

## Attachment 2: A Summary of the proposed Wellington Regional Public Transport Plan 2011-2021

Have your say at [www.gw.govt.nz/ptplan](http://www.gw.govt.nz/ptplan) or use the FREEPOST form on the back page

JULY 2011

### The Regional Public Transport Plan

This publication is a summary of the proposed Wellington Regional Public Transport Plan 2011-2021 (PT Plan). The full proposed plan is available from [www.gw.govt.nz/ptplan](http://www.gw.govt.nz/ptplan), local council offices and local libraries across the region – refer back panel for details.

The PT Plan sets the policy direction for public transport in the region and describes the public transport services Greater Wellington proposes to be provided in the region. It is required to give effect to the public transport service components of the Regional Land Transport Strategy and to contribute to an affordable, integrated, safe, responsive and sustainable transport system in an efficient and effective manner. The Regional Land Transport Strategy was adopted in September 2010 and sets the framework for future transport policy and planning.

The proposed PT Plan is an update and realignment of the Regional Passenger Transport Plan (adopted in 2007) and focuses on delivering an effective and efficient integrated public transport network.

### Our region's public transport

Our region has a high-quality, well used public transport network of bus, train and harbour ferry services as well as the cable car. There is a strong culture of public transport usage in the region with over 35 million passenger trips on the public transport network during 2009/10. The region also has excellent coverage of public transport services with 72% of people living or working within 5 minutes (91% within 10 minutes) of a public transport service.

Passenger trips 2009/10 (million)	Rail	Bus	Ferry	Cable car	Total
Peak	7.3	9.9	0.1	-	17.3
Non-peak	3.8	13.7	0.1	-	18.7
Unspecified	-	0.7	-	1.1	18.7
<b>Total</b>	<b>11.1</b>	<b>24.3</b>	<b>0.2</b>	<b>1.1</b>	<b>36.7</b>

### Key public transport issues

Key issues for public transport include ensuring access to markets, employment and social

opportunities, improving public transport reliability, addressing historic lack of investment in the rail network, providing capacity to meet demand and managing peak traffic congestion.

Affordability is also a key issue now and likely to become more difficult in the future.

Reliance on government subsidies and farebox revenues will continue to be a challenge – given the increasing costs we are seeing, particularly in relation to bus inflation costs, exchange rates and fuel costs.

### What we want to achieve

We want to achieve an effective and efficient integrated public transport network that contributes to improved economic growth and productivity while also providing for the social needs of the community.

### Role of public transport

The role of public transport is wide ranging, with services contributing to economic growth and productivity by easing road congestion, providing access to markets and employment, and making more efficient use of existing networks and infrastructure.

Public transport is also important from a social and environmental perspective. It provides affordable options for people unable to travel by private means and provides benefits in terms of reduced air, noise and visual pollution, plus reduced energy use.

### Our outcomes

Our outcomes for public transport are set out in the Regional Land Transport Strategy 2010:

- increased peak mode share
- increased off-peak use and community connectedness
- improved accessibility
- reduced journey times
- increased reliability

## **Our focus areas**

To help achieve our outcomes and to ensure the best return possible for the investment in public transport (i.e. maximise value for money) we will focus on the following areas:

- consolidating the benefits of existing investments and projects
- growing peak-period public transport patronage, while also trying to grow off-peak use
- continuing to improve the rail network
- improving the efficiency of the bus network by redeploying resources from poorly performing services
- improving the reliability and efficiency of bus services within the Wellington CBD
- working towards standardised fare products and network-wide electronic ticketing
- managing affordability risks arising from exchange rate and oil price volatility

## **Our policy areas**

To help achieve our outcomes and deliver an effective and efficient integrated public transport network we have developed a policy framework based on the following policy areas:

- network and services - provides standards and service levels that are required to deliver an effective and efficient integrated public transport network
- vehicles and infrastructure - identifies standards for passenger transport vehicles and infrastructure required to implement an effective and efficient integrated public transport network
- fares, ticketing and information - covers how fares are set and reviewed and identifies the role of ticketing and information in supporting an effective and efficient integrated public transport network
- commercial framework, funding and prioritisation - covers how services are funded and procured in support of an effective and efficient integrated public transport network

## **Delivering an integrated public transport network**

We have adopted a layered service approach to delivering an effective and efficient integrated public transport network.

