

2 National, Regional and Local Policy Context

All policies made by local or regional councils must align with and support those made at the national level. The relevant national and regional legislation, strategies, plans and policies relating to the Basin Reserve Project are discussed below.

2.1 National Policy and Legislation

The relationship between the different pieces of national legislation, which are discussed in this section, is outlined in *Figure 2.1* to the right.

2.1.1 Land Transport Management Act 2003 (Statutory)

The Land Transport Management Act (LTMA) builds upon legislation contained within the Land Transport Act (LTA), which was predominantly focused upon the development of transport infrastructure rather than its use and management. The LTMA requires the preparation of Regional Land Transport Strategies (RLTS) by regional councils (or in the case of Auckland Regional Transport Authority) in each of New Zealand's regions. It requires NZTA to take into account each region's RLTS. Similarly, the LTMA requires that local authorities not be inconsistent with the relevant RLTS.

Land Transport Management Act 2003		
Public Act 2003 No 118		
Date of assent 12 November 2003		
Commencement see section 2		
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The LTMA complements the objectives of the New Zealand Transport Strategy (NZTS) by making specific its requirements of councils involved in preparation of the Regional Land Transport Strategies. The objective of the LTMA is to operate the transport network in a way that contributes to an integrated, safe, responsive and sustainable land transport system.

The Act also specifies that when considering a transport proposal it should be assessed:

- In relation to other development proposals within the region, rather than in isolation;
- To demonstrate the degree to which it will contribute towards achieving community outcomes (defined in the Regional Land Transport Strategy);
- To demonstrate how it will contribute to managing the demand for travel; and
- To determine affordability given the likely availability of funding for the region.

The Basin Reserve project is required to contribute to the objectives of the LTMA in that it aims to improve the efficiency of the roading network, to encourage a mode shift to passenger transport, and to improve safety. This project is required to contribute to the objectives of the RLTS (see section below), and has been identified by the Regional Transport Committee as a project of priority.

The Basin Reserve project must also consider other significant projects taking place within the region, including the Adelaide Road development, Memorial Park development, and other projects forming part of the RoNS, including the Mount Victoria Tunnel Duplication. In particular, the Adelaide Road growth node will contribute to increases in passenger transport and also the number of people walking from Adelaide Road into the CBD.

Recognising and providing for these matters within the overall scheme of the project will ensure that the project maximises its return on investment.

