

Wellington Regional  
Passenger Transport Plan

**Passenger Transport Plan**

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## **Introduction**

*NB: Turquoise coloured boxes contain comments relating to feedback received from submissions. Comments are not exhaustive and do not respond to all submissions received. Not all changes resulting from submissions are commented upon.*

*NB: References to the previous strategic goals, objectives and policies of the Draft Passenger Transport Plan are included in brackets at the end of each objectives and policy to indicate how they relate to those in the Draft Plan.*

The Regional Passenger Transport Plan (“the Plan”) sets out Greater Wellington’s intentions for the regional passenger transport system over the next ten years. The Plan is required by legislation to be included as part of the Wellington Regional Land Transport Strategy (“the Strategy”).

The Strategy’s vision is “*to deliver an integrated land transport system that supports, through significant achievements in each period<sup>1</sup>, the region’s people and prosperity in a way that is economically, environmentally and socially sustainable*”.

Greater Wellington intends the Plan to set out how the passenger transport system will help deliver the Strategy’s outcomes. The Plan sets out a framework for the funding and provision of the passenger transport system. Detailed solutions are contained in a separate non-statutory Operational Plan so that this Plan can focus on providing a robust policy framework that is responsive to changes in community needs and operating conditions. The Operational Plan will include a Regional Rail Plan identifying the needs and proposed actions for development of the rail network over the next 30 years.

Greater Wellington is committed to delivering a passenger transport system that gives effect to the Strategy’s vision. Greater Wellington’s Long Term Council Community Plan and Annual Plan identify regional funding which, in combination with significant Crown contributions, will ensure ongoing funding for the maintenance and improvement of the passenger transport system.

The Plan must outline the passenger services provided in the region (both generally and in respect of the transport disadvantaged) and must be prepared in consultation with the public and territorial authorities. The Plan may also cover services, routes, capacity, frequency, fares and any other matters considered appropriate. Extracts of the relevant legislation are contained in Appendix A.

*Submissions: Lots of support for direction of plan, the following are some comments overall: Plan should be made more simple (26), not sure what document proposes so difficult to comment (19), needs to be consistent with other implementation plans (WCC – 81), need realistic implementation programme (WCC – 81, Rail Maritime Union – 94, 89), concern plan follows rather than leads demand (97 – and various other submissions), document not clear needs to be more ambitious (99), lack of focus on affordability (WCC – 81, Hutt Valley Health Board – 120, 101), appears summary of everyone’s wish list (NZAA – 112), too many policies specific to Wellington CBD (117)*

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<sup>1</sup> There being three periods: short-term (3-years), medium-term (10-years) and long-term (over 10-years)

## **Passenger transport overview**

### **Passenger transport services overview**

The pressures and issues facing the regional transport network and the role of passenger transport are outlined in the Regional Land Transport Strategy. A summary of Wellington’s passenger transport assets is included in Appendix C.

The main drivers for passenger transport in Wellington are to ensure access and mobility, reduce congestion, and support environmental sustainability.

The Wellington region has a strong passenger transport culture with most of the region’s urban areas having easy access to passenger transport<sup>2</sup>. Greater Wellington’s annual customer satisfaction survey for 2007 found that 33% (37% in 2006) of residents are regular users of public transport and that 69% (75% in 2006) had used public transport in the three months prior to the survey<sup>3</sup>.

Of all journey to work trips made in the region, 17% are by passenger transport compared to 68% by car and 13% by walking or cycling<sup>4</sup>. The number of people using passenger transport during peak periods is shown in Table 1.

**Table 1: Average AM peak-period trips by corridor by mode (2005/06)<sup>5</sup>**

	Train	Bus	Total train and bus	Private car <sup>6</sup>
CBD Corridor (all of Wellington City from Johnsonville South)	1,400	12,300	13,700	54,800
Western Corridor (Kapiti Coast, Porirua and Tawa)	5,100	2,900	8,000	32,000
Hutt/Wairarapa Corridor (Wairarapa, Upper Hutt and Hutt City)	5,700	2,600	8,300	33,200
<b>Total</b>	<b>12,200</b>	<b>17,800</b>	<b>30,000</b>	<b>120,000</b>

The number of passenger trips is also increasing with an estimated 34.49 million passenger trips made during 2006/07 compared to 28.01 million trips in 1999/2000 as shown in Table 2. This equates to an average increase of 3.3% per annum.

<sup>2</sup> Most of the urban population live within 400 metres of a bus stop or train station with an average service frequency of at least 30 minutes.

<sup>3</sup> Greater Wellington Public Transport Customer Satisfaction Monitor 2007 and 2006

<sup>4</sup> 2006 figures from Wellington Transport Strategic Model

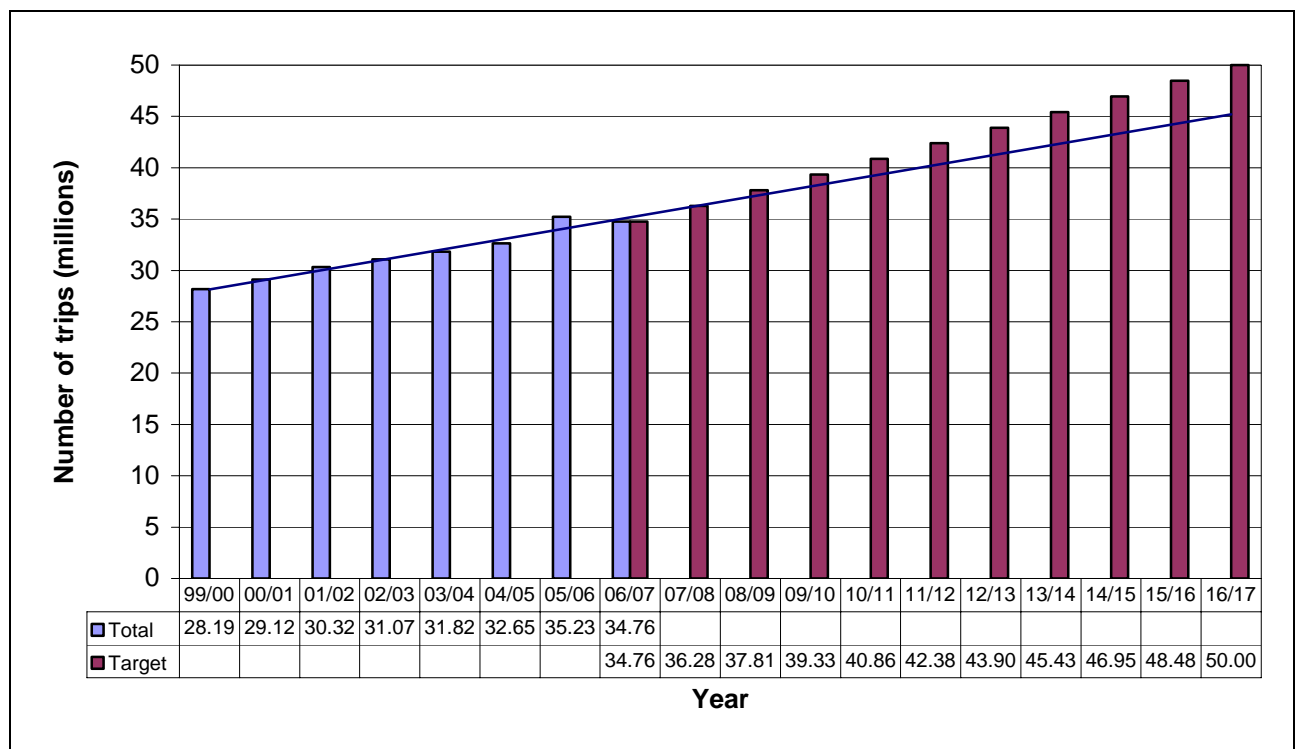
<sup>5</sup> Source: Greater Wellington Regional Council

<sup>6</sup> Private car figures estimated by apply region-wide journey to work mode share in 2006 (68% private car and 17% passenger transport) to passenger transport trip numbers.