## **The layered service approach**

The layered service approach is used to inform decisions around funding and investment priorities for services and infrastructure. It is based on the concept of an interconnected hierarchy of service (where lower-order layers generally support services within higher-order layers) with each layer having a particular role and function.

### **Rapid transit network**

The main role of the rapid transit network is to connect the region's major activity centres and major growth nodes and provide an important lever for development of higher density town centres as envisaged by the Proposed Regional Policy Statement and Wellington Regional Strategy.

### **Quality transit network**

The main role of the quality transit network is to connect the region's activity centres and growth nodes and to facilitate, in conjunction with the Rapid transit network, relatively fast reliable access around the region.

### **Local connector network**

The main role of the local connector network is to provide access to local centres and connect with the rapid transit network and quality transit network.

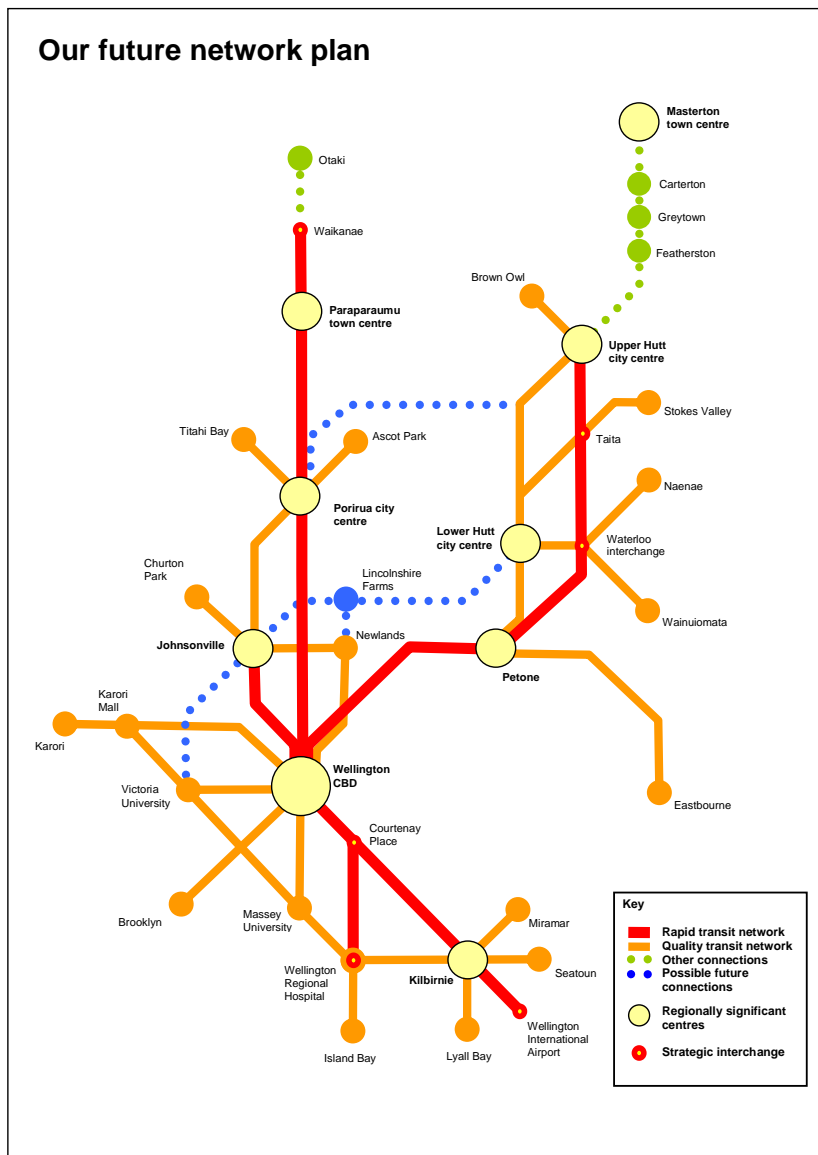
### **Targeted services**

Targeted services may be provided as a more cost effective means of catering to specific targeted transport demand such as school or peak commuter travel where an all day service may not be justified. Targeted services also provide connections to key rural communities such as Masterton. Targeted services may be scheduled or demand responsive and may use vehicles such as taxis or mini vans where more cost effective.

