Draft Regional Land Transport Strategy background document

Analysis of strategy actions against outcomes

November 2006

1. Introduction

The analysis in the following tables assesses each action in of the strategy's implementation and corridor plans to identify any positive contribution they make towards the strategy's outcomes. For the purpose of this exercise, actions identified as short-medium term (to 2016) in corridor plans have been included whereas those beyond 10 years have not.

The analysis is based on a number of assumptions which recognise that a contribution towards one outcome often has common links and secondary contributions towards other related outcomes. For example, actions which contribute towards the outcome 'limit car traffic growth' are considered to make associated contributions to environmental sustainability outcomes such as reduced fuel consumption and greenhouse gas emissions. Actions which contribute to improved access to public transport, improved reliability of the strategic roading network or improved freight level of service, linkages and efficiency are considered to have associated positive contributions to economic development outcomes.

Actions which contribute positively to road safety outcomes are considered to have secondary contribution towards strategic road network reliability by reducing the number of incidents which often cause traffic delays. However, while road safety actions are normally considered to contribute to outcomes of improved level of service, actual and perceived safety for pedestrians and cyclists, they are not considered to contribute to increasing the overall mode share of these active modes as this would involve a significant increase in walking and cycling compared with all other modes.

There are a number of actions where no contribution to outcomes has been identified. This is because the action relates to advocacy (A), data collection (D) or, planning/programming (P). These actions will not directly contribute towards an objective until associated tangible interventions are implemented.

	Outcomes / Actions	Roading			Passenger Transport					Travel Demand Management										Pedestrian				Cycling				Road Safety			Freight		
		Maintained vehicle travel times between communities and regional destinations	Reduced road congestion	Improved reliability of the strategic roading network	Increased peak period mode share	Enhanced off-peak mode share and community connectedness	Improved accessibility for all, including disabled people and low income groups	Improved customer satisfaction	Improved journey times relative to travel by private car	Limited car traffic growth	Increased journey to work mode share by public transport and active modes	Improved integration between transport modes	Reduced greenhouse gas emissions	Reduced fuel consumption	Reduced road congestion	Increased vehicle occupancy	Increased resident satisfaction with road and rail network reliability	Improved land use and transport integration (guided by the outcomes of the WRS and local authority urban development strategies)	Minimise adverse impact on economic development (guided by the outcomes of the WRS)	Improved level of service for pedestrians	Increased mode share for pedestrians, especially for short trips	Increased safety for pedestrians	Improved perception of pedestrian safety, especially for children	Improved level of service for cycling	Increased mode share for cycling	Improved perception of cycling safety, convenience and ease	Increased safety for cyclists	Improved regional road safety	Improved perception of road safety	Safer roading environment	Improved the level of service for freight	Improved freight linkages	Improved rail and road freight efficiency
Road Safety Action Programme																																	
	Safety Management Systems (SMS)			ü																ü		ü	ü	ü		ü	ü	ü	ü	ü	ü		
	Road Safety Action Plans (RSAP)			ü																ü		ü	ü	ü		ü	ü	ü	ü	ü	ü		
	Road Safety Co-ordination			ü																ü		ü	ü	ü		ü	ü	ü	ü	ü	ü		
	Risk Targeted Patrol Plans (RTPP)			ü																ü		ü	ü	ü		ü	ü	ü	ü	ü	ü		
A/P	Adequate RCA Road Safety Funding																																
Cycling Action Programme																																	
A	Local Level Programme Advocacy																																
	Coordinated Programmes									ü	ü	ü	ü	ü										ü	ü	ü	ü	ü	ü	ü			
A	Central Government Advocacy																																
	Driver Education																							ü		ü	ü	ü	ü				
	Cycling Skills for Adults									ü	ü		ü	ü										ü	ü	ü	ü	ü	ü				
	Kiwi Cycling (Bikewise)									ü	ü		ü	ü										ü	ü	ü	ü	ü	ü				
	Regional Cycling Network									ü	ü		ü	ü										ü	ü	ü	ü	ü	ü	ü			
	RCA Work Programmes									ü	ü	ü	ü	ü										ü	ü	ü	ü	ü	ü	ü			
	Public Transport Integration									ü	ü	ü	ü	ü										ü	ü								
D	Cycle integration survey																																
	Regional Cycling Maps																							ü									
D	Perception Survey																																
	Group Rides									ü	ü		ü	ü												ü	ü	ü	ü				
	Webpage																								ü								
Pedestrian Action Programme																																	
P	RCA Pedestrian Review																																
P	Public Transport Pedestrian Review																																