**Table 2: Number of passenger trips (millions) by mode (2000 – 2007)<sup>7</sup>**

	99/00	00/01	01/02	02/03	03/04	04/05	05/06	06/07 (est.)
Bus	18.22	18.82	19.80	20.71	21.34	21.90	23.49	22.95
Train	9.70	9.98	10.16	10.01	10.11	10.34	11.32	11.39
Ferry	0.09	0.10	0.11	0.12	0.13	0.14	0.16	0.15
Total mobility	0.18	0.22 <sup>8</sup>	0.25	0.23	0.24	0.27	0.26	0.27
<b>Total</b>	<b>28.19</b>	<b>29.12</b>	<b>30.32</b>	<b>31.07</b>	<b>31.82</b>	<b>32.65</b>	<b>35.23</b>	<b>34.76</b>

The region will have to work hard to maintain and grow these figures. The Regional Land Transport Strategy identifies a number of outcomes (refer Vision and Outcomes section below) for passenger transport, which include a target of 50 million passenger transport trips by 2016/17. This target will require patronage to increase at an average rate of 4.4% per annum for the next ten years as shown in Figure 1.



**Figure 1: Total annual passenger transport patronage for the last seven years and targets for 2016/17**

Greater Wellington will need to spend substantial amount of money to achieve the desired outcomes of the Regional Land Transport Strategy. The funding required will come from a number of sources

<sup>7</sup> Source: Greater Wellington Regional Council  
<sup>8</sup> Estimate as data unavailable for 2000/01

including regional ratepayers, government and users through fares. Greater Wellington currently spends a substantial amount of money to deliver quality passenger transport services for the region. Greater Wellington's 2007/08 Proposed Annual Plan includes \$84 million for operating passenger transport services and \$13 million in capital expenditure, as indicated in Table 3 and Table 4.

**Table 3: Greater Wellington's passenger transport operating expenditure (\$ million)<sup>9</sup>**

	06/07	07/08
Buses		
Rail		
Ferries		
Total Mobility		
Other		
<b>Total</b>		

**Table 4: Greater Wellington's passenger transport capital expenditure (\$ million)<sup>10</sup>**

	06/07	07/08
Car parks		
Bus priority measures		
Bus shelter maintenance		
New bus shelters		
Station upgrades and maintenance		
Rail security		
Other		
<b>Total</b>		

Table 5 compares passenger transport funding and trips in Auckland, Wellington and Christchurch. It shows that, although Wellington spends more per resident on passenger transport, its residents make considerably more use of their system than do their counterparts in Auckland and Christchurch. Subsidy per passenger is approximately half-way between that in the other cities (although when trip length is taken into account, Wellington's subsidy is lowest).

<sup>9</sup> Source: Greater Wellington Regional Council

<sup>10</sup> Source: Greater Wellington Regional Council

**Table 5: Passenger Transport Funding Comparison (2004/05)<sup>11</sup>**

	Auckland	Wellington	Christchurch
Transport rate	\$73,356,000	\$27,088,000	\$10,355,000
Passenger trips	50,697,000	32,378,557	15,216,187
Average trip length	7.5km	12.5km	8.3km
Population	1,337,000	460,300	367,700
Ratepayer subsidy per passenger trip	\$1.51	\$0.84	\$0.68
Transport rates per capita	\$57.11	\$58.85	\$28.16
Passenger trips per capita	38	70	41

<sup>11</sup> Source: Greater Wellington Regional Council



## Strategic overview

The relationship between the Regional Passenger Transport Plan (“the Plan”) and other policy documents and plans is shown in Figure 2. The Plan sets out Greater Wellington’s intentions for the regional passenger transport system over the next the years and sets out how the passenger transport system will help deliver the strategic outcomes of the Regional Land Transport Strategy (“the Strategy”). Greater Wellington has taken the view that the Plan should follow on from and give effect to the Strategy.

The Plan is also closely linked to Greater Wellington’s Long Term Council Community Plan and Annual Plan (as indicated by the thick arrow in Figure 2). This is an important relationship as the objectives and policies of the Plan could not be achieved without the passenger transport activities and funding being identified in these plans.

The Operational Plan sets out operational guidelines for how the Plan will be implemented over time. The Passenger Transport Asset Management Plan (“the AMP”) is a requirement of the Local Government Act and is closely aligned to the activity areas identified in Greater Wellington’s Long Term Council Community Plan and Annual Plan. The AMP is also guided by the Plan’s objectives and policies, and in particularly the Operational Plan, which identify Greater Wellington’s intentions for the regional passenger transport system over the next ten years.

The Annual Monitoring Report and Annual Public Transport Customer Satisfaction Monitor provide monitoring feedback not only on the AMP but also the Plan and Greater Wellington’s Long Term Council Community Plan and Annual Plan. The monitoring outcomes will guide future reviews of these policy documents.

Further detail on each of these documents is provided in Appendix D.

