targets around reduced CO2 emissions and air pollutants. It includes policy to use best practice in the design, construction and maintenance of transport projects to minimise adverse impacts on the environment.

Draft GPS 2015 Objective	GPS result sought	RLTP consistency
'A land transport system that delivers the right infrastructure and services to the right level at the best cost'	Delivery of the right infrastructure and services to the right level	<p>The RLTP strategic context has been developed following a business case approach which will assist with this objective and result area.</p> <p>In addition, the RLTP identifies a hierarchy for the different transport networks (roads, public transport, freight, cycling and walking) which will help to inform the appropriate level of service for a particular section of the transport network.</p>
	Improved returns from road maintenance	<p>The RLTP recognises the One Network Road Classification hierarchy and applies the strategic top levels of this (National and Regional Roads) to the Strategic Road Network chapter. This will help to inform maintenance programmes by being clear about the appropriate level of service a particular strategic road should offer.</p> <p>The RLTP includes a policy which states that strategic roads will be developed, maintained and protected in a manner consistent with their role and function.</p>
	Improved returns from public transport	<p>The RLTP recognises the role of public transport in reducing congestion on the road network during peak times and providing an efficient way for moving large numbers of people to/from employment centres. In region's like Wellington, public transport plays a critical role in supporting economic growth and the RLTP seeks to invest in public transport network capacity, quality and reliability.</p> <p>The RLTP seeks to grow public transport mode share which will result in more efficient use of public transport infrastructure and better value for money.</p> <p>The RLTP identifies the need to maintain a public transport network consisting of core, local and targeted services. Developing the region's public transport network under this approach will ensure that PT services are provided at a level appropriate to their role and patronage.</p>

Table D: Alignment between draft RLTP 2015 and Regional Policy Statement

RPS Policy	RLTP alignment
Regionally significant infrastructure	
Policy 7 and 39: Recognising the benefits from renewable energy and regionally significant infrastructure – regional and district plans, and consideration	The RLTP includes a definition of the Strategic Transport Network for the region. The RLTP includes policies which seek to recognise and protect the critical role of the Strategic Transport Network in providing nationally and regionally significant access.
Policy 8: Protecting regionally significant infrastructure	
Compact regional form	
Policy 33: Supporting a compact, well designed and sustainable regional form – Regional Land Transport Strategy	The RLTP includes a strategic objective seeking a 'well planned and integrated transport network' and a policy that states 'The transport system will be 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'.
Policy 55: Maintaining a compact, well designed and sustainable regional form	
Fuel use and emissions from transport	
Policy 9: Reducing the use and consumption of non-renewable transport fuels and carbon dioxide emissions from transportation – Regional Land Transport Strategy	The RLTP includes a target to reduce transport generated carbon dioxide emissions (linked to reduced fuel use). A number of policies in the RLTP promote a reduction in fossil fuel use and reduced greenhouse gas emissions – both directly and indirectly. The RLTP targets increased public transport, walking and cycling mode share which contribute to this RPS policy.
Promoting travel demand management	
Policy 10: Promoting travel demand management – district plans and Regional Land Transport Strategy	The RLTP includes a number of policies to promote a range of travel demand management tools and interventions. These cover travel behaviour change, transport network optimisation, land use and transport integration and parking management. The RLTP also includes a Travel Demand Management chapter, outlining priority actions.

RPS Policy	RLTP alignment
Integrated transport and land use	
<p>Policy 31: Identifying and promoting higher density and mixed use development – district plans</p>	<p>The RLTP includes a strategic objective seeking a ‘well planned and integrated transport network’. The RLTP targets an increased proportion of the population living within walking distance of a public transport service and along core public transport routes. RLTP policies support land use development that is well integrated with transport infrastructure, including denser development located around public transport nodes and along key public transport corridors.</p>
<p>Policy 57: Integrating land use and transportation - consideration</p>	
<p><u>Note:</u></p> <p>A number of the RPS policies refer to the Regional Land Transport Strategy (RLTS). The RLTS no longer exists and is superseded by this RLTP. The definition of ‘regionally significant infrastructure’ in the RPS includes the ‘Strategic Transport Network’ as defined in the RLTS. This definition is superseded by and is updated in this RLTP (refer Appendix H).</p>	



APPENDIX F: CONSIDERATION OF ALTERNATIVE OBJECTIVES

INTRODUCTION

Section 14 b (i) and (ii) of the Land Transport Management Act requires the regional transport committee to have considered:

- alternative regional land transport objectives that would contribute to the purpose of the Act
- the feasibility and affordability of those alternative objectives.

