

GPS STRATEGIC DIRECTION - REGIONAL SIGNALS

Types of activities that align with the GPS strategic direction

GPS strategic direction	Examples of activities aligned with this direction
<p>Strategic priority one:</p> <p>Safety – developing a transport system where no-one is killed or seriously injured</p>	<ul style="list-style-type: none"> • Activities included in the Road to Zero Infrastructure and Speed Management Programme • Activities included in the Road Safety Partnership Programme (road policing and associated equipment) • Automated enforcement • Activities to promote behavioural changes to improve road safety outcomes • Activities to improve vehicle safety; work-related road safety; road user choices and system management • Behaviour change programmes with a focus on alcohol and drug impairment, people not wearing seatbelts and speeding • Safety treatments targeting run-on road and head-on crashes on high-risk rural roads • Intersection and rail crossing improvements • Infrastructure improvements – such as separated facilities – to provide safe walking and cycling trips • Speed management to provide safe and appropriate speeds on high-risk rural roads with targeted use of safety cameras to reduce speeding • Activities to improve safe access for people walking and cycling in main urban centres
<p>Strategic priority two:</p> <p>Better Travel Options – providing people with better transport options to access social and economic opportunities</p>	<p>Public transport</p> <ul style="list-style-type: none"> • Activities to support planning and implementation of Regional Public Transport Plans • Operation of existing public transport networks and services – including inter-regional services – to improve utilisation and maintain existing levels of service • New public transport services (including metro rail that aligns with the Rail Plan/Rail Network Investment Programme and rapid transit) to improve the level of service and encourage the uptake of public transport • New public transport infrastructure and facilities (including metro heavy rail that aligns with the Rail Plan/Rail Network Investment Programme, light rail or bus lanes) to improve the level of service • Completion of metro rail passenger infrastructure agreed as part of the Transitional Rail package (GPS 2018). <p>Active modes, shared modes, and mode shift</p> <ul style="list-style-type: none"> • Activities to improve uptake of walking and cycling for journeys to main urban destinations • Investment to improve the level of service and increase uptake for walking and cycling

- New walking and cycling infrastructure that improves the level of service for journeys to main urban destinations
- Activities included in mode shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown
- Delivering rapid transit, public transport, walking and cycling improvements (i.e., mode shift activities) included in ATAP and LGWM
- Activities to promote shared and active modes of transport
- Footpath maintenance
- Lighting upgrade programmes (aimed at promoting uptake of active modes via improved safety/security for pedestrians/cyclists)
- Exploring opportunities to use technology to help deliver better shared services at lower cost.
- Trialling and delivery of on-demand transport services
- Specialised services to support accessibility, such as 'Total Mobility'

Place-making

- Trialling of street changes that can be adapted quickly and implemented at low cost, to make streets safer and more attractive for people who walk and cycle

Planning and optimisation

- Engagement in spatial planning in high growth urban areas to support multi-modal options, and place-making to support walking and cycling
- Measures to support planning and implementation of networks so that network planners and managers apply a multi-modal approach to managing demand and optimising each land transport network and mode for moving people
- Investment to optimise utilisation of current networks – particularly for priority modes (e.g. shared transport) and routes at peak travel times, to inform optimisation and influence demand on networks, improve levels of service from a system performance (including customer experience) perspective, and increase capacity where needed to unlock value
- Optimising the current system first – including as a means to improve system outcomes ahead of transformational projects
- Measures that support active management of car-parking in city centres, city fringe areas and other key centres to increase uptake of public transport, walking and cycling for trips to these locations
- Measures that support land use changes that reduce car dependency, support public transport, walking and cycling trips, and enhance existing communities
- Measures to ensure that the layout and design of new urban areas support a range of transport modes

<p>Strategic priority three:</p> <p>Improving Freight Connections – for economic development</p>	<ul style="list-style-type: none"> • Activities that provide a safer and more resilient journey for people, freight and visitors to key air and sea ports • Activities to support planning and implementation of networks so that network planners and managers apply a multi-modal approach to managing demand and optimising each land transport network (road, rail, coastal shipping) and mode for moving freight • Freight initiatives that support multi-modal journeys • Activities included in KiwiRail’s Rail Network Investment Programme to support a resilient and reliable national heavy rail network • Structure upgrades to improve capacity for freight on high priority freight routes • Investment in improving the capacity or level of service on existing high priority road freight routes • Investment to optimise utilisation of current networks – particularly for priority travel purposes and routes, to improve levels of service and improve capacity where needed to unlock increased value • Maintenance and renewal of existing roads to deliver an appropriate level of service • Urgent responses to transport network disruptions to restore an appropriate level of service - including emergency works • Trials and research into new freight logistic hubs or methods for moving towards coastal shipping as a viable alternative freight option to roads • Additional investment to unlock barriers to coastal shipping as a freight mode. • Additional investment to unlock barriers to rail as a freight mode where it aligns with the Rail Plan/Rail Network Investment Programme
<p>Strategic priority four:</p> <p>Climate Change – developing a low carbon transport system that support emission reductions, while improving safety and inclusive access</p>	<p>Adaptation to Climate Change</p> <ul style="list-style-type: none"> • Engaging locally in spatial and climate change planning to avoid infrastructure and development in high-risk locations. Investigating options for alternative routes that are less likely to be subject to disruption. • Enabling continuous improvement in network resilience through maintenance and renewals • Engaging in long-term strategic planning to respond to the vulnerability of existing assets • Enabling quick recovery following disruption to the land transport system <p>Mitigation of Climate Change</p> <p>Many activities that support the strategic priorities for safety, better travel options and better freight connections may also support reducing land transport emissions, including:</p> <ul style="list-style-type: none"> • Integrated planning that reduces travel demand • Demand management to accommodate and shift demand to shared transport and active modes • Making best use of existing networks to make shared transport and active modes safer and easier to use, and transport of freight more efficient • New infrastructure and services for