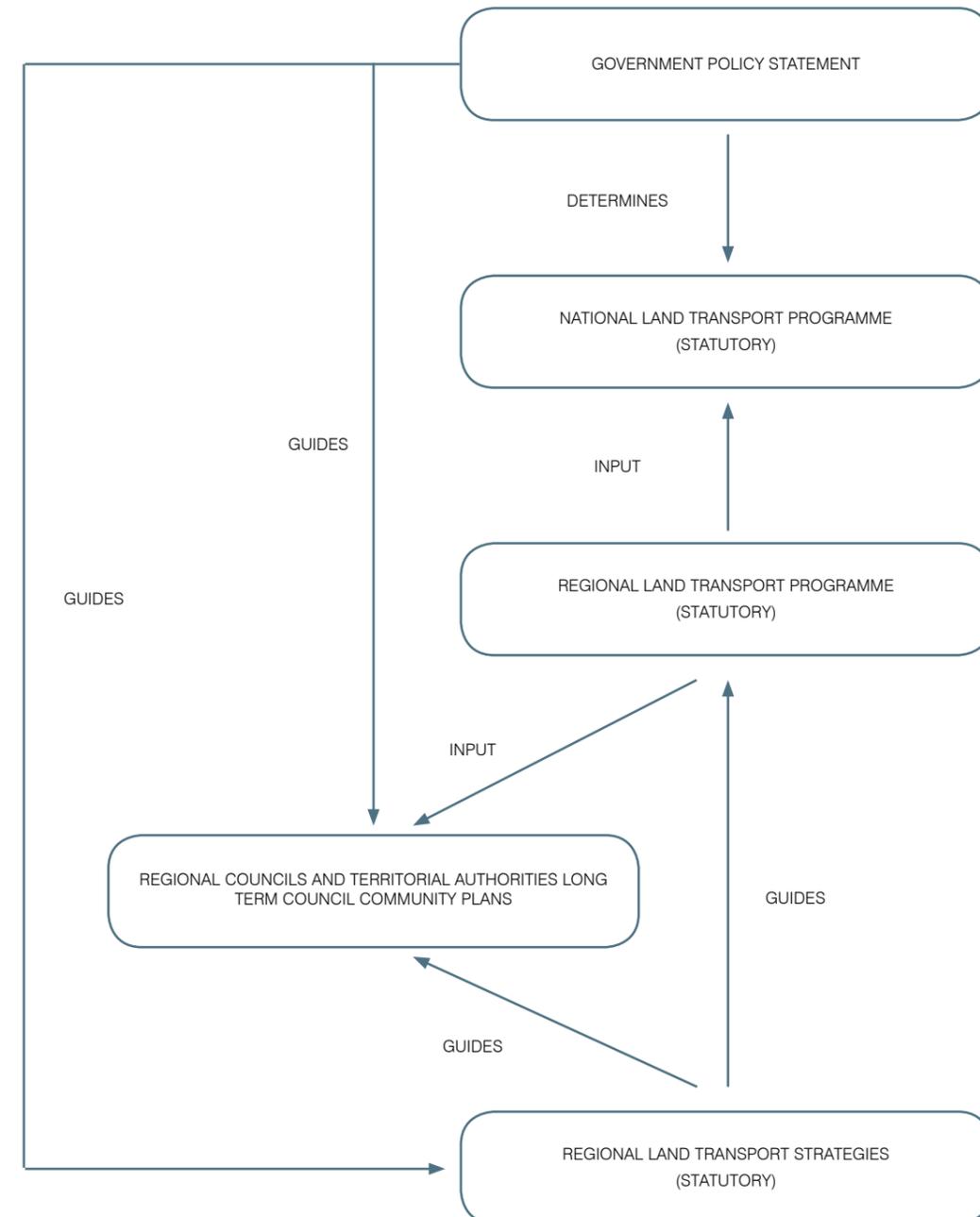


Figure 2.1: Land Transport Planning and Funding Documents (source GPS May 2009)



Figure 2.2: Artist's Impression of the Future Development of Adelaide Road (source WCC)

2.1.2 Government Policy Statement on Land Transport Funding 2009/10-2018/19 (Statutory)

The Government Policy Statement on Land Transport Funding (GPS) issued by the Minister of Transport sets out the Government's priorities for expenditure from the National Land Transport Fund over the next 10 years. The GPS is the main Government document for influencing the planning and funding of land transport and is a requirement of the LTMA.

The GPS must be given effect by the NZ Transport Authority (NZTA) and through the Land Transport Management Act in developing the National Land Transport Programme. Regional Land Transport Strategies and programmes must also take into account the GPS.

The Government's priority is for land transport investment to support national economic growth and productivity. The GPS ensures that land transport funding will direct investment into high quality infrastructure projects and transport services that encourage the efficient movement of freight and people.

The GPS is the primary piece of policy which introduced the RoNS, and escalated the priority of projects under the new government so as to provide some further context about the timing of RoNS projects.

Sections 21-24 of the GPS introduce the RoNS projects, including the Wellington Northern Corridor (Levin to Wellington) which includes the Basin Reserve.

The RoNS routes identified require significant development to reduce congestion, improve safety and support economic growth.

Congestion impacts negatively on economic growth and productivity. Of particular importance to economic growth within the region is the potential to improve the connection between the CBD and Wellington Airport, a key hub for national and regional commercial activity. Options should maximise opportunities to increase the efficiency and reliability of moving freight and people between the airport and the CBD.

Improving the safety of the State Highway will also see a reduction in accidents and injuries, which will have social and economic cost savings.



2.1.3 National Land Transport Programme 2009-2012 (Statutory)

The National Land Transport Programme (NLTP) is required to contribute to the outcomes and objectives of the GPS, which sets out the key expectations and priorities for transport funding over the next three years. The Government has identified Roads of National Significance (RoNS), as requiring significant investment to achieve economic growth and productivity. The list includes the development of the Wellington Northern Corridor (SH1 Levin to Wellington).

The focus is on activities that make the greatest contribution to economic growth and productivity. The NLTP prioritises activities that make the most significant contribution to three key elements:

- Strategic fit
- Effectiveness
- Economic efficiency

Only the first of these elements (strategic fit) considers alignment to the RoNS and local roads critical to RoNS.

State Highway improvements are given high priority, as they deliver the greatest impacts on economic growth and productivity. In this NLTP means investing in RoNS, or in activities that have the potential to make major contributions to national economic growth and productivity on freight and tourism routes, or routes that are critical for maximising access to significant markets and areas of employment or economic growth.

The Basin Reserve project forms part of one of the RoNS (SH1 Levin to Wellington). In this way the project is seen as contributing to national economic growth and productivity.

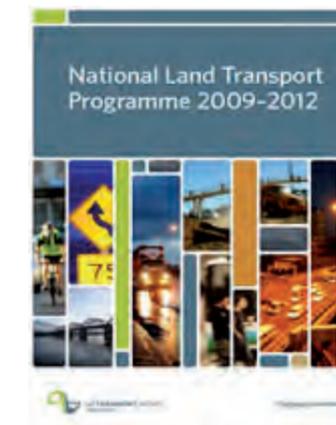
2.1.4 NZ Transport Strategy 2008 (Non-statutory)

The New Zealand Transport Strategy (NZTS) is a national policy for developing and using transport infrastructure. It does not specifically mention the RoNS or Basin Reserve Project. The strategy seeks to achieve integration between transport modes, and between transport and land use. The vision for transport is set out in the NZTS: "By 2040 New Zealand will have an affordable, integrated, safe, responsive and sustainable transport system".

The key objectives of the NZTS (based on the LTMA) are as follows:

- Ensuring environmental sustainability;
- Assisting economic development;
- Assisting safety and personal security;
- Improving access and mobility; and
- Protecting and promoting public health.

It is considered that the Basin Reserve project can promote environmental sustainability and public health by providing for alternative transport modes such as improved walking and cycling facilities, promoting health benefits, and by making passenger transport an improved alternative to using private motor vehicles.



Pedestrian movements around the Basin Reserve are relatively high compared to other outer city Wellington suburbs. This is in part due to the three schools within close proximity, and also the high number of people who walk from Newtown towards the Central Business District (CBD). Options that allow for grade separation have the potential to enhance journey times for pedestrians and to improve safety.