STRATEGIC OBJECTIVES

The assessment of how the RLTP strategic objectives contribute towards the purpose of the LTMA 2003 is provided in Appendix E above. This shows that the range of RLTP strategic objectives contribute comprehensively to the purpose of the Act.

FUTURE SCENARIOS MODELLING

A number of different future transport and land use scenarios were modelled and assessed to understand the impact on key objective and outcome areas in this plan under alternative futures and to inform the setting of strategic targets.

Expected future scenario

An 'expected future' scenario was developed that includes:

- A number of infrastructure projects likely to be delivered over the ten year period to 2025.
- Economic assumptions relating to fuel price, parking, fleet efficiency, values of time, public transport fares.
- Population and employment projections based upon Statistics NZ 'medium' forecasts, with population growth focused in areas such as Kapiti, Wellington CBD, Wellington's northern suburbs and along the Wellington City 'growth spine' and employment growth focussed on Wellington CBD

Sensitivity tests

A number of sensitivity tests were developed to assess the extent to which changing some of the input assumptions might change the expected future outcomes. These tests considered alternative land use scenarios, alternative public transport fare assumptions, and delaying the delivery of some large infrastructure projects such as RoNS. The results showed that the outcomes are, in general, not very sensitive to changing some of these broad input assumptions.

Lifestyle and demographic changes

Travel patterns and the way that we access things are constantly evolving in response to technology advances and lifestyle trends. This results in a degree of uncertainty about the travel demands that we are planning for into the future.

The potential impact of lifestyle and demographic trends were investigated as part of this work, looking at factors such as an ageing regional population, people remaining in the labour market later in life, young people driving less, improved communication technology, and flattening off of per capita trip rates.

Whilst the percentage of the population aged over 65 will increase in the future, as outlined above, an increasing number of people aged over 65 are likely to continue working well into their 70s. Combined with an increasing percentage of the population adopting flexible working patterns, thus reducing the need to travel, it is thought that the 'expected future', taking account of this lifestyle changes, will be a future with little / no per capita increase in personal travel where growth in trips is directly linked to growth in population.

Walking and cycling trends

These modes were investigated using past and future trend information from the Census, the Wellington CBD cordon survey and other relevant information. A fairly significant increase in walking and cycling trips is likely under an 'expected future' scenario, influenced primarily by factors such as more people living in central Wellington city and an emerging trend of less young people driving or owning a car. It is also likely that the popularity of walking and cycling may result in some modal shift from public transport to active modes.

Alternative future scenarios

A number of alternative future scenarios were developed, based on the 'expected future' but with additional infrastructure investment and travel demand management measures. They are focussed on managing the network and generating additional modal shift from car to public transport. The main elements are summarised below:

- **An enhanced public transport future**
 - More extensive bus priority measures
 - Additional rail improvements (Rail Scenario 2 in the Regional Rail Plan)

- Cashless fare payment at peak times
- 20% increase¹ in bus service frequencies along core routes
- **A managed highway future**
 - A parking levy (targeted rate for land being used for parking) in and around Wellington CBD
 - A congestion charge (a central Wellington city cordon charge at peak times)
 - Tolling of new strategic roads (Transmission Gully and Petone to Grenada Link)

The components summarised above were combined into a number of packages that were modelled:

- the 'expected future' plus 'enhanced public transport' package
- 'enhanced public transport' with parking levy
- 'enhanced public transport' with congestion charge
- 'enhanced public transport' with tolling

Conclusions from alternative scenarios assessment²

Under an 'expected future' scenario, some growth in peak period public transport mode share would occur together with a small reduction in delays for general traffic, despite increases in population, car trips and vehicle kilometres travelled.

Delaying some of the Wellington RoNS projects would have little further impact on public transport use but would result in significantly increased delays being experienced on the road network.

Additional public transport investment and priority under an 'enhanced public transport' scenario would have some additional positive effect on public transport use (over and above the 'expected future') and result in a very slight reduction in delays on the road network.

However, a significant increase in public transport use together with a significant reduction in delays on the road network was shown when the 'enhanced public transport' future was combined with either a parking levy or a cordon charge.