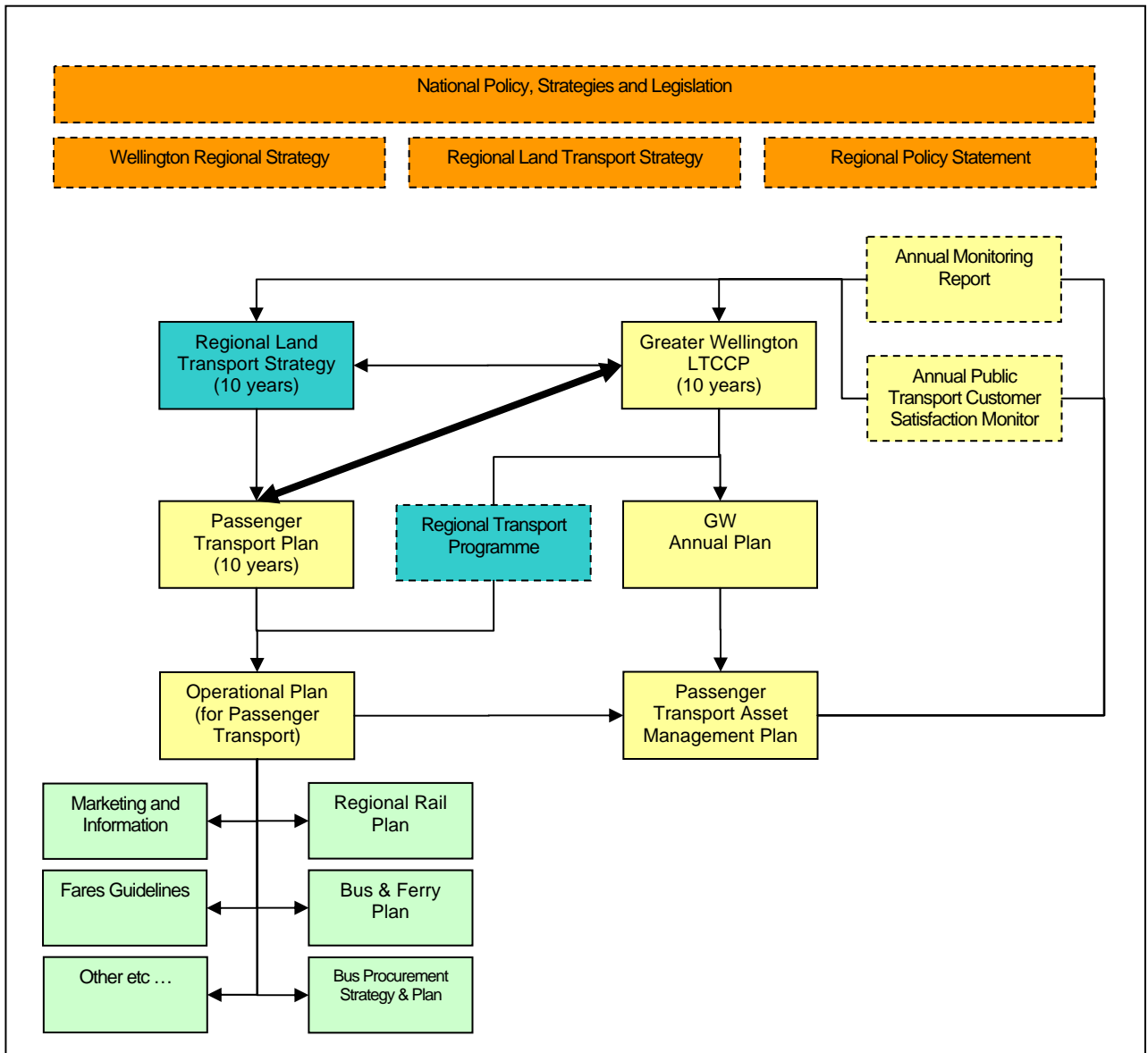


Figure 2: Passenger transport strategic overview

## Vision and outcomes

### **Vision for passenger transport**

A sustainable passenger transport system that, through significant achievements in each period, is integrated, accessible and increasingly the mode of choice for a greater number of journeys<sup>12</sup>.

*Submissions: Support for changing the vision (Hutt Valley Health Board – 120)*

The vision reflects the main drivers for passenger transport, which include: ensuring access and mobility, reducing congestion and supporting environmental sustainability. The vision also reflects the following characteristics of an ideal passenger transport system for the region<sup>13</sup>:

- **Convenience:** Coverage, degree of integration, frequency and travel time of passenger transport services maximises convenience for passengers.
- **Reliability:** Services, vehicles and information are reliable and deliver on passenger expectations.
- **Simplicity:** Passenger transport services are easy to use and information is easy to understand.
- **Quality:** Passenger transport services are comfortable and clean as per user expectations.
- **Friendliness:** Passenger transport is safe and provides a positive experience for passengers.

The vision gives the region something to aim for in the development of its passenger transport network and also delivers on the broader vision of the Regional Land Transport Strategy (“the Strategy”), which is *to deliver an integrated land transport system that supports, through significant achievements in each period, the region’s people and prosperity in a way that is economically, environmentally and socially sustainable.*

The following “key outcomes” are identified in the Strategy as being of particular importance and are given priority by the passenger transport plan:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration (in line with the WRS and local authority urban development strategies)

<sup>12</sup> There are three periods: short-term (3-years), medium-term (10-years) and long-term (over 10-years)

<sup>13</sup> These were identified as core values through market research carried out in 2003/04 when the Metlink brand was launched. There was significant stakeholder support for these values and they continue to be reported on annually through the Public Transport Customer Satisfaction Monitor. To be core values these need to be elevated from Draft PT Plan P4.1.7.

- Improved regional freight efficiency

Each key outcome has a number of “related outcomes”. The main outcomes for passenger transport correspond to the key outcome of *increased peak period passenger transport mode share* and are as follows:

- Increased off-peak passenger transport use and community connectedness
- Improved passenger transport accessibility for all, including people with disabilities or from low income groups
- Reduced passenger transport journey times compared to travel by private car
- Increased passenger transport reliability

The Strategy also includes a number of policies that relate directly to passenger transport. These policies are picked up by the objectives and policies within each of the Plan’s Policy Areas. The Plan does not identify any outcomes other than those in the broader Strategy as the Plan’s vision, objectives and policies all contribute to achievement of these broader strategy outcomes. Appendix E provides a summary of the links between the objectives and policies of the Plan and the relevant outcomes and policies of the Strategy.

The following targets, related to passenger transport, are identified in the Regional Land Transport Strategy:

Key/related outcome	2016 Target
1.1 Increased peak period passenger transport mode share	Passenger Transport accounts for at least 25 million peak period trips per annum. (18.3 million in 2005/06).
	Passenger Transport accounts for at least 21% of all region wide journey to work trips. (17% in 2006).
1.2 Increased off-peak passenger transport use and community connectedness	Passenger Transport accounts for at least 25 million off peak period trips per annum. (16.7 million trips in 2005/06).
1.3 Improved passenger transport accessibility for all, including disabled people or from low income groups	80% of passenger transport services are guaranteed to be wheelchair accessible. (11.8% in 2005/06). Most of the region’s residents live within 400m (5 minutes walk) of a bus stop or train station with a service frequency of at least 30 minutes. Passenger Transport services in the highest deprivation areas are more affordable.
1.4 Reduced passenger transport journey times compared to travel by private car	Peak period passenger transport journey times are equal to or better than a similar journey undertaken by a private car for key selected corridors.
1.5 Increased passenger transport reliability	Nearly all bus and train services run on time.
2.1 Increased mode share for pedestrians and cyclists	Active modes account for at least 15% of region wide journey to work trips. (13% in 2006).
3.1 Reduced greenhouse gas	Transport generated CO <sub>2</sub> emissions will remain below 1,065 kilotonnes

emissions	per annum. (1,118 in 2005/06).
3.2 Reduced private car mode share	Private vehicles account for no more than 62% of region wide journey to work trips. (68% in 2006).
4.1 Reduced severe road congestion	Average congestion on selected roads will remain below 20 seconds delay per km travelled despite traffic growth. (21 seconds in 2006).
5.1 Improved regional road safety	There are no road crash fatalities attributable to roading network deficiencies. (32 fatalities in 2006 <sup>14</sup> ).
6.1 Improved land use and transport integration (in line with the WRS and local authority urban development strategies)	All large subdivisions and developments include provision for walking, cycling and public transport.
6.2 Improved integration between transport modes	The majority of passenger transport services covered by integrated ticketing.
6.3 Sustainable economic development supported (in line with the WRS)	Reduced vehicle kilometres travelled per GDP.
6.4 Improved transport efficiency	Reduced passenger transport expenditure per passenger. Reduced roading expenditure per GDP.
7.1 Improved regional freight efficiency	Improved road journey times for freight traffic between key destinations.

<sup>14</sup> Current number to be confirmed as not all of these fatalities are attributable to roading deficiencies.

## **Policy framework**

The vision for passenger transport sets out a direction for passenger transport in the Wellington region. In this section the policies that will be implemented in order to move towards the vision are specified. They are grouped into the following policy areas:

1. Network standards
2. Vehicle and infrastructure standards
3. Fares, ticketing and information
4. Funding and Procurement

Each Policy Area contains objectives, policies, key activities and milestones. Further detail is contained in the Operational Plan.