## **Our future network plan**

We have developed a future network plan based on the layered service approach.

The future network plan identifies the main public transport corridors across the region and is intended to guide current and future service provision. The future network plan will enable people to make informed decisions about where they live and work.



**Guidelines for consistent service levels**

We have developed guidelines for consistent service levels to help describe the services proposed to be provided in the region and to guide decision-making when reviewing public transport services.

The guidelines are based on the role and function of each layer within the layered service approach and define standard and target service levels (e.g. frequency and hours of operation). Standard service levels are intended to provide basic access to basic community activities and services, in particular to work and education. Target service levels are intended to provide some congestion relief and maximise the attractiveness of public transport.

**Description of services**

The public transport services proposed to be provided in the region have been described as a proportion of people who have access to a certain quality of public

transport service. Service levels have been described in this manner to balance between providing a reasonable picture of the services that can be expected and providing too much detail that may quickly become out of date.

The service levels proposed to be provided for the whole region are shown below (service levels for different parts of the region are included in the proposed PT Plan).

Service level proposed to be provided for the region	Catchment area	Proportion of people living and working in catchment				
		1-20%	21-40%	41-60%	61-80%	81-100%
Regional average	400m	R R	O O	O L	T T	
	800m	R R	R R	O O	O L	T T

Network service layer:

R Rapid transit network     L Local connector network  
O Quality transit network     T Targeted services

## For more information

See [www.gw.govt.nz/ptplan](http://www.gw.govt.nz/ptplan) to read or download the full proposed PT Plan.

To request a printed copy of the proposed PT Plan, phone 04 802 0301 or get a free copy from Greater Wellington's offices at 142 Wakefield Street, Wellington, or 34 Chapel Street, Masterton.

Alternatively, visit your local council or local library to view a copy.

### *Timeline*

July 2011 – Consultation period

August 2011 – Consideration of submission

September 2011 – PT Plan finalised and adopted

### *Have your say*

Submissions must be received in writing by no later than 5pm on **Friday 29 July 2011**.

- Send the submission form attached, or
- Make an online submission at [www.gw.govt.nz/ptplan](http://www.gw.govt.nz/ptplan)
- Write to us at:

Wellington PT Plan Submissions  
Freepost 3156  
Greater Wellington Regional Council  
PO Box 11646  
Manners Street  
Wellington 6142

- Email your submission to [info@gw.govt.nz](mailto:info@gw.govt.nz)

Please make sure you include your name, address and phone number, and if you wish to be heard in support of your submission.

If you indicate in your submission that you would like to speak in support of your submission, you will be contacted about a suitable time. Submissions will be heard on 15/16 August 2011.

Submissions may be made publicly available under the Local Government Official Information and Meetings Act 1987.

If you are making a submission as an individual, Greater Wellington will consider removing your personal details if you request this in your submission.

If you need further information regarding the proposed PT Plan or submission process, please email [info@gw.govt.nz](mailto:info@gw.govt.nz) or phone 04 802 0301.

## Feedback form

### A summary of the proposed Wellington Regional Public Transport Plan 2011-2021

Have your say at [www.gw.govt.nz/ptplan](http://www.gw.govt.nz/ptplan) or use the FREEPOST form

#### **Your details**

Name

Organisation (if applicable)

Address

Phone

Email

[ ] Tick here if you want to present your views in person (on 15 or 16 August 2011)

#### **Feedback sought:**

1. Do you support our focus areas?

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2. Do you have any comments on the policy framework?

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3. What do you think about the layered service approach?

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4. Do you have any comments on the future network plan?

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5. Do you have any comments on the guidelines for consistent service levels or description of services?

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6. Please provide any additional comments below.

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