Feasibility and affordability issues

Expected future:

- This scenario includes the major infrastructure improvements for the public transport and road network that are currently programmed to be delivered over the next ten years to 2025. Funding to progress

these projects is expected to be available from a range of sources including the National Land Transport Fund (NLTF), rates and user charges. Note, while it is feasible that these improvements could be delivered within the subject timeframe, this will still be very challenging. In many cases funding and consents are still to be secured.

Enhanced public transport future

- A key issue for this scenario is affordability. Bringing forward additional public transport infrastructure projects would have a significant impact on rates and affordability under the current funding structure where the local share must be found for half of the cost of public transport activities. Obtaining co-funding from the NLTF for this scenario may also be challenging given the funding rates for activities in the GPS and competing demands nationally.
- The need to re-allocate road space to provide more extensive bus priority measures under this scenario involves trade-offs and presents some political challenges that may affect feasibility.

Managed Highway Future

- Parking levy –this tool can be used as a travel demand management measure and enables some revenue to be collected which could be used for funding other transport improvements. While this tool is affordable, further investigations are required around the potential impact of a parking levy and its appropriateness and feasibility in Wellington City centre. Other parking management tools should also be investigated.
- Congestion/cordon charge – this tool would allow for peak time, peak direction demand on the road network to be managed in order to reduce congestion and optimise the performance of the network. However, current legislation does not allow for a charge to be applied on existing roads, so a congestion or cordon charge is not available in New Zealand.
- Tolling of new roads – this tool is feasible as the current legislation does allow for a charge to be applied on new roads. It would allow revenue to be collected and used for funding the new road itself or other transport projects. Unlike a cordon charge or parking levy, tolling is more limited in scope as it would (at most) affect only some sections of highway and a relatively small number of road users, primarily operating as a revenue generation tool as opposed to a wide-ranging demand management tool. The wider social, economic, environmental impacts of any tolling proposal would need to be carefully investigated.

In conclusion, the 'expected future' scenario is likely to be affordable and feasible, whereas the alternative futures have more significant affordability and feasibility issues.

¹ Over and above the 'expected future'

² The detailed results from the future scenarios testing can be found in RLTP background report WP4

APPENDIX G: RELATIONSHIP OF POLICE ACTIVITIES TO THE REGIONAL LAND TRANSPORT PLAN

Section 16(6)(b) of the LTMA requires every regional land transport plan to include an assessment of the relationship of Police activities to the regional land transport plan.

Road policing activities are funded through the *Road Policing Programme* as part of the NLTP. A *Road Policing Programme* is prepared in accordance with the LTMA, setting out:

- The activities police will deliver
- Levels of funding for those activities
- Performance measures to monitor activities.

The NZ Transport Agency invest around \$300M in road policing every year. The Road Policing Investment Framework is the document that outlines the desired outcomes and strategic investment priorities for road policing, consistent with *Safer Journeys*.

The Government's *Safer Journeys: New Zealand's Road Safety Strategy 2010-2020 (Safer Journeys)* was adopted in March 2010. Its key goal is to embed a safe system approach to improving road safety in New Zealand. The safe system approach views the road transport system as a whole by addressing the road user, the road and roadside, speed and the vehicle.

Police activities make both a direct and indirect contribution to these elements. The primary focus of road policing activities is road user safety through enforcement and education. Police use crash analysis and local trend data to target enforcement and education initiatives at high-risk groups (e.g. youth, drunk drivers, motorcyclists, and speeding drivers), often by location and time. Police also have an enforcement role in relation to safe speeds and safe vehicles on our roads. Information collected by Police and fed into the crash analysis system can also be used to inform engineering solutions for safe roads/roadsides and safe speeds.

The *Road Policing Programme* includes a range of policing activities aimed at improving road safety, which are aligned with *Safer Journeys* priority areas and respond to the NZ Transport Agency's investment framework. These delivery themes are reflected in policing activities in the Wellington region and staff resources are prioritised and allocated based on relevant levels of risk and in alignment with local *Road Safety Action Plans*.