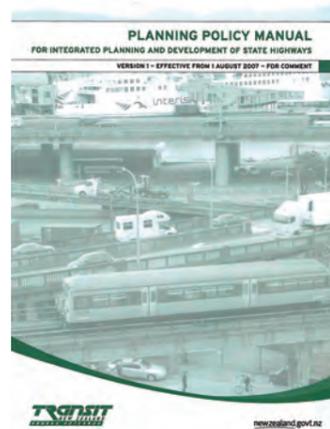
With three schools within the study area, a number of school children rely on passenger transport. Improved passenger transport routes within the area will reduce journey times and improve reliability.

The project has the potential to assist economic development by improving the efficiency of movements to and from the Central Business District (CBD) and by improving the reliability and efficiency of journeys between Wellington Airport and the CBD.

2.1.5 Transit Planning Policy Manual 2007 (Non-statutory)

The Transit NZ Planning Policy Manual was published in 2007. It sets out policies, standards and guidelines on transport planning, land-use planning and the integration of the two. The policy includes a statement of commitment to sustainable development and defines its objectives for the State Highway network. It specifies planning outcomes which seek to ensure state highways:

- Provide safe, efficient and pleasant links between cities, towns, airports, ports, transport hubs and places of interest.
- Balance the needs of national productivity and through traffic with the needs and aspirations of surrounding communities and local economies.
- Support well-planned local transport networks that in turn service sustainable land use patterns.
- Support the provision of travel choices and accessibility while encouraging low impact travel behaviours.
- Are a legacy we can be proud of.



The manual also defines supporting policies which explain how the organisation will support walking and cycling, provision for passenger transport services and development control.

The Basin Reserve project seeks to achieve the above planning outcomes through developing options designed to:

- Mitigate traffic congestion and delays;
- Improve the overall efficiency and safety of SH1 and local traffic flows;
- Improve pedestrian and cyclist connections;
- Segregate SH1 traffic and local traffic;
- Reinforce route hierarchies within the city; and
- Encourage a mode shift to passenger transport by providing a higher quality and more efficient bus service.

2.1.6 National State Highway Strategy 2007 (Non-statutory)

The National State Highway Strategy responds to the NZTS as it related to the development of the country's state highways. It sets out how Transit New Zealand (now NZTA) will move towards and manage the state highway network as an integral part of a multi-modal transport system. It sets out how the state highway network will support the Government's priority theme of

economic transformation and the NZTS objectives. The Strategy identified the likely long-term direction for New Zealand's State Highway network. It includes a vision of the network in 30 years, taking account of the need for an affordable, integrated, safe, responsive and sustainable approach to transport. This view of the future network includes an appropriate allowance for areas of growth and state highway development, but also recognises the need to take a different approach to 'predict and provide' for traffic growth.

The National State Highway Strategy does not specifically mention the Basin Reserve project. It does however recognise that the Inner City Bypass strengthens north-south links through the city. It also acknowledges the Ngauranga to Wellington Airport Strategy Study in identifying solutions to meet current and future land use and transport needs in and around the city.

2.1.7 Getting There - On Foot, By Cycle 2005 (Non-statutory)

Getting There - On Foot, By Cycle is a national strategy to advance walking and cycling in New Zealand transport. It's vision is "a New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment".

This vision is supported by three goals:

- Community environments and transport systems that support walking and cycling;
- More people choosing to walk and cycle, more often;
- Improved safety for pedestrians and cyclists.

By including pedestrian and cyclist infrastructure in all design options, and improving pedestrian and cyclist access and safety, the Basin Reserve project supports the three goals listed above.

2.2 Regional Policy and Strategy

2.2.1 Greater Wellington Regional Policy Statement (Statutory)

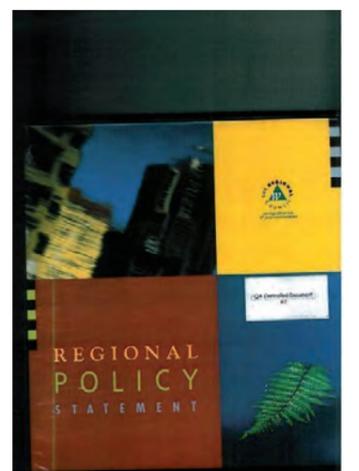
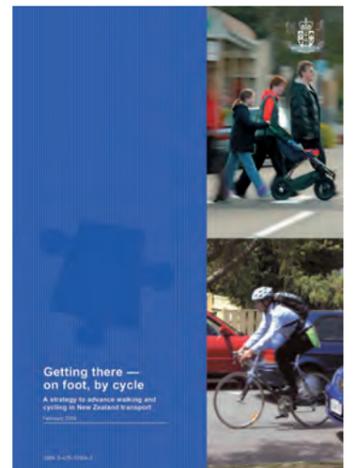
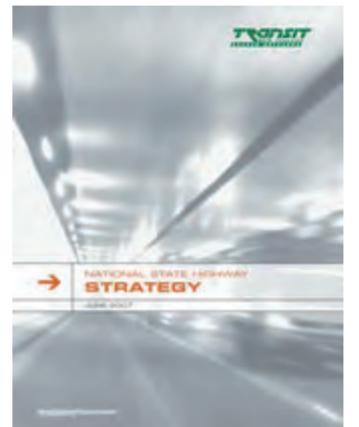
Section 59 of the Resource Management Act 1991 states that the purpose of a regional policy statement is to achieve the purpose of the Act by providing an overview of the resource management issues of the region, and of the policies and methods required to achieve integrated management of the natural and physical resources of the whole region.

