



Report 10.176
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Committee Transport & Access Committee
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Update on Regional Public Transport Plan and proposed Regional Land Transport Strategy

1. Purpose

The purpose of this report is to:

- provide an update on preparation of the Wellington Regional Public Transport Plan 2010 (PT Plan); and
- agree appropriate feedback on the proposed Wellington Regional Transport Strategy 2010 – 2040 (proposed RLTS).

2. Significance of the decision

The matters for decision in this report **do not** trigger the significance policy of the Council or otherwise trigger section 76(3)(b) of the Local Government Act 2002.

3. Background

3.1 PT Plan

The PT Plan discussion document was approved for consultation by the Transport and Access Committee on 16 March 2010 (**Report 10.100**).

3.2 Proposed RLTS

The review and renewal of the RLTS was reported to the Transport and Access Committee on 9 February 2010 (**Report 10.16**). The scope of the review and renewal has been mostly limited to meeting the content requirements of the amended Land Transport Management Act 2003 and extrapolating outcome targets across a longer timeframe.

The proposed RLTS was released for public consultation in March 2010 with consulting closing 23 April 2010. Greater Wellington is responsible for regional connectedness and accessibility and for public transport in the region.

It is therefore appropriate that Greater Wellington, through the Transport and Access Committee, consider and provide feedback on the RLTS.

4. Comment

4.1 PT Plan

The discussion document is available on the Greater Wellington website and a letter inviting comment was sent to stakeholders on 23 March 2010. A copy of the discussion document was sent to public transport operators, territorial authorities and local public transport advocates. Letters have also been sent to other stakeholders including residents' associations and disability groups inviting them to provide feedback on the discussion document.

All stakeholders have been given an opportunity to meet with officers to discuss the PT Plan and as such a number of stakeholder meetings are scheduled for week starting 12 April 2010.

The consultation period ends 19 April 2010 (day prior to this Committee meeting) but for any stakeholders who have requested it we have extended the deadline to the end of April. Feedback from the Regional Transport Committee will be provided following its meeting on 29 April 2010. The extended deadline will not necessarily impact on the project timetable but this will depend on the amount and nature of feedback that we receive.

Also, the PT Plan terms of reference identified a number of "review points" where the project scope, resources and timeframes would be reviewed and adjusted as appropriate. The next review will occur early May once submissions on the discussion document have been considered. At this stage the project remains on course for the Committee to approve a draft PT Plan for consultation at its next meeting on 15 June 2010.

4.2 Proposed RLTS

The proposed RLTS retains the same direction for public transport as the current RLTS. The changes to vision, outcomes and targets, and policies are set out below.

4.2.1 Vision

The proposed RLTS vision includes the following aspiration for public transport:

Public transport will provide an excellent option for an increasing number of people, particularly at peak times along key commuter corridors. Public transport trip times and comfort will compete reliably and favourably with private cars for a majority of commuter trips. The public transport system will effectively connect people with key destinations. All public transport services will be fully accessible, including physical access, access to information and simple streamlined ticketing.

It is recommended that the Committee endorse the public transport aspirations in the proposed RLTS.

4.2.2 Outcomes and targets

The proposed RLTS has revised the current strategic outcomes and targets which have been refined and restated as 2020 targets. The outcomes and targets relating to public transport as set out below.

Key outcome	2020 strategic target	Principle of 2020 strategic target	Key actions
1.1 Increased peak period public transport mode share	Public transport accounts for at least 23 million peak period trips per annum (17.5 million in 2008/09)	Continue significant growth in public transport use, taking account of current trends and projections	New Matangi trains Improved rail infrastructure and reliability Extend rail services to Waikanae
	Public transport accounts for at least 21% of all region wide journey to work trips (17% in 2006)	Continue significant growth in public transport mode share	Bus priority measures and continuous bus replacements Real time information Advocate for adequate public transport funding from government Fare policy Advocate for road pricing
3.1 Reduced greenhouse gas emissions	Transport generated CO ₂ emissions will be maintained below year 2001 levels (1,057 kilotonnes in 2001; and 1,084 in 2009)	Hold the line despite population and economic growth	Advocate for improved fuel efficiency and for alternative fuels Promote mode shift to public transport, walking, and cycling as well as alternatives to travel (eg. Broadband) Create and promote travel plans for businesses and schools Build infrastructure that supports electric vehicles Promote efficient land use integrated with transport Advocate for road pricing Measures to reduce congestion
6.1 Improved land use and transport integration (in line with the WRS and local authority urban development strategies)	All new subdivisions and developments include provision for walking, cycling and public transport, as appropriate	Ensure all new subdivisions and developments appropriately account for potential walking, cycling and public transport benefits	Ensure the Regional Policy Statement includes appropriate provisions Submit on District Plan and land designation changes
8.1 Improved safety, efficiency and reliability of strategic road, public transport and freight links to the north of the region	Progress measured using information collected for congestion (4.1), reliability (4.3), safety (5.1) and inter-regional freight (7.2)	Ensure vital links between Wellington and the rest of the North Island are maintained and improved	Advancement of improvements to rail network Advancement on Wellington Road of National Significance and SH 2 NZTA and local council safety improvements where appropriate Advocate for improved road safety