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	Public Transport Pedestrian Programme Implementation				ü	ü	ü	ü		ü	ü	ü	ü	ü				ü		ü	ü	ü	ü					ü	ü	ü			
A	Land Development Review																																
P/A	Walking School Bus/Safe Routes to School																																
A	Local Level Programme Advocacy																																
D	Central Government Advocacy																																
D/A	Information sharing, perception survey & AMR																																
Travel Demand Management Strategy																																	
	Integrated Network Management Plan	ü	ü	ü				ü	ü						ü		ü		ü									ü	ü	ü	ü		ü
	Transit New Zealand TDM Strategy	ü	ü	ü											ü	ü	ü		ü									ü	ü	ü	ü		ü
	Awareness campaign	ü	ü		ü	ü				ü	ü		ü	ü	ü	ü															ü		ü
	Integrated land use and transportation				ü	ü	ü	ü		ü	ü	ü	ü	ü				ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü
	Travel plans		ü		ü	ü	ü	ü		ü	ü	ü	ü	ü	ü	ü			ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü			ü
D	Perception survey																																
A	Road pricing advocacy & investigation																																
	Regional participation at national level		ü		ü	ü	ü			ü	ü	ü	ü	ü	ü	ü		ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü		ü
	National Rideshare programme		ü							ü			ü	ü	ü	ü															ü		ü
Freight Action Programme																																	
A	Facilitate rail based transfer of logs to CentrePort (advocate)																																
A	Protect short haul rail freight																																
A	Improve long haul rail freight efficiency																																
Western Corridor Plan – Land use integration																																	
	Review District Plan land use controls to align with the outcomes of the Wellington Regional Strategy, particularly in the vicinity of the junction of TGM and SH58																	ü															

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		Roading			Passenger Transport					Travel Demand Management									Pedestrian				Cycling				Road Safety			Freight		
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Western Corridor Plan – Travel Demand Management																																
	Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü
	Develop and implement ATMS and HOV proposals	ü	ü	ü				ü	ü						ü		ü		ü									ü	ü	ü	ü		ü
Western Corridor Plan – Passenger transport																																
	• Establish Lindale Rail Station including park and ride facilities • Establish Raumati Rail Station including park and ride facilities • Establish double track from MacKays to Lindale • Purchase additional rail units	ü	ü		ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü		ü	ü	ü		ü			ü	ü						ü	ü	ü
Western Corridor Plan – Roading																																
D	Proceed with geotechnical work on Transmission Gully to address cost risk issue																															
P	Develop a corridor management plan for SH58 east of Pauatahanui consistent with the RLTS																															
P	Undertake all necessary preparatory work to ensure Transmission Gully Motorway (TGM) can be built as soon as practicable																															
	Construct TGM as a toll road	ü	ü	ü											ü	ü	ü		ü	ü		ü	ü	ü		ü	ü	ü	ü	ü	ü	ü	ü
	Install a median barrier along the coastal section of Centennial Highway			ü													ü											ü	ü	ü			
	Construct Western Link Road stage 1, stage 2, stage 3	ü	ü	ü	ü	ü	ü	ü							ü		ü		ü	ü		ü		ü		ü	ü	ü	ü	ü	ü	ü	ü
P	Develop the Waikanae upgrade project																												ü	ü	ü			
	Develop and construct Otaihanga Interchange			ü													ü							ü		ü	ü	ü	ü	ü	ü	ü	ü