*Submissions: Strategic Goals have been removed and incorporated in the new vision, objectives and policies to simplify the strategic framework and to ensure better consistency with the other RLTS Implementation Plans (WCC - 81)*

## **Policy Area 1 – Network standards**

The network standards policy area identifies the standards and levels of service required to support the passenger transport network.

### **Objectives**

- Objective 1.1: A sustainable passenger transport network where more people use passenger transport services for more journeys more often. (SGM, O4.1, P4.1.1, P4.1.2)
- Objective 1.2: Passenger transport services are reliable, frequent and responsive to the needs of users as well as being accessible to everyone, including the transport disadvantaged. (SGA, SGS, O4.2, O5.1)
- Objective 1.3: Passenger transport journeys take no longer than similar journeys undertaken by private car, especially during peak periods. (O4.2, P5.4.1)

### **Policies**

- Policy 1.0: Ensure the benefits of passenger transport in terms of a) reducing congestion, b) ensuring access and mobility, and c) supporting environmental sustainability are taken into account in setting levels of service.
- Policy 1.1: Develop the passenger transport network to maximise the number of residents located within a reasonable walk of a bus stop, train station or ferry terminal with a high level of service. (P4.1.4, P5.1.1a, P5.1.2, P5.4.1, RLTS P8.1a/i/8.4f)
- Policy 1.2: Ensure the passenger transport network supports integrated land use development, including the growth and land use aspirations of the Wellington Regional Strategy and Regional Policy Statement, Wellington City’s “growth spine”<sup>15</sup>, strong regional centres and passenger transport oriented development. (P5.1.2, RLTS P8.1a/b/8.2e/8.5a/c)
- Submissions: Submission requesting support for the “growth spine” as per WCC Transport Strategy to help guide the procurement and review of passenger transport services (WCC - 81)*
- Policy 1.3: Maintain a hierarchy of services where rail is the key mode for long to medium distance and high volume passenger transport services, complemented by other passenger transport services. (RLTS P8.1a/f/g/i/8.7c)
- Policy 1.4: Ensure passenger transport services continue to meet the needs of current and future passengers by:
- a) defining level of service targets for all passenger transport routes, with areas of greater demand having higher levels of service (greater frequency and longer hours

<sup>15</sup> Wellington City’s “growth spine” refers to the provision of a seamless passenger transport system between Johnsonville and the airport that is supported by intensification of employment and housing. For further information refer to the Regional Land Transport Strategy and Wellington City Council’s Urban Development Strategy and Transport Strategy.

of operation) than areas of lesser demand, and (P5.2.1, P5.2.2, RLTS P8.1i/8.5f)  
b) reviewing each scheduled passenger transport service at least once every five years. (P5.7.1, RLTS P8.1c/k/8.5f)

***Explanation***

Level of service measures and targets are defined in the Operational Plan.

Policy 1.5: Provide night bus services from late night entertainment spots where this is affordable and justified by demand, providing a safe and cost effective choice for travel home. (P5.2.3)

*Submissions: At least one submission requested a night bus service.*

Policy 1.6: Provide sufficient passenger transport capacity to meet current and future demand by adding new services and increasing the capacity of existing services in line with demand. (P5.2.1, P6.3.1, P6.3.2, RLTS P8.1g)

***Explanation***

Capacity will be provided where it is most required which means targeting capacity improvements to parts of the network where there is greater demand rather than spreading them across the entire network. This policy provides for the provision of school bus services in line with guidelines set out in the Operational Plan.

*Submissions: A number of submissions want to create demand rather than wait for it to happen; others want capacity increased in a planned way. The RLTS identifies a stretch target for patronage growth which will require significant capacity improvements to reflect this “future demand” target and therefore this policy should be considered as creating demand by providing capacity to meet demand targets.*

Policy 1.7: Ensure services are reliable and operate as scheduled and in line with user expectations, including the provision of reliable information about when services are not running as scheduled. (P5.4.2, P7.3.4, RLTS P8.1h)

Policy 1.8: Continuously improve access to and mobility around the passenger transport network, especially for the transport disadvantaged. (P4.1.3, P5.5.1, RLTS P8.1i)

*Submissions: Action – Develop an accessibility monitoring framework (Human Rights Commission - 116)*

Policy 1.9: Support separate services for people who are mobility impaired and may have difficulty with using, or are unable to use, scheduled services. (P5.3.3, P5.8.1, P5.8.2)

Policy 1.10: Support bus priority measures to improve journey times and service reliability, especially in and approaching the Wellington CBD. (P5.1.1b, P5.4.1a, RLTS P8.1a/l)



### *Explanation*

Bus priority measures, including bus lanes, are designed specifically to improve operation of scheduled bus services. This policy is not intended to allow for taxis to use bus lanes although it may be possible to allow taxis to use transit and high occupancy vehicle lanes. This is a matter for the Regional Land Transport Strategy and individual Territorial Authorities, not the Passenger Transport Plan. (Opposite of P5.9.2)

*Submissions: Submissions from (57), East Harbour Environmental Assoc. (72), and Bus & Coach Assoc (105) oppose taxis using bus lane. Submissions from NZ Taxi Fed (43) and NZAA (112) support taxis using bus lanes with NZAA saying should be extended to motorbikes and cycles too.*

Policy 1.11: Encourage integration between passenger transport services and between passenger transport and other transport modes, especially walking and cycling but also cars (through park'n'ride and passenger drop-off facilities). (P5.2.1c, RLTS P8.4f)

Policy 1.12: Ensure that transfers between passenger transport services are fast, efficient and reliable (Refer Policy 3.2 regarding transfer costs). (P5.2.1c)

*Submissions: Submissions want policy about transfers (94, 98) and better connections/integration between various passenger transport services.*

Policy 1.13: Ensure ongoing development of new and existing park'n'ride and passenger drop-off facilities adjacent to rail stations and passenger transport interchanges, prioritising developments by demand, benefits and costs and catchment size<sup>16</sup>. (P5.1.1b, RLTS P8.1j)

*Submissions: One submission asks how park'n'ride will be prioritised (102); another suggests park'n'ride for buses also (112).*

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<sup>16</sup> Catchment size here refers to the number of people who could potentially walk or use other passenger transport services rather than drive.

## Policy Area 2 – Vehicle and infrastructure standards

The vehicle and infrastructure standards policy area identifies standards for passenger transport vehicles and infrastructure.

### Objectives

- Objective 2.1: Passenger transport infrastructure assets are accessible, sustainable and managed effectively in support of defined network standards. (O6.1)
- Objective 2.2: Passenger transport vehicles are accessible, sustainable and managed effectively in support of defined network standards. (SGS, O6.1)

### Policies

- Policy 2.1: Ensure new passenger transport infrastructure is consistent with the urban design principles as set out in the Regional Policy Statement, and takes into account the New Zealand Urban Design Protocol and the National Guidelines for Crime Prevention through Environmental Design in New Zealand. (RLTS P8.4a/e/8.5b)
- Policy 2.2: Manage rail, bus and ferry infrastructure through Asset Management Plans and in accordance with the Greater Wellington's Long Term Council Community Plan, to ensure assets are continuously improved. (P6.4.1, P6.4.2, RLTS P8.1h/i)
- Policy 2.3: Continuously increase the number of bus stops, railway stations and ferry terminals with adequate shelter, prioritising improvements by the number of people boarding vehicles at each stop, whether each stop is an interchange and taking benefits and costs into account. (P6.4.1, P6.4.2)

#### *Explanation*

This policy provides a policy context for Territorial Authorities to provide bus shelters. The ultimate goal would be to have shelters at all stops where there is sufficient demand to board vehicles (not just alight). This would encourage use of passenger transport which is competing with access to private car parking/garages which is often under cover.