The Regional Policy Statement (RPS) identifies the regionally significant issues around management of the region's natural and physical resources, and sets out what needs to be achieved (objectives) and the way in which the objectives will be achieved (policies and methods).

The current RPS was published in 1995. A proposed RPS has been notified and submissions received. The hearing process for submissions on the proposed RPS is expected to commence late this year.

Current RPS 1995

Key themes within the current RPS include the promotion and application of energy efficiency and a moderation in energy demand through, for example, the design and operation of transportation systems. Consideration for the transportation demands



resulting from land development (i.e. Integrated land-use and transport planning) is also emphasised in the Statement.

Objective 1 (Built Environment and Transportation) is of particular relevance to this study. The objective for the Region is that “Urban areas, the built environment and transportation systems are developed so that they, and their associated activities, use resources efficiently and the demand for the use of finite resources is moderated”.

Policies in support of this objective are generally consistent with those at national level. The most directly relevant are Policies 3 and 4, which relate to the development of transport systems and the protection of regionally important transport corridors respectively.

Policy 3 supports the use of transport systems that reduce the demand for energy, and / or rely on renewable energy sources. It also promotes transport systems that avoid or minimise environmental effects directly resulting from the development and operation of transport systems.

The main element of Policy 3 relevant to the Basin Reserve Project is that transport systems will be developed to meet community needs for accessibility. Policy 4 further supports the accessibility needs of the region by protecting existing transport corridors. This policy seeks to safeguard transport corridors for the efficient provision of accessibility for the regional community.

One of the key objectives of the project is to develop an integrated solution that maximises accessibility. In particular, the proposed upgrade seeks to separate local traffic flows from SH1 traffic and to encourage walking and cycling.

The Regional Council’s primary method for implementing these policies is through the Regional Land Transport Strategy.

Proposed RPS 2009

Under the proposed RPS the most significant policy relating to transport management is Policy 9: The RLTS and the local authority District Plans are required not to be inconsistent with the RPS and its key policies including those promoting travel demand management mechanisms that reduce the use and consumption of non-renewable transport fuels and carbon dioxide emissions from transportation.

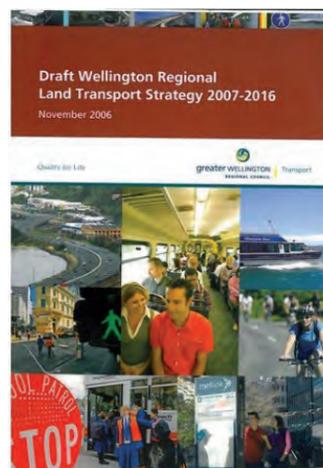
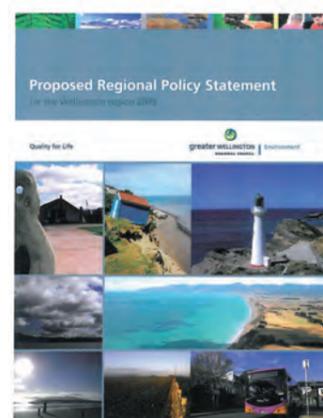
Travel demand management includes a range of mechanisms - such as travel behavioural change programmes, road pricing tools and improvements to the efficiency of the existing network. It is also important to ensure good connectivity within and between settlements to optimise walking, cycling and public transport.

2.2.2 Wellington Regional Land Transport Strategy 2007-2016 (Statutory)

The Regional Land Transport Strategy (RLTS) is a statutory document (prepared under the Land Transport Management Act 2003) that Greater Wellington must produce via the Regional Land Transport Committee. It is the strategic transport document that guides the development of the region’s transport system including public transport, roads, walking, cycling and freight for the next ten years and beyond. Each regional land transport strategy prepared under the LTA must contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system.

The RLTS objectives are:

- Assist economic and regional development;
- Assist safety and personal security;
- Improve access, mobility and reliability;



- Protect and promote public health;
- Ensure environmental sustainability; and
- Ensure that the Regional Transport Programme is affordable for the regional community.

The strategy’s objectives reflect the provisions set out in the LTA and the LTMA, while also taking account of regional issues and objectives. The objectives form an important component of the strategic framework which is aligned with Greater Wellington’s Long Term Council Community Plan and the Wellington Regional Strategy, to ensure the strategy contributes to the community outcomes identified by these documents.

The strategy recognises the importance of a strategic road network which operates safely and efficiently. It includes targets in relation to increasing the use of sustainable transport modes such as passenger transport, walking and cycling, reducing greenhouse gas emissions, improving road safety, reducing severe traffic congestion, improving freight efficiency and improving land use and transport integration.

The strategy recognises that increasing population and economic growth within the Region is likely to lead to increased demand for travel. The strategy indicates that the Region’s population are making more trips, more often. It does not specifically mention the Basin Reserve, though it does mention that severe congestion occurs near the Mount Victoria and Terrace Tunnels.