Related outcome	2020 Target	Principle of 2020 target	Key actions
1.2 Increased off-peak public transport use and community connectedness	Public transport accounts for at least 23 million off peak period trips per annum (18.0 million trips in 2008/09)	Continue significant growth in off-peak public transport trips	New Matangi trains Improved rail infrastructure and reliability Extend rail services to Waikanae Bus priority measures and continuous bus replacements Real time information Advocate for adequate public transport funding from government SuperGold funding Fare policy
1.3 Improved public transport accessibility for all, including the transport disadvantaged	90% of public transport services are guaranteed to be wheelchair accessible (49.3% in 2008/09)	Improve accessibility for those with physical disabilities	Ensure new buses and trains are wheelchair accessible Ensure design of bus stops and train station platforms can accommodate those with wheelchairs
	65% of the region's residents live within 400 metres (5 minutes walk) and 80% within 800 metres of a bus stop or train station with a service frequency of at least 30 minutes (59% within 400m, 77% within 800m in 2009)	Improve regional coverage and reach of the public transport network	Bus service reviews District Plan revisions
1.4 Reduced public transport journey times compared to travel by private car	Continual reduction of peak period public transport journey times relative to a similar journey undertaken by a private car for key selected corridors	Improve competitiveness between peak period public transport services and private cars without significant deterioration of private vehicle service	Bus priority measures Integrated ticketing Improve rail infrastructure Timetable reviews integrating bus and train schedules
1.5 Increased public transport reliability	Continual improvement to bus and train services running to time	Improve reliability of public transport services	
3.3 Reduced fuel consumption	Petrol and diesel used for transport purposes per annum will remain below year 2001 levels (441 mega litres in 2001; 451 mega litres in 2009)	Hold the line along with the CO2 target	Improve and promote use of public transport, walking and cycling Advocate for road pricing measures Various TDM measures Measures to reduce congestion
6.2 Improved integration between transport modes	The majority of public transport services are covered by integrated ticketing	Provide a transport system that is easy and simple to use	Advocate for funding for this project
	Continued improvement in walking, cycle and park 'n ride facilities at and around public transport interchanges	Continue integrating all modes	Submit on plan changes Provide more park and ride spaces
7.2 Improved inter-regional freight efficiency	All infrastructure constraints to rail freight movements are removed	Increase competitiveness of rail for long haul freight movement	Implement Regional Rail Plan

The second target of related outcome 1.3 is a measure of accessibility taking account of the number of people living within a certain distance of a public transport service with a 30 minute frequency. The minimum service levels proposed in the PT Plan discussion document set out a minimum service level of 60 minutes for some services. This may mean the target is not an accurate measure of actual improvements in accessibility e.g. we may improve accessibility for transport disadvantaged by providing an hourly bus service in an area but this would not be picked up in the target as it stands. Officers are working together to develop an agreed wording for the proposed RLTS target.

It is recommended that the Committee endorse the proposed RLTS public transport outcomes and targets, noting that officers are working together on an agreed wording for the accessibility target.

4.2.3 Policies

The proposed RLTS includes the following policies related to public transport that have been added or amended from those in the current RLTS:

“Encourage travel patterns that smooth demand over the busiest times of the day to better use public transport and road network capacity.”

“Ensure the public transport fares and ticketing system facilitates quick and easy connections between modes and services.”

“Ensure the important role of public transport in contributing to congestion relief is recognised and protected.”

“Ensure the passenger rail network provides a high level of service and reliability with regard to rolling stock and rail infrastructure.”

“Ensure the passenger rail network is developed to improve capacity, frequency, reliability and coverage in line with current and future demand.”

“Encourage mode shift to public transport as a safer mode of travel.”

“Support the growth and land use aspirations of the Wellington Regional Strategy and the Regional Policy Statement, particularly in relation to compact, well designed and sustainable regional form, as well as supporting a strong Wellington City CBD and regional centres, and denser more connected development around passenger transport nodes and key public transport corridors.”

“Ensure new land use development includes provision for walking, cycling and public transport services, consistent with relevant best practice guidance.”

“Ensure planning of public transport, walking, cycling and road networks support, enhance and integrate with the key public transport corridors.”

“To prepare and maintain a Regional Public Transport Plan under the Public Transport Management Act 2008.”

In addition, all reference to “passenger transport” has been changed to “public transport” in recognition of the new terminology in the Public Transport Management Act 2008.

It is recommended that the Committee endorse the policies in the proposed RLTS.

5. Communication

Feedback on the proposed RLTS, as agreed by the Committee, will be provided to the Regional Transport Committee. No other communication is required at this time.

6. Recommendations

That the Committee:

- 1. **Receives** the report.*
- 2. **Notes** the content of the report.*
- 3. **Endorses** the proposed Wellington Regional Land Transport Strategy 2010 – 2040.*
- 4. **Requests** that officers provide feedback to the Regional Transport Committee in accordance with the content of this report.*

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