*Submissions: A number of submissions state that Adshel shelters provide inadequate shelter and comment on importance of quality and design of shelters impacting on transport choice.*

- Policy 2.4: Continuously improve the standard of vehicles by setting Vehicle Quality Standards for buses and other standards for trains and ferries. (P6.1.1, P6.2.1, RLTS P8.1i)
- Policy 2.5: Continuously improve the accessibility of trains and buses and at least maintain the accessibility of ferries. (P6.6.1, P6.6.2, P6.6.3, P6.6.5, RLTS P8.1h)

- Policy 2.6: Support the use of environmentally friendly vehicles including trolley buses, electric trains, vehicles using alternative fuels and other low emission vehicles (e.g. EURO4/5 standard). (P6.7.1, RLTS P8.4b/c/e/f)
- Policy 2.7: Support the ongoing operation of trolley buses in Wellington City. (P5.1.1b, P6.7.1b, RLTS P8.4b/c/e/f8.1m)

## **Policy Area 3 - Fares, ticketing and information**

The fares, ticketing and information policy area covers how fares are set and reviewed and identifies the role of ticketing and information in supporting the passenger transport network.

### **Objectives**

- Objective 3.1: Fares are competitive with the costs of using a private vehicle and are easy to understand, collect and administer taking into account the costs and benefits of services while recognising the needs of transport disadvantaged. (O7.1)
- Objective 3.2: A ticketing system that is simple to use, understand and administer and is integrated and transferable across all operators. (O7.2)
- Objective 3.3: Almost everyone knows where to find and has easy access to reliable, relevant and timely information about journeys they want to make. (O7.3)

### **Policies**

- Policy 3.1: Set fares in accordance with the fare zone system and operational guidelines, with stakeholders consulted prior to any changes. (P7.1.1, 7.1.4)
- Policy 3.2: Ensure fares are integrated and transferable across all operators based on the fare zone system, including free transfers between passenger transport services as part of a single journey (refer Policy 1.12 regarding quality of transfers). (7.1.1, 7.1.4, 7.1.9, 7.2.3)
- Policy 3.3: Ensure a standardised, open and transparent ticketing system that is economically efficient, integrated and transferable across all operators based on the fare zone system. (P7.2.1, P7.2.2, 7.2.3)

*Submissions: Submissions in support: 59, 61, 75, 93, 99, Porirua CC (102), Mana Coach Services (103) – but oppose managed by GW, Bus & Coach (105) – also oppose managed by GW, Green Party (123). Oppose: Kapiti Coast DC (69) – other priorities.*

- Policy 3.4: Ensure fares on all passenger transport services are competitive with the cost of using a private vehicle for the same journey to encourage greater use of passenger transport (refer Policy 4.3 regarding funding contribution from fares). (P7.1.7)
- Policy 3.5: Ensure standardised concessionary fares are available to enhance equity, including for the transport disadvantaged. (P7.1.3, RLTS P8.1n)

### ***Explanation***

Guidelines for concessionary fares are contained in the Operational Plan. These include guidelines on the provision of school term passes.

Policy 3.6: Provide reliable, relevant and timely information that is readily available and easily accessible to everyone, including information on when services are due to arrive or depart and any disruptions that may affect services. (P6.8.1, P7.3.1, P7.3.2, P7.3.3, P7.3.4, RLTS P8.2a)

*Submissions: Submissions in support of real time info: 86, 87, 90, 91, Rail Maritime Transport Union (94), 98, 99, Porirua CC (102), Masterton DC (109), Upper Hutt CC (110), NZAA (112)*

Policy 3.7: Ensure consistent application of Metlink as an “umbrella” brand across the passenger transport network, including infrastructure, vehicles and information services, to promote the benefits of and encourage use of passenger transport services. (P7.3.1, P7.3.2, P7.3.4)

Policy 3.8: Advocate for improved personal safety on passenger transport and increased road safety. (P4.1.7, P6.3.2, P6.5.1, RLTS P8.3d)

Policy 3.9: Require all operators to provide data to Greater Wellington, including any data collected through integrated ticketing or real time information systems, for passenger transport planning and monitoring. (P7.2.4)

## **Policy Area 4 – Funding and procurement**

The funding and procurement policy area covers how passenger transport services are funded and procured.

### **Objectives**

- Objective 4.1: A funding system for passenger transport services that recognises and balances the requirements of funders, providers and users while also providing incentives for patronage growth, efficiency and effectiveness. (O8.1)
- Objective 4.2: A contract procurement system that is fair to all involved and provides value for money to ratepayers. (O8.1)
- Objective 4.3: Full compliance with legislative requirements and Land Transport NZ rules.

### **Policies**

- Policy 4.1: Ensure funding decisions for passenger transport services and infrastructure are consistent with Greater Wellington's current Long Term Council Community Plan and Annual Plan (including the Revenue and Financing Policy) and the programme prioritisation and funding policies of the Regional Land Transport Strategy. (Draft PT Plan Section 1.5.1)

#### ***Explanation***

The current Revenue and financing policy at time of publication is provided in Appendix B.

- Policy 4.2: Prioritise funding for passenger transport services and projects in line with an agreed prioritisation framework, ensuring:
- a) Priority decisions are consistent with the following criteria:
    - i. High priority: Essential services and projects that are required to maintain the existing network and patronage or will compromise future development if not done in the short-term;
    - ii. Medium priority: Important services and projects that will improve levels of service, encourage greater use of passenger transport and can be implemented over the medium-term;
    - iii. Low priority: Important services and projects that will improve network quality, coverage and use but can be implemented over the longer-term; and
  - b) Priority decisions take into account the role of passenger transport in:

- iv. Ensuring access and mobility, including appropriate passenger transport levels of service; (RLTS P8.1q)
  - v. Reducing roading congestion, including the potential to offset or delay the need for investment in roading);
  - vi. Supporting environmental sustainability; and
- c) Priority decisions reflect the extent to which services and projects contribute to the objectives and policies of the Passenger Transport Plan and outcomes of the Regional Land Transport Strategy.

*Submissions: Submission requesting greater emphasis on the role of passenger transport in relieving traffic congestion on the roading network (WCC – 81)*

Policy 4.3: Ensure passenger transport users make a sustainable contribution towards funding the operational and capital costs of current and future passenger transport services (refer Policy 3.4 regarding fare levels compared to private car use). (P7.1.8)

*Submissions: Support UHCC (110)*

Policy 4.4: Advocate for a higher Financial Assistance Ratio from government for passenger transport service and network improvements. (RLTS P8.6a)

Policy 4.5: Advocate for alternative funding sources. (RLTS P8.6a)

***Explanation***

Alternative funding sources include but are not limited to: fuel taxes, congestion and road charging, public private partnerships, operator contributions, developer and financial contributions.

Policy 4.6: Award contracts with operators in accordance with a Bus Procurement Strategy and Plan. (P8.3.1)

Policy 4.7: Manage passenger transport registrations in accordance with legislative requirements and Land Transport NZ rules. (P5.9.1)

***Explanation***

This includes taxi registrations.