Network Management

Network management policies relevant to this study aim to ensure that best use is made of network management techniques (such as travel information, HOV priority, variable speed limits, ramp metering) to optimise the performance of the transport network. The strategy also encourages the separation of arterial and local road traffic where practicable.

Assist Economic Development

Any increase in the connectivity between the Airport and the Wellington CBD will assist in the economic development of the region. Improved access to the airport will encourage increased tourism and will allow more efficient business travel which will contribute to economic growth for the City and Region. Wellington is often used as a regional and national hub for commercial activity; improving linkages will further attract and encourage new commercial activities. Separating local trips and SH1 through traffic is important; however consideration must also be given to how people access community and social infrastructure around the Basin Reserve.

Assist Safety and Personal Security

There is an opportunity to provide grade separated facilities segregating pedestrians, cyclists and local traffic from the SH1 traffic leading to increased convenience and safety.

Improvements to the SH1 should also see a positive reduction in the number of fatalities and injuries caused on the road due to fewer conflict points, reduced congestion and improved geometrics and safety standards.

Improve Access and Mobility

By reducing the number of intersections around the Basin Reserve, SH1 traffic will have improved accessibility to the eastern suburbs, the hospital, regional facilities such as the zoo and schools, Wellington Airport, the CBD and the northbound motorway. Improved access will assist in more efficient journeys and encourage the use of other modes of transport such as buses and cycling. However any proposals must also consider access to the community and social infrastructure located around the Basin Reserve, such as access to Government House, local churches, schools, the National War Memorial, and the Basin Reserve itself.

The improved accessibility will also result in surrounding communities being more effectively linked to the CBD. This in turn will lead to improved public transport services to the CBD.

Any proposals must also consider how solutions in this project link with other projects in the locality, such as the Memorial Park project, the Adelaide Road development and the Mount Victoria tunnel duplication.

Land-use Planning

Policies relating to integration of land-use and transport planning aim to support densification of development around major passenger transport interchanges. This is closely related to travel demand management strategies which aim to reduce reliance on private motor vehicles for short trips. A policy encouraging the consideration of major recreational and tourist traffic flows during planning processes is also included. Consideration must also be given to the recent proposal for high rise development around the Basin Reserve as well as plans for the Adelaide Road Intensification and proposed supermarket developments in the area.

Protect and Promote Public Health

Reduced congestion and smoother traffic flows through the project area will result in reduced noise and air pollution as well as providing a safer environment for both motorised and non-motorised users.

Access to Wellington Hospital is another important consideration. The Basin Reserve project will need to consider improved access to Newtown and the Wellington Hospital to secure the route to Wellington's major health facility.

More generally, options that encourage walking and cycling as a preferred mode of transport will promote health benefits and provide further consistency with the Regional Land Transport Strategy.

Ensure Environmental Sustainability

The project provides significant opportunity for improved passenger transport. The increase in efficiency will see an increase in the use of passenger transport, therefore reducing private vehicle use. The project also provides the opportunity to reduce congestion and therefore reduce fuel consumption.

Travel Demand Management

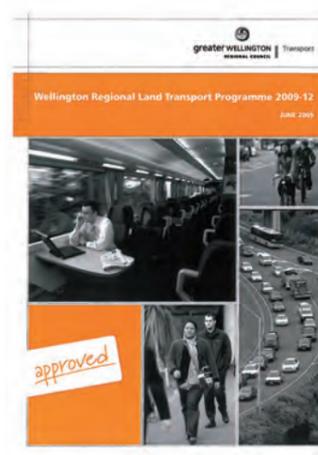
The project will provide the opportunity to reduce travel by car by providing improved pedestrian and cyclist facilities as well as improved passenger transport. Accessibility to passenger transport for local residents and Basin Reserve users is important in future option design to ensure the options enhance travel demand management policies which include supporting reduced reliance on private motor vehicles, supporting increased use of passenger transport and cycling and pedestrian travel, and encouraging the development of travel plans.

2.2.3 Regional Land Transport Programme 2009-2012 (Statutory)

The Regional Transport Programme (RTP) sets out the region's expectations for new capital expenditure on strategic roading and funding for passenger transport, active modes travel and demand management over a 10 year period.

The RLTS includes a set of prioritisation policies which guide this process and the matters to be taken into account in the prioritisation methodology. These cover ensuring projects which contribute towards key outcomes are given top priority, ensuring priority decisions reflect seriousness, urgency, economic efficiency, effectiveness, volumes, affordability, and perceived safety benefits. The key objectives recognised in the programme are:

- Assist economic and regional development;
- Assist safety and personal security;



- Improve access, mobility and reliability;
- Protect and promote public health;
- Ensure environmental sustainability; and
- Ensure the Regional Transport Programme is affordable for the regional community.

The Basin Reserve Project is recognised as a high priority project, and is ranked second in the list of priorities for 2009-2012. It is acknowledged that it provides for enhanced passenger transport between Wellington Railway Station and Newton, and will relieve congestion on SH1.

2.2.4 Wellington Regional Strategy 2007 (Non Statutory)

The Wellington Regional Strategy (WRS) is a sustainable growth strategy developed by the nine local authorities in conjunction with a range of local stakeholders. The aim of the WRS is to make the Wellington Region "internationally competitive" - a region which offers a competitive package of lifestyle, job opportunities, and a strong economy.