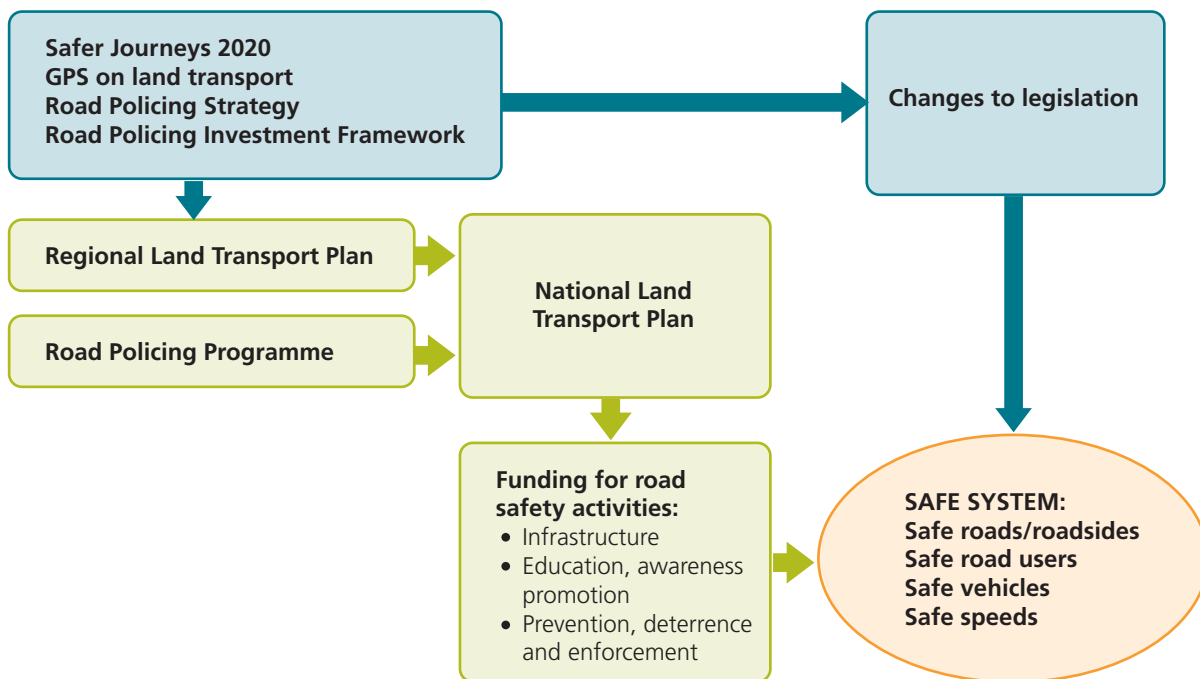
Road safety action planning is a coordinated inter-agency process where the key partners (NZ Transport Agency, local councils, ACC, NZ Police, and community representatives) agree on the local/regional road safety risks and key priorities, and develop an implementation plan to address these. This allows the targeted regional allocation of resources and funding, taking account of overall national priorities set out in the *Safer Journeys* strategy and action plans.

In the Wellington region, police from both the Wellington and Central Police Districts contribute strategic road policing resources that are focused on speed control, drunk or drugged drivers, restraint use, speed, high-risk drivers (including young drivers and motorcyclists), visible road safety and general enforcement.

The RLTP includes many land transport activities that complement the activities carried out by the police and contribute to the overall safe systems approach, particularly in relation to engineering and education. These include infrastructure improvements to local roads and state highways (both specific safety projects like median barriers and intersection upgrades or improvements that are part of new roads or road upgrades), road safety education and promotion activities, and behaviour change programmes.

Legislative changes at a central government level also provide an important supporting mechanism to address many aspects of a safe system, for example in areas such as driver licensing, vehicle licencing, blood alcohol limits.

The diagram below illustrates the relationship between police activities, the RLTP and the wider strategic context.



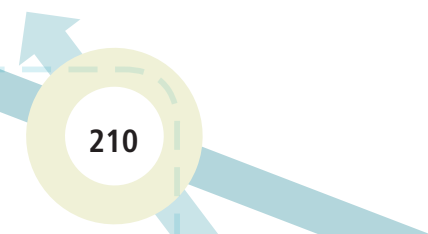
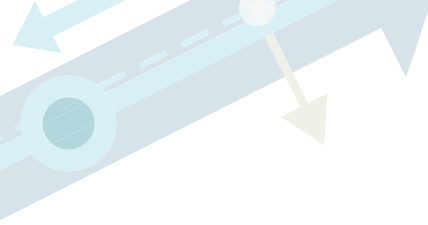
APPENDIX H: GLOSSARY/DEFINITIONS