## **Monitoring and review**

The Regional Land Transport Strategy (“the Strategy”) contains monitoring and review sections that also cover the Passenger Transport Plan (“the Plan”). The Strategy sets out a proposed monitoring programme, including how Greater Wellington proposes to measure the performance of the Strategy and the Plan in achieving the objectives and outcomes set out in those documents. This programme includes:

- Quarterly reporting to the Regional Land Transport Committee on progress in implementing the Strategy;
- Producing an Annual Monitoring Report on progress in implementing the Strategy. This report is a requirement of the Land Transport Act 1998; and
- Producing an Annual Public Transport Customer Satisfaction Monitor.

In addition, the policies, methods to implement the policies, and targets in the Plan will be reviewed annually by the Passenger Transport Committee to consider progress in their implementation.

The Strategy sets out a review process for the Strategy and the Plan, which must be renewed at least once every three years.



## **Key activities and milestones**

### **Three-year priorities**

[Section to be developed]

## **Glossary**

Terms are used in this document as follows.

<b>Term</b>	<b>Definition</b>
Accessibility	The ability to obtain desired goods, services and activities. Also includes, in respect to disability, “the ease with which all categories of passenger can use public transport” (The Accessible Journey, Human Rights Commission (2005), p13).
Bus priority measures	Measures designed to improve the efficiency of scheduled bus services by giving priority to buses over general traffic. Measures include: signal pre-emption at traffic lights, bus lanes, high occupancy vehicle lanes.
Commercial service	A passenger transport service that is provided on a commercial basis with no subsidy from Greater Wellington.
Contracted service	A passenger transport service that is contracted and paid for or subsidised by Greater Wellington.
Disability	“Any restriction or lack (resulting from impairment) of ability to perform any activity in the manner or within the range considered normal for a human being” (World Health Organisation. Document A29/INFDOCI/1, Geneva, Switzerland, 1976).
Journey	Door to door from origin to destination.
Level of service	A qualitative measure of travel conditions experienced by users.  Level of service is generally described in terms of factors such as speed and travel time, freedom to manoeuvre, traffic interruptions, comfort and convenience and safety.  Level of service can also refer to the frequency, capacity, and hours of operation of passenger transport services and may also refer to features such as vehicle type.
Mobility	The ability for people and goods to move from one place to another.
Mobility impaired	Those who have a disability that restricts their mobility.
Park’n’ride	A service that allows people to park their personal vehicle (i.e. car, motorbike, cycle) and catch a public passenger transport service.
Transport disadvantaged	Those who for reasons of age, income or disability have limited access to essential services and amenities. Groups of people traditionally classified as transport disadvantaged include children, students, the seniors/elderly, beneficiaries, and people with disabilities.

Trip	One segment of a journey, for example a journey may involve two or more trips, each on a different PT service.
Vehicles	Includes trains, buses and ferries.



## **Appendices**

## **Appendix A: Legislative References to Regional Passenger Transport Plans**

### **Transport Services Licensing Act 1989 as amended in 1990 and 1992**

#### **Section 47 Interpretation**

1. “Regional passenger transport plan” means a plan (identified as a regional passenger transport plan) –
  - a. Prepared by a regional council or a territorial authority that has the functions, powers, and duties of a regional council under this Act; and
  - b. Prepared in consultation with the public and constituent authorities (if any) in the region concerned; and
  - c. Made available to the public; and
  - d. Specifying the passenger services the regional council or territorial authority proposes to be provided in its region or district, both generally and in respect of the transport disadvantaged.
2. In addition to the matters described in paragraph (d) of the definition (in subsection (1) of this section) of the term ‘regional passenger transport plan’, such a plan -
  - a. May specify the conditions of the services the regional council or territorial authority concerned proposes to be provided in its region; and
  - b. Without limiting the generality of paragraph (a) of this subsection, may specify all or any of the following matters:
    - i. Routes, capacity, frequency of service, and fare structure;
    - ii. Any special provisions for users of a specified class or description of the services or any of them; and
  - c. May specify any other matters the regional council or territorial authority thinks fit.

### **Land Transport Act 1998**

#### **Section 175 Regional Land Transport Strategies-**

2. Every regional land transport strategy ... must-  
...
  - d. Include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the strategy.

## Appendix B: LTCCP Revenue and financing policy

Greater Wellington Regional Council's ten-year plan 2006-16 incorporating the 2006/07 Annual Plan identifies the following funding allocations for passenger transport.

### *Revenue and financing policy – recommended funding*

Greater Wellington recommends the following funding allocations for providing public transport:

- at least 50% user charges – collected and held by the providers
- no more than 50% community contribution (national and regional)

This community contribution is funded:

- 47-60% (depending on the type of service) from Land Transport New Zealand transport grants reflecting the benefits to transport users and social services
- The balance by a Council contribution funded via a targeted rate set as follows (with a discount factor to 25% applied to rural capital values)
  - congestion relief, 85%: Of this 20-25% of the inter-district costs are borne by the Wellington CBD and the remainder equally by ratepayers in the district of origin and the district of destination. Within districts, costs are allocated on rateable capital values.
  - concessionary, 10%: Borne equally by ratepayers in the district of origin and the district of destination. Within districts, costs are allocated on rateable capital values.
  - social, 5%: From ratepayers across the region with a reduction to 50% for Kapiti and a reduction to 25% for Wairarapa.

## Appendix C: Summary of Wellington's passenger transport assets

The Regional Land Transport Strategy sets out the appropriate role for passenger transport, which is to provide an alternative to private cars, particularly for longer journeys where active modes are less attractive.

- Passenger rail provides for the safe and efficient movement of many people at a time over medium to long distances, particularly for access between regional centres and commuting to and from the Wellington CBD.
- Buses provide for the safe and efficient movement of many people between many different origins and destinations, they also provide connector services to rail stations.
- Harbour ferries provide for the safe and efficient movement of many people between limited locations, particularly where they provide a quicker and more direct route than other modes.
- Taxis provide a transport alternative for those without access to a private vehicle where scheduled services or routes do not provide adequately for a particular trip.

Greater Wellington's passenger transport network consists of:

- Rail-based, long distance main trunk services with bus feeder routes in the northern corridors; and
- South and west of the Wellington CBD, trolleybuses on the busiest routes and diesel buses on secondary routes.

### Rail

The region's rail commuter services are provided on a network extending out to Palmerston North and Masterton, and terminating in Wellington. Electrified services are provided from Paraparaumu, Johnsonville, and Upper Hutt; diesel locomotive hauled carriages provide the services from Palmerston North and Masterton.

Greater Wellington contracts Toll NZ Consolidated Ltd (Toll) under the brand of Tranz Metro Wellington to provide the rail commuter services (excluding the Palmerston North to Wellington service which is a commercial service) for the region.

Government agency ONTRACK is owner and maintainer of track, signalling and platforms.

Rail issues include aging rolling stock, track condition and capacity, obsolescent signalling systems, and deteriorating stations with poor access, shelter, signage and lighting.

Overdue maintenance on both track and signalling has led to reduced reliability and average speeds. Capacity is constrained by single-track sections north of Trentham and MacKay's Crossing, and between Pukerua Bay and Paekakariki (known as the North-South junction), and Wellington and Johnsonville. Capacity is also constrained by both the number of tracks and the signalling system



between Wellington Junction (Kaiwharawhara) and Wellington Railway Station, especially through the station throat.

### ***Rail rolling stock***

Toll own and operate all the rail rolling stock which provide the region's rail commuter services. The operating fleet consists of 147 rail carriages comprising:

- 88 Ganz Mavag electric multiple unit cars (purchased in 1982)
- 36 English Electric cars (1955)
- 15 locomotive-hauled carriages used on the Wairarapa service (1940s; to be replaced from December 2006 onwards)
- 8 cars used on the Palmerston North "Capital Connection" service (originally built for British Rail in the early 1970s)

The English Electric cars have been undergoing a minor refurbishment which is due to be completed in 2007. This is to enable these cars to remain in service until new rolling stock is available.

Greater Wellington is letting a contract for the construction of 70 new electric multiple unit cars to replace the English Electric cars and to add to system capacity. It is intended that these new cars will be in service in 2010.

18 replacement Wairarapa cars are under construction and will enter service in 2007. Greater Wellington will own these cars and Toll will operate them on its behalf. This will apply eventually to all rolling stock.

### ***Rail facilities***

**Stations:** There are 53 commuter train stations across the regional rail network. Greater Wellington owns two of these: Petone (new building completed in 2004) and Waterloo (built in 1989). Toll owns the remaining station buildings on the network, and ONTRACK owns shelters, subways/overbridges and Wellington rail station.

**Park and Ride facilities:** There are 39 commuter Park and Ride facilities across the region and over 4,091 parking spaces. The land these Park and Ride facilities occupy is owned by a number of organisations, the key ones being territorial authorities, ONTRACK, and Transit New Zealand. Greater Wellington currently funds the upgrades, extensions and maintenance of these facilities.

Cycle lockers: Greater Wellington provides 146 cycle lockers at 12 rail stations across the region. This contributes to the integration of cycling with passenger transport.

## **Bus**

Buses are the main provider of public transport in Wellington City and the Northern Suburbs (in conjunction with the Johnsonville rail line). Outside Wellington City, buses provide local public transport and connections to the rail network.

The majority of bus services are contracted services with other services provided as commercial services. There are 65 contracts all with a maximum duration of five years.

### ***Bus vehicles***

The regional bus fleet totals 470 buses. This includes 55 electric trolley buses owned by Stagecoach Wellington. Trolley buses run on an overhead line network owned by Wellington Cable Car Limited on behalf of the Wellington City Council. 185 of these buses are Super Low Floor (SLF), of which 133 are wheelchair accessible.

Greater Wellington has recently contracted Stagecoach Wellington to gradually upgrade the trolley bus fleet.

### ***Bus facilities***

Bus stops: There are over 2,800 bus stops in the region. Currently, all bus stop structures are owned and maintained by the territorial authorities but are fully funded by Greater Wellington.

Bus Interchanges: Wellington's Lambton Quay bus interchange is the region's only designated bus interchange providing easy access to Wellington Railway Station. The remaining interchanges such as those at Johnsonville, Porirua, Paraparaumu, Waterloo and Upper Hutt are multi modal (i.e. rail/bus). Wellington's Lambton Quay bus interchange is owned by Wellington City Council and funded by Greater Wellington.

## **Ferries**

There are two ferries providing services between Days Bay Wharf and Queens Wharf. Additional commercial services stop at Petone Wharf and Seatoun Wharf. Ferries also stop on request at Matiu Somes Island outside of peak hours.

## **Cable Car**

The cable car is owned by Wellington Cable Car Limited on behalf of Wellington City Council. Its day-to-day management is contracted to Serco. This is a commercial service.

## **Taxis / Total Mobility**

Greater Wellington also runs the Total Mobility scheme for people with disabilities. The scheme provides a 50% taxi fare subsidy for people who have a disability which prevents them from using buses or trains. The scheme also assists with the provision of wheelchair accessible taxi-vans.

There are approximately 7,500 registered members of the Total Mobility scheme in the region.

## **Appendix D: Related strategy and policy documents**

### **Wellington Regional Strategy**

The Wellington Regional Strategy is a sustainable growth strategy that has been developed by greater Wellington's nine local authorities, in conjunction with central government and the region's business, education, research and voluntary sector interests. Its aim is to make greater Wellington "internationally competitive" – in other words a region which offers the competitive package of a great lifestyle and job opportunities, supported by a strong economy.

### **Regional Land Transport Strategy**

The Wellington Regional Land Transport Strategy is a statutory document prepared in accordance with the Land Transport Act 1998. It has been developed by the Regional Land Transport Committee of the Greater Wellington Regional Council. The Land Transport Act requires the strategy to contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system. To meet this requirement the strategy has a long term vision and outlines regional objectives, outcomes and policies covering the period 2007 to 2016 for the region's land transport system.

### **Regional Policy Statement**

Under the Resource Management Act 1991, all regional councils must prepare a regional policy statement for their region. The concept underlying these policy statements is "sustainable management". This means managing the resources in the Wellington Region in a way which provides for the needs of future generations, as well as for the needs of our generation.

Sustainable management is not an anti-development concept. Development can and should take place. Indeed, sound resource management policies and sound economic policies go hand in hand. By managing New Zealand's resources in a sustainable fashion we can provide a firm framework for economic development.

What we do with our Region today will influence the sort of Region our children's children and their children will inherit in the future. We are merely caretakers who have a responsibility to leave our Region in a way which will enable future generations to meet their needs.

The Regional Policy Statement for the Wellington Region will help us carry out this important task.

### **Greater Wellington Long Term Council Community Plan (2006-2016)**

Greater Wellington has a lead role in funding and implementing the passenger transport and non-roading elements of the Regional Land Transport Strategy. Roothing agencies and Land Transport New Zealand are responsible for other elements of the strategy.

Greater Wellington is one of a number of organisations working to achieve outcomes identified by the community. The LTCCP identifies a number of activity groups that contribute in different ways

to the achievement of these community outcomes. Transport is one of these activity groups and contributes to the following community outcomes:

- *Prosperous community.* Fund rail, bus and local harbour ferry passenger services.
- *Connected community.* Provide passenger service information through a call centre, website and paper timetables.
- *Essential services.* Provide and maintain urban passenger trains, “Park and Ride” facilities, train stations, bus-rail interchanges, bus lanes and bus shelters. Develop an affordable Regional Land Transport Strategy and monitor its implementation.
- *Healthy environment / healthy community.* Encourage people to use public transport
- *Quality lifestyle.* Part fund taxi services for people with disabilities.

The following activities are identified in the LTCCP:

- *Plan and monitor the transport network.* Develop an affordable Regional Land Transport Strategy and monitor its implementation.
- *Provide the infrastructure for public transport.* Provide and maintain the urban passenger trains, “Park and Ride” facilities, stations, bus-rail interchanges, bus lanes, and bus shelters.
- *Fund and promote public transport services.* Fund rail, bus and local harbour ferry passenger services.
- *Fund total mobility.* Part fund taxi services for people with disabilities.

The Passenger Transport Plan supports these transport activities and provides the policy framework for their implementation.

### **Public Transport Asset Management Plan**

The Public Transport Asset Management Plan will provide a long-term planning approach of the management of assets. This is necessary given the large capital and operating expenditure, the long lives of the assets and the lead times in planning for upgraded, replacements and the purchase or building of new public transport assets.

The Asset Management Plan is currently under development. It will meet requirements of the LTCCP and help implement the objectives and policies of the Passenger Transport Plan.

### **Wellington Regional Rail Plan**

A Regional Rail Plan identifying the needs and proposed actions for development of the rail network over the next 30 years will be prepared and incorporated into the Operational Plan.