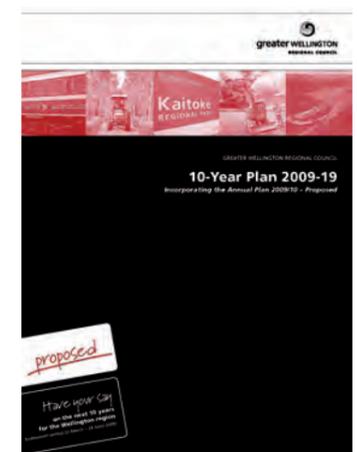
The WRS sets out a number of high level outcomes to promote sustainable economic development. The Basin Reserve Project will satisfy the following WRS outcomes:

- **Connected community** - The Region's connections and access are efficient, quick and easy - locally, nationally and internationally. Communication networks, air and sea ports, roads and public transport systems are world class and enable us to link well with others, both within and outside the region.
- **Healthy environment** - The Wellington region has clean water, fresh air and healthy soils. Well functioning and diverse ecosystems make up an environment that can support the Region's needs. Resources are used efficiently. There is minimal waste and pollution.
- **Quality lifestyle** - Living in the Wellington region is enjoyable, and people feel safe. A variety of healthy and affordable lifestyles can be pursued. Our art, sport, recreation and entertainment scenes are enjoyed by all community members - and attract visitors.
- **Sense of place** - Wellingtonians have a deep sense of pride in the Region and there is strong community spirit. We value the region's unique characteristics - it's rural, urban and harbour landscapes, its climate, its central location, and its capital city.
- **Regional foundations** - High quality and secure infrastructure and services meet our everyday needs. These are developed and maintained to support the sustainable growth of the region, now and in the future.
- **Healthy community** - Physical and mental health is protected. Living and working environments are safe, and everyone has access to health care. Every opportunity is taken to recognise and encourage good health.

2.2.5 Greater Wellington 10-year Plan 2009-19 (Proposed) (Non Statutory)

The Greater Wellington 10-year Plan is a requirement of the Local Government Act 2002. It contains information about Greater Wellington's planned activities for the next 10 years and shows how these contribute to ten agreed community outcomes.

The main community outcome which the Transportation section of the plan contributes to is "Connected Community - Access is quick and easy - locally, nationally and internationally.



Our communication networks, air and sea ports, roads and public transport systems enable us to link well with others, both within and outside the region”.

The Transport section also contributes to the following community outcomes; Prosperous Community, Healthy Environment, Essential Services, Healthy Community, Quality Lifestyle.

The plan sets out a number of objectives as listed below:

- Increase peak-period passenger transport mode share.
- Increase mode share for pedestrians and cyclists.
- Reduce greenhouse gas emissions.
- Reduce severe road congestion.
- Improve regional road safety.
- Improve land use and transport integration (in line with the WRS and local authority urban development strategies).
- Improve regional freight efficiency.

The Basin Reserve will meet a number of the objectives of the Greater Wellington 10-year plan listed above. By enhancing passenger transport routes it will encourage an increase in peak-period passenger transport mode-share. Improving pedestrian and cyclist access to and around the Basin Reserve will increase their mode share and safety. Severe road congestion will be reduced by increasing efficiency for SH1 through-traffic between the Mount Victoria Tunnel and Inner City Bypass, as well as between Adelaide Road and Kent / Cambridge Terraces. Road safety for those who use the streets around the Basin Reserve will also be improved.

The plan also has performance targets for each of the key objectives.

2.2.6 Regional Passenger Transport Plan 2007-2016

The Regional Passenger Transport Plan sets out Greater Wellington’s intentions for the regional passenger transport system over the next 10 years and includes objectives, policies and targets.

The vision for passenger transport is “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.”

The following key outcomes for passenger transport are identified:

- Increased off-peak period 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; and
- Increased passenger transport reliability.

The Basin Reserve Project helps to achieve these goals by reducing congestion and providing dedicated bus lanes. These will reduce journey times and increase service reliability, which will in turn increase passenger transport use, accessibility and community connectivity.

2.2.7 Wellington City District Plan 2000 (Statutory)

Every District Council is required to prepare a District Plan under the Resource Management Act 1991. The Wellington City District Plan (the Plan) is the primary document that manages land use and development within Wellington City.

The Plan identifies key qualities and values including one of promoting an accessible city. An accessible city is one in which people can achieve access to destinations which enable them to meet their needs. In an accessible city transport and land-use planning are integrated to enhance accessibility for all people while minimising the adverse effects of transport on quality of life and the environment.

One of the guiding principles for CBD development addresses traffic entering or bypassing the Central Area. The plan recognises that the CBD should be a destination rather than an obstacle to through traffic.

The over-arching objective for transport in the Wellington CBD is: to enable efficient, convenient and safe access for people and goods within the Central Area.