Subject	Definition
Active Traffic Management	A method of increasing peak capacity and smoothing traffic flows on busy major highways. Techniques include variable speed limits and variable message signs, hard-shoulder running and ramp-metering.
Annual Monitoring Report	GWRC monitoring report, produced annually, which measures progress against the outcomes and targets in the Regional Land Transport Strategy (existing) or Regional Land Transport Plan (this plan)
Bus Rapid Transit	Bus Rapid Transit is a concept involving high quality, high capacity buses running in dedicated lanes with priority measures and high quality supporting infrastructure (eg. stops/stations and ticketing)
Crash Analysis System	An integrated computer system that provides tools to collect, map, query, and report on road crash and related data. It contains data from all traffic crashes reported by police.
Golden Mile	Lambton Quay, Willis Street and Courtenay Place
National Land Transport Programme	Contains the land transport activities that the NZ Transport Agency anticipates funding over a three year period to give effect to the Government Policy Statement on land transport.
Network Operating Plan	A local plan developed under the NZTA Network Operating Framework concept that allocates priority to different transport modes and transport movements within the road network and at intersections based on achieving agreed objectives.
North Island Main Trunk railway line	The railway line between is the main railway line in the North Island of New Zealand, 681 kilometer in length, linking Wellington and Auckland.
One Network Road Classification	Categorisation of roads based on the functions they perform as part of an integrated national network aimed at providing greater consistency in the way that local government and the NZ Transport Agency plan, invest in, maintain and operate the road network throughout the country.
Public Transport Spine Study	A feasibility study that investigated the different options to provide a high quality, high capacity public transport spine through central Wellington City from Wellington Railway Station to the hospital in Newtown and to Kilbirnie.
Public transport priority spine	Corridor from Wellington Railway Station to the Basin Reserve, then south to Wellington Hospital in Newtown, and east to Kilbirnie - along which public transport priority measures and high quality infrastructure will be applied first to facilitate the wider bus rapid transit system.
Regional Land Transport Plan 2015	This plan. A statutory document prepared by the Regional Transport Committee under the Land Transport Management Act that every region is required to adopt. The plan replaces the Regional Land Transport Strategy and Regional Land Transport Programme for Wellington.
Regional Land Transport Programme	A statutory document prepared under the Land Transport Management Act, prior to the 2013 amendments. This document will be superseded by the Wellington Regional Land Transport Plan (RLTP) from April 2015.
Regional Land Transport Strategy 2010-40	A statutory document prepared under the Land Transport Management Act prior to the 2013 amendments. This document will be superseded by the Wellington Regional Land Transport Plan (RLTP) from April 2015.
Regional Policy Statement	A statutory document prepared by GWRC under section 60 and Schedule 1 of the Resource Management Act 1991. Sets out the regional policy framework for managing our land, air, water, soil, minerals, energy and ecosystems in a sustainable way.
Regional Public Transport Plan	A statutory document prepared by GWRC under Part 5 of the LTMA that describes: the public transport services that make up the public transport network for the region, the policies that apply to those services, and the information and infrastructure that support those services.
Region Rail Plan	A non-statutory document prepared by GWRC that sets out the pathway for the long term development of the region's rail network.
Regional Transport Committee	A standing committee of GWRC that must be established under section 105 of the LTMA. The committee includes two representatives from GWRC, one representative from each local council in the region, and one representative for the NZ Transport Agency.

Subject	Definition
Roads of National Significance	A national programme of major road infrastructure improvement projects that form a key part of the government's National Infrastructure Plan and the Government Policy Statement for transport.
Strategic Transport Network	The Strategic Transport Network comprises the following parts of the Wellington region's transport network: <ul style="list-style-type: none"> • All railway corridors and 'core' bus routes as part of the region's public transport network. • All strategic roads that are classified as a National High Volume Road, National Road, or Regional Road as part of the region's strategic road network. • Any other road classified as a high productivity motor vehicle (HPMV) route. • All sections of the regional cycling network classified as having a combined utility and recreational focus.
Wellington City	The territorial authority area administered by Wellington City Council, including all Wellington City suburbs.
Wellington City Bus Review	A review of the Wellington City bus network that began in 2011/12 and was completed through inclusion in the Regional Public Transport Plan in 2014. The review was aimed at achieving: a simpler network with less route duplication and fewer overlaps; more reliable journey times; less congestion on the Golden Mile; faster journey times; value for money; easier to use and more consistent service for customers; a network that supports Wellington City's growth spine.
Wellington City CBD	Wellington City Central Business District. A term for the commercial and business centre of Wellington City, and also the wider region. Generally refers to the central area of Wellington City which is comprised primarily of business activities, together with a range of political, recreational, cultural and entertainment activities of national, regional and local significance. Some intensive residential activity is also located in this area.
Wellington City growth spine	A concept identified in Wellington City Council's Urban Development Strategy (and draft Urban Growth Plan 2014) which involves a growth spine between Johnsonville and the international airport along which more intensive urban development will be encouraged. Includes nodal intensification in Johnsonville, the Central Area, Adelaide Road and Kilbirnie, supported by improved public transport and roading solutions.
Wellington Transport Strategy Model	A strategic transport demand model developed and maintained by GWRC, which allows for testing of different transport futures using agreed assumptions.