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	Install traffic signals at SH1/Paekakariki			ü													ü							ü		ü	ü	ü	ü	ü	ü	ü	ü
P	Investigate opportunities to incorporate Tawa Interchange upgrade in the scope of the Gracefield – Grenada project																															
	Design, obtain consents and construct Grenada to Gracefield link stage 1	ü	ü	ü		ü	ü	ü							ü		ü	ü	ü					ü		ü		ü	ü	ü	ü	ü	ü
Western Corridor Plan - Walking and cycling																																	
	Ensure appropriate opportunities are taken to include walking and cycling improvements into all projects									ü	ü	ü	ü	ü						ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü			
P	Investigate inclusion of walking and cycling safety works on current coastal route consistent with the present and future function of the road																															
Hutt Corridor Plan - Travel Demand Management																																	
	Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü
P	Investigate the provision of a reversible HOT lane between Petone and Ngauranga.																															
	Construct a reversible HOT lane between Petone and Ngauranga	ü	ü	ü				ü	ü						ü	ü	ü		ü	ü		ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü
Hutt Corridor Plan – Passenger Transport																																	
P	Investigate increasing Upper Hutt - Wellington rail operating speed and frequency at peak from 20 minutes to 10 minutes and interpeak frequency from 30 minutes to 15 minutes.																															
P	Investigate increasing Melling link rail frequency at peak and interpeak periods, especially extending the evening peak service.																															

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Hutt Corridor Plan - Roading																																
P	Develop an implementation plan for Grenada to Gracefield links and the Petone-Ngauranga reversible HOT lane.																															
	Construct SH2 Dowse – Petone interchange.	ü	ü	ü											ü		ü	ü	ü	ü		ü	ü		ü	ü	ü	ü	ü	ü	ü	ü
	Design and construct SH2/SH58 grade separation.	ü	ü	ü											ü		ü	ü	ü					ü		ü	ü	ü	ü	ü	ü	ü	ü
	Construct a link road between Grenada and Petone (Stage 1 of Grenada – Gracefield).	ü	ü	ü		ü	ü	ü							ü		ü	ü	ü					ü		ü		ü	ü	ü	ü	ü
	SH2 intersection safety improvements			ü																								ü	ü	ü			
Hutt Corridor Plan - Walking and cycling																																
P	Scope and design a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the rail line.																															
	Construct a two-way cycle and pedestrian facility between Petone and Ngauranga on the seaward side of the railway line. This is a requirement before the improvements on SH2 between Petone and Ngauranga can be completed.																			ü		ü	ü	ü		ü	ü	ü	ü	ü			
Wairarapa Corridor Plan - Land use integration																																
A	Ensure provisions in the District Plan facilitate the development of a log transfer and storage site at Waingawa																															
Wairarapa Corridor Plan - Travel Demand Management																																
	Implement relevant initiatives of the Regional Travel Demand Management (TDM) Strategy (December 2005)	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü	ü

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Wairarapa Corridor Plan – Passenger Transport																															
Rail package: • Replacement of all Wairarapa line carriages • Upgrade railway stations on the corridor.				ü	ü	ü	ü		ü	ü	ü	ü	ü			ü	ü		ü		ü	ü		ü							
Bus package: • Provide additional bus connections to train services • Provide additional inter-peak bus services between Masterton & Featherston, including connections to Masterton Hospital • Provide some Wairarapa bus services on Sundays • Expand Masterton town bus services from 2 days to 5 days per week • Introduce initial Wairarapa integrated ticketing products for bus and rail services • Introduce Metlink signage	ü			ü	ü	ü	ü		ü	ü	ü	ü	ü						ü												
Wairarapa Corridor Plan - Roading																															
Complete design and construction of the "Muldoons Corner" section of the Rimutaka Hill Road																											ü	ü	ü	ü	ü	ü
Replacement of the Waiohine River Bridge			ü													ü											ü	ü	ü	ü		
Construct northbound and southbound passing lanes between Featherston and Greytown	ü		ü													ü											ü	ü	ü			
Construct northbound and southbound passing lanes between Masterton and Carterton	ü		ü													ü											ü	ü	ü			

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	Extend the seal on rural local roads of special tourist or forestry significance where cost effective	**ü**																**ü**	**ü**					**ü**		**ü**				**ü**	**ü**	**ü**
Wairarapa Corridor Plan – Walking and cycling																																
	Ensure appropriate opportunities are taken to include walking and cycling improvements in all projects									**ü**	**ü**	**ü**	**ü**	**ü**						**ü**	**ü**	**ü**	**ü**	**ü**	**ü**	**ü**	**ü**	**ü**	**ü**	**ü**			
Wairarapa Corridor Plan - Freight																																
	Develop a log transfer and storage site at Waingawa as a commercial partnership	**ü**		**ü**													**ü**	**ü**										**ü**	**ü**	**ü**	**ü**	**ü**	**ü**
	Investigate and develop stock effluent sites at key locations																															

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