Relevant related transport policies include:

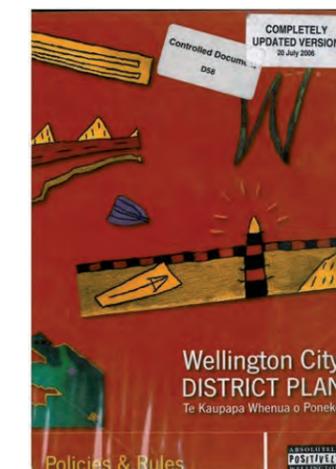
- 12.2.8.1 - Improved access for all people, particularly people travelling by passenger transport, cycle or foot, and for people with mobility restrictions;
- 12.2.8.2 - Permitting appropriate extensions to the existing road network;
- 12.2.8.4 - Managing the road system in accordance with a defined road hierarchy; and
- 12.2.8.5 - Protecting and enhancing access to public spaces in the Central Area.

The overall project will need to encourage through traffic to bypass the Central Area by providing a clear separation between SH traffic and CBD bound traffic. Any options must also consider improvements to pedestrian access to the Basin Reserve, a predominant public space, and to other community and social infrastructure in the area such as Government House and local churches and schools. Options should also consider land use matters such as the impact of any roading change on the visual and noise intrusion for Basin Reserve users, and on proposed developments - the high rise multi unit residential buildings and the new supermarkets in the area.

The Basin Reserve study area includes part of the existing Inner City Bypass designation which runs along Buckle Street and into Cambridge Terrace.

2.2.8 Wellington City Long Term Council Community Plan 2009-2019 (Statutory)

The Wellington City Long Term Council Community Plan (LTCCP) explains what WCC plans to do over the next decade, why they plan to do it, how much it will cost, and who will pay. It was adopted after extensive consultation with Wellingtonians in 2009. It recognises key areas and strategies for the development of Wellington city over the next 10 years. Significant growth is expected in Wellington creating challenges in sustaining and preserving the city’s character. A key priority is to improve land use and transport by focusing development in keys centres or ‘hubs’. There are also challenges in ensuring the transport network can keep up with growing demand while aiming to reduce harmful environmental effects such as noise, water and air pollution.



The provision of an efficient and safe vehicle network is important to the city's economy and for residents' quality of life. It is also important for the environment. An inefficient transport network that is congested results in cars spending more time in transit consuming fuel and emitting carbon monoxide - a negative consequence of the road network that we are seeking to minimise.

The overall aim is to manage and maintain the network to ensure it remains efficient. To achieve this, the key focus will be planning for improvements to the transport network to ensure it develops in ways that meet future needs. This includes working alongside Greater Wellington and the New Zealand Transport Agency to ensure the implementation of the Ngauranga to Airport Corridor Plan and in particular the project to solve access problems at the Basin Reserve. The Regional Transport Committee considers the Basin Reserve a priority project.

Further key outcomes relevant to the Basin Reserve Project include:

- Wellington City and its amenities will be accessible to all Wellingtonians;
- Wellington's communities will have ready access to indoor and outdoor facilities and spaces;
- Wellington's transport system will be designed to meet the needs of its people efficiently and sustainably;
- Wellington's public transport system will be accessible and affordable for all;
- Wellington will be pedestrian and cyclist friendly;
- Wellington's traffic will flow smoothly through and around the city and its suburbs;
- Links by land, air and sea will meet the needs of people and enterprises; and
- Wellington will protect its heritage buildings and ensure that new developments are sympathetic to them.

2.2.9 WCC Transport Strategy

Wellington City Council has prepared a Transport Strategy to address the challenge of ensuring that Wellington's transport system supports the city's vision for its future growth and function. The overall goal is for Wellington's transport network to support the economic, social, cultural and environmental aspirations of its citizens. To achieve this, the state highway system and arterial roads will need to provide efficient access to the city and to key transport hubs, while also encouraging public transport and walking as ways to get around the areas of high-density development. It will also mean promoting developments that increase the energy efficiency of the transport system. As part of this project NZTA wishes to assist WCC (as a strategic partner) in contributing towards achieving this strategy.

Key long term outcomes contained within the strategy which are relevant to this project include:

- **More liveable:** Wellington will be easy to get around, pedestrian-friendly and offer quality transport choices;
- **More prosperous:** Wellington will have a coherent and efficient transport system that aids economic development;
- **More sustainable:** Wellington will minimise the environmental effects of transport and support the environmental strategy;
- **Better connected:** Wellington will have a highly interconnected public transport, road and street system that supports its urban development and social strategies;
- **Healthier:** Wellington's transport system will contribute to healthy communities and social interaction; and
- **Safer:** Wellington will seek to improve the safety and security of its citizens as they move around the city and region.

The key considerations in achieving these outcomes relevant to the Basin Reserve Project include:

- Develop the state highways and main arterial roads as the primary means of moving large volumes of traffic and freight to and through the city;
- Develop public transport systems as the main means for the movement of people along the Urban Development Strategy Growth Spine;
- Ensure continued access to the CBD for commuters;
- Develop the port and airport as major contributors to the city and regional economy; and
- Develop measures to improve the energy efficiency of the city.

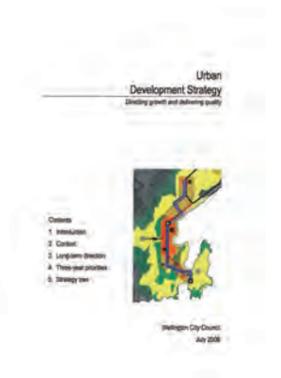
The Basin Reserve project has the potential to contribute to all the above considerations, in particular the project will aim to develop the State Highway as the primary route for traffic flow through the city. Studies show¹ that improving the SH1 route will reduce the number of vehicles using Constable Street, making this route more efficient as a Passenger Transport Corridor. It will also reduce the number of vehicles using Evans Bay Parade, making this route safer for cyclists. This will, in turn, achieve a more efficient connection between the CBD and the airport. Increased transport efficiency will reduce congestion and delays as well as encouraging the use of public transport as an alternative to commuter traffic.