## **Annual Monitoring Report**

An Annual Monitoring Report must be prepared to report on progress towards implementing the Regional Land Transport Strategy (including Passenger Transport Plan). The report must be available within three months of the end of the financial year to which it relates.

### **Public Transport Customer Satisfaction Monitor**

The purpose of this document is to examine public satisfaction with public transport services in the Wellington region. It is carried out annually with the latest report dated 2007. The monitor currently reports on objectives and values identified through market research carried out in 2003. The objectives are:

- To grow patronage of the Wellington region's passenger transport network
- To make public transport easier to understand and use
- To improve the promotion of public transport
- To improve the public perception of the image and integration of the public transport network.

The monitor currently also reports on the following "core values": reliable, convenient, friendly, simple, quality. In the future the document will report on the values and objectives of the Passenger Transport Plan.

## Appendix E: Relationship between the Passenger Transport Plan and Regional Land Transport Strategy

The following tables show how the objectives and policies of the Passenger Transport Plan (“the Plan”) correspond to relevant outcomes and policies of the Regional Land Transport Strategy (“the Strategy”).

### Relationship between Strategy Outcomes and Plan Objectives

Plan Policy Areas and Objectives  Strategy Outcomes	Network standards			Vehicle and infrastructure standards		Fares, ticketing and information			Funding and procurement		
	Objective 1.1	Objective 1.2	Objective 1.3	Objective 2.1	Objective 2.2	Objective 3.1	Objective 3.2	Objective 3.3	Objective 4.1	Objective 4.2	Objective 4.3
<b>1.1 Increased peak period passenger transport mode share</b>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
1.2 Increased off-peak passenger transport use and community connectedness	✓	✓		✓	✓	✓	✓	✓	✓	✓	
1.3 Improved passenger transport accessibility for all	✓	✓		✓	✓	✓		✓	✓	✓	✓
1.4 Reduced passenger transport journey times compared to car	✓		✓				✓				
1.5 Increased passenger transport reliability	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
<b>2.1 Increased mode share for pedestrians and cyclists</b>				✓	✓			✓			
<b>3.1 Reduced greenhouse gas emissions</b>	✓	✓		✓	✓						
<b>4.1 Reduced severe road congestion</b>	✓	✓	✓			✓	✓	✓	✓		
<b>5.1 Improved regional road safety</b>	✓			✓	✓				✓		
<b>6.1 Improved land use and</b>		✓	✓	✓		✓		✓	✓		

<b>transport integration</b>											
<b>7.1 Improved freight efficiency</b>	✓								✓		

### Relationship between Strategy Policies and Plan Policies

<b>RLTS Policy</b>	<b>PT Policy</b>
<b><u>8.1 Network Management</u></b>	
Policy 8.1a: Ensure the critical role of the regional transport network in providing national and regional accessibility is protected.	P1.1, P1.2, P1.3
Policy 8.1b: Ensure the regional transport network provides effective connections to Wellington’s Port and International Airport.	P1.2
Policy 8.1c: Ensure that the level of service of the regional transport network is continuously monitored and where necessary improved.	P1.4
Policy 8.1f: Ensure the role of the urban passenger rail network is maintained as the key long to medium distance and high volume service.	P1.3
Policy 8.1g: Increase rail capacity and coverage in line with current and future demand, and complement rail services with bus services.	P1.3, P1.6
Policy 8.1h: Ensure a high passenger rail level of service with regard to rolling stock and rail infrastructure reliability. <b>PT Plan interpretation:</b> Ensure high quality and reliable passenger rail rolling stock and rail infrastructure.	P1.7, P2.2, P2.5
Policy 8.1i: Support enhanced accessibility to rail services including, where appropriate, new stations and extending electrification of commuter rail lines (in particular north of Paraparaumu and Upper Hutt). <b>PT Plan interpretation:</b> Policy has two components: a) Support enhanced accessibility of rail services for everyone, including the transport disadvantaged, and b) Support making rail services available to a greater number of people, including development of new stations and extending electrification of commuter rail lines (in particular north of Paraparaumu and Upper Hutt).	a) P1.8, P2.5 b) P1.1, P1.3, P1.13, P2.2
Policy 8.1j: Support the ongoing development of new and existing park and ride facilities.	P1.13
Policy 8.1k: Ensure the continuous review and improvement of bus services.	P1.4
Policy 8.1l: Support the use of bus priority measures in congested areas.	P1.10
Policy 8.1m: Support trolley buses in Wellington City and their ongoing upgrade.	P2.7
Policy 8.1n: Ensure the provision of public transport services and concessions that recognise the needs of the transport disadvantaged (e.g., people on low	P3.5



incomes and people with disabilities) to enhance equity.	
Policy 8.1q: Support road and rail maintenance expenditure that provides appropriate service levels.	P4.2
<b>8.2 Travel demand management</b>	
Policy 8.2a: Ensure the availability of reliable information on the transport system and the choices available.	P3.6, P3.7
Policy 8.2b: Support reduced reliance on private motor vehicles, particularly single occupancy vehicle use and use for short trips.	Vision
Policy 8.2c: Support the increased use of passenger transport.	Vision
Policy 8.2e: Encourage appropriately located land development and ensure integration with transport infrastructure.	P1.2
<b>8.3 Safety</b>	
Policy 8.3d: Support improved safety and personal security (perceived and real) of passenger transport users.	P3.8
<b>8.4 Environment and public health</b>	
Policy 8.4a: Support best practice in design, construction and maintenance of transport projects to avoid, to the extent reasonable in the circumstances, adverse impacts on the environment.	P2.1
Policy 8.4b: Support continuous improvement in air quality through reduction in harmful vehicle emissions.	P2.6, P2.7
Policy 8.4c: Support the reduction of greenhouse gas emissions arising from the operation of the regional transport network.	P2.6, P2.7
Policy 8.4e: Ensure the transport network is developed in a way that minimises the use of non-renewable resources.	P2.1, P2.6, P2.7
Policy 8.4f: Support the use of transport modes that are not dependent on fossil fuels, including active transport modes.	P1.1, P1.11 P2.6, P2.7
<b>8.5 Planning and integration</b>	
Policy 8.5a: Support the growth and land use aspirations of the Wellington Regional Strategy and the Regional Policy Statement, particularly in relation to compact regional form, supporting a strong Wellington City CBD and regional centres, and densification around passenger transport nodes.	P1.2
Policy 8.5b: Ensure new transport infrastructure is consistent with the region's urban design principles as set out in the Regional Policy Statement.	P2.1
Policy 8.5c: Support land use principles that minimises dependence on the private car.	P1.2
Policy 8.5f: Ensure that land use and transport decisions take into account the	P1.4

diverse transport needs and views of the region's community.	
<b>8.6 Securing transport funds</b>	
Policy 8.6a: Support investigation or mechanisms for addressing funding gaps in the Regional Transport Programme, including but not limited to: ...	P4.4, P4.5
<b>8.7 Implementation policies</b>	
Policy 8.7b: To prepare and review implementation plans for ... Passenger Transport ... in accordance with the regional framework provided by this strategy, that identifies the needs and proposed actions specific to each mode.	NA
Policy 8.7c: To prepare a Regional Rail Plan that identifies the needs and proposed actions for development of the rail network over the next 30 years.	P1.3
<b>8.8 Programme Prioritisation &amp; Funding policies</b>	
Refer to Regional Land Transport Strategy for detail of these policies.	NA