Acronyms	
AMR	Annual Monitoring Report
AO	approved organisation
ATM	active traffic management
BCR	benefit cost ratio
BRT	bus rapid transit
CAS	crash analysis system
CBD	central business district
CO2	carbon dioxide
FAR	financial assistance rate
GDP	gross domestic product
GFC	global financial crisis
GPS	Government Policy Statement on land transport
GWRC	Greater Wellington Regional Council
HCV	Heavy commercial vehicle
HPMV	high productivity motor vehicle
LTMA	Land Transport Management Act
MBIE	Ministry of Business, Innovation and Employment
MED	Ministry for Economic Development
MoT	Ministry of Transport

Acronyms	
NIMT	North Island Main Trunk (railway line)
NLTP	National Land Transport Programme
NZTA or NZ Transport Agency	New Zealand Transport Agency
ONRC	one network road classification
PT	public transport
PTSS	Public Transport Spine Study
RLTP	Regional Land Transport Plan
RLTS	Regional Land Transport Strategy
RoNS	Roads of National Significance
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
SH	state highway
TA	territorial authority
TAG	technical advisory group
TDM	traffic demand management
VKT	vehicle kilometres travelled
VMT	vehicle miles travelled
WCC	Wellington City Council
WP	working paper
WTSM	Wellington Transport Strategy Model
WPTM	Wellington Public Transport Model



APPENDIX I: RLTP BACKGROUND WORKING PAPERS

A number of background working papers have been prepared to summarise the process and evidence base that informed development of the Regional Land Transport Plan, including the proposed 2025 RLTP targets. Descriptions of each of the five working papers are as follows:

Working Paper 1: Review of existing regional transport targets (WP1)

WP1 reviews the existing set of measures and targets in the Regional Land Transport Programme for 2012–15, focussing upon whether the targets are relevant, measurable and achievable. The purpose of this paper is to provide information to guide the development of targets for the 2015 RLTP, which will cover the period 2015 to 2025.

Working Paper 2: Background pressures and issues (WP2)

WP2 summarises population, employment and transport-related trends/patterns over the last 10 to 20 years, suggests how these trends might develop in the short to medium term and the implications that this might have for future travel demand and the transport system. The purpose of this paper is to provide an evidence base for the development of an 'expected future' scenario that will be used to inform the development of appropriate RLTP targets.

Working Paper 3: Transport modelling approach (WP3)

WP3 outlines infrastructure, land use and economic assumptions that form the basis for the development and modelling of a number of future scenarios in the Wellington Transport Strategy Model (WTSM). The purpose of this paper is to provide a factual summary of the scenarios that are modelled in the WTSM, the results from which are used to develop an 'expected future' and outline appropriate targets.

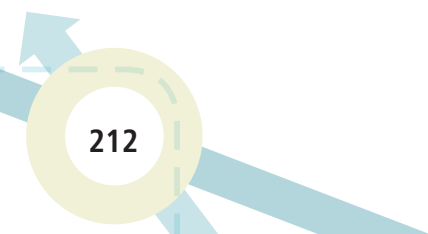
Working Paper 4: Development of future scenarios (WP4)

WP4 presents the results from the WTSM future scenarios modelling and, drawing upon this information and information presented in WP2, develops an 'expected future' scenario. The purpose of the paper is to outline the development of this 'expected future' scenario that forms the basis for the development of the RLTP targets.

Working Paper 5: Targets development (WP5)

WP5 outlines the recommended RLTP measures and targets. The purpose of this paper is to outline and provide rationale behind a set of targets that are considered challenging, yet achievable, and will help the region make progress towards a range of strategic objectives and outcomes.

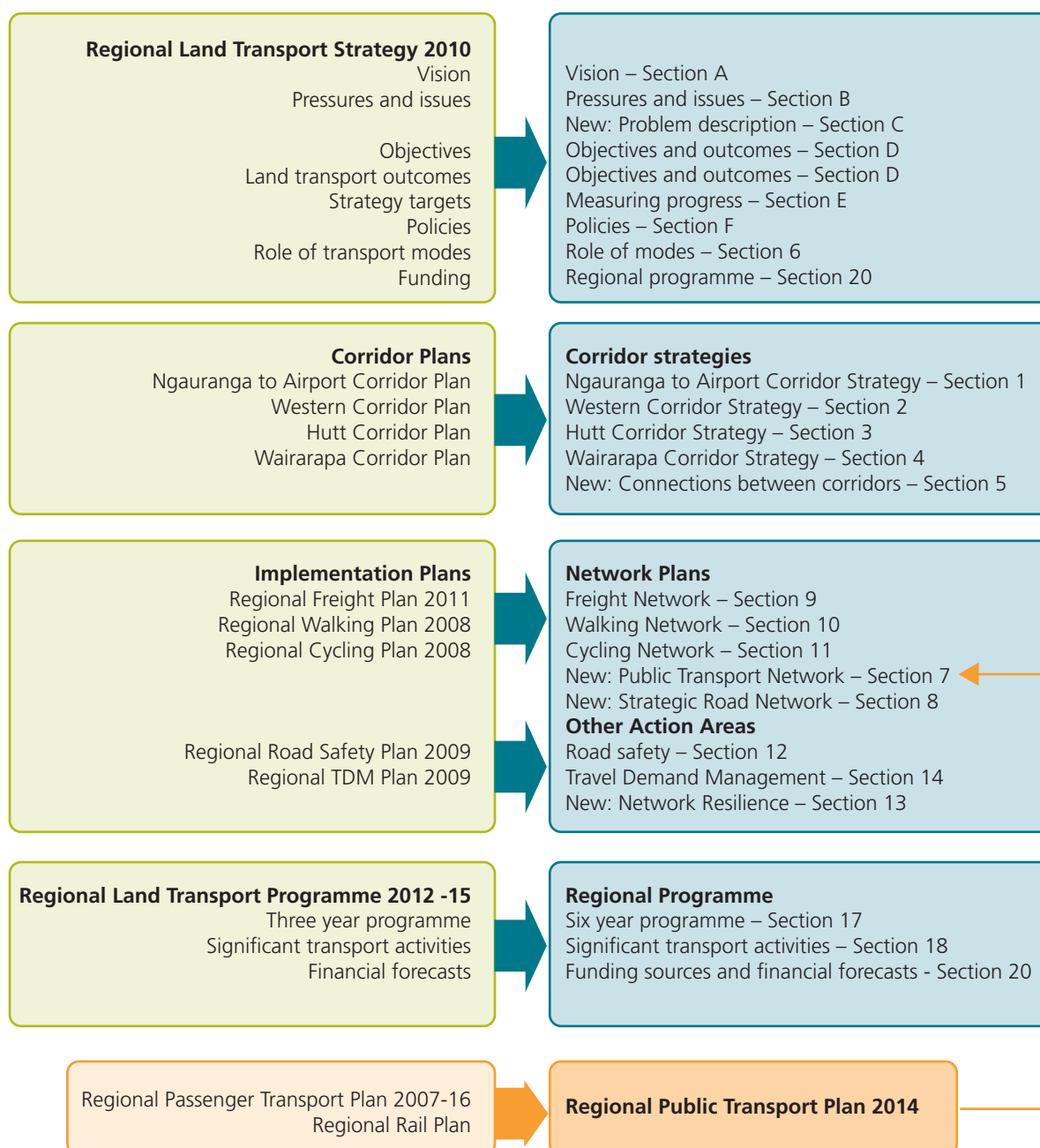
[These background working papers are available to view on the Greater Wellington Regional Council website.](#)



APPENDIX J: EXISTING REGIONAL TRANSPORT DOCUMENTS TRANSLATED TO THE NEW DRAFT REGIONAL LAND TRANSPORT PLAN 2015

Existing documents

New Regional Land Transport Plan 2015



informs

The Greater Wellington Regional Council's purpose is to enrich life in the Wellington region by building resilient, connected and prosperous communities, protecting and enhancing our natural assets, and inspiring pride in what makes us unique

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