2.2.10 Wellington City Urban Development Strategy 2006 (non-statutory)

The Wellington Urban Development Strategy is a growth management strategy that directs growth to where the benefits are greatest, where adverse effects are minimised, and delivers on quality.

The Urban Development Strategy aspires to the following outcomes over the next 10 years:

- More liveable;
- More sustainable;
- Better connected;
- More prosperous;
- More compact;
- Safer; and
- Stronger sense of place.



One of the ways of achieving a more compact city is to focus and encourage growth along a spine in the central area, around key suburban centres and on key transport routes. This growth spine would run from Johnsonville through the central area, to Adelaide Road and Kilbirnie. Along this growth spine transit-oriented intensification of employment and housing would occur as well as the provision of high quality public transport. The Basin Reserve and the Adelaide Road area to the south form a key component of this growth spine.

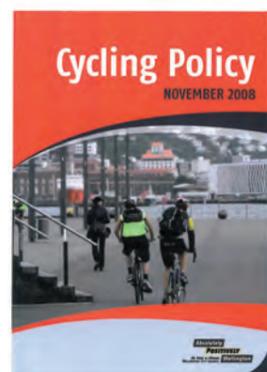
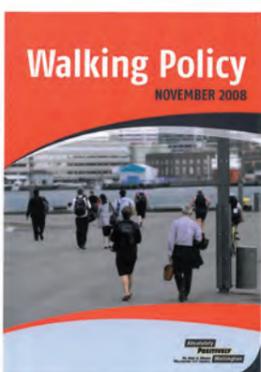
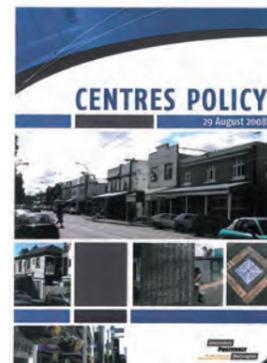
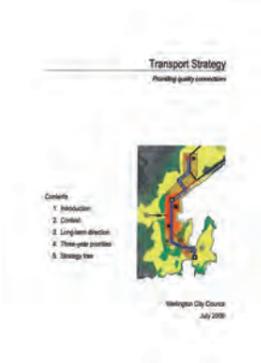
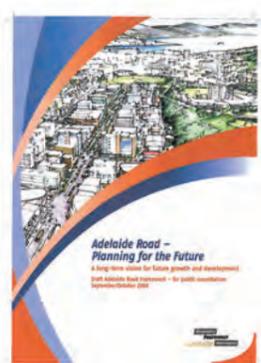
¹ Refer to Ngauranga to Airport Strategy Study.

2.2.11 Other Wellington City Policies and Strategies (Non-statutory)

In addition to the policies outlined above, Wellington City has a wide range of other policies that are relevant to this project. These policies include:

- Adelaide Road Framework 2008;
- Urban Design Strategy 1994;
- Centres Policy 2008;
- Recreation Strategy 2003;
- Wellington City Walking and Cycling Policies;
- Community Facilities Policy; and
- Built Heritage Policy 2005.

More information on each of these policies can be found in *Appendix A*.



2.3 Summary

National and local policy provides significant opportunity, guidance, and support for the development of the Basin Reserve Project. The project will significantly contribute towards achieving many of the key objectives of these key policy documents.

In developing the Basin Reserve Project, the project team should be mindful of the following key objectives and ideas of these strategies:

- Enhancing SH1 through traffic particularly to the airport to improve the movement of freight and trips associated with business, this will improve economic growth and transport efficiency. This should include consideration of the prioritisation of roads of national significance requiring investment as these are seen as having the greatest contribution to economic growth and productivity.
- Contribute to a high quality, high capacity, fast and reliable passenger transport spine from the hospital to the railway station. A good outcome from the project will be minimising delays for buses as they pass through the Basin Reserve area. Consideration should also be given to providing dedicated space for buses in the short term and a light rail or similar high quality bus system in the future. The bus lanes will also improve the legibility of passenger transport, making it more permanent and create a perception of high quality.
- To separate strategic traffic from local traffic and strategic traffic from passenger transport. This recognises that all roads should not necessarily be designed for all modes and that we can achieve enhanced efficiency by building corridors for a limited number of modes.
- To enhance the amenity, safety and convenience for those people who walk and cycle. There are already a large number of pedestrians within the study area due to three schools and the high number of journey to work walking trips. Of particular importance is the potential for a significant increase in walking trips from the proposed Wellington City growth spine and the proposal to intensify land adjacent to Adelaide Road in particular.
- To improve reliability and travel time for people making trips to the hospital by both passenger transport and private motorcar.
- To ensure proposals are consistent with and provide strong strategic fit with the RoNS, particularly proposals to duplicate Mount Victoria Tunnel and improve capacity of Ruahine Street and Wellington Road. The project team also need to be mindful of other projects in the area including proposals for Memorial Park and Adelaide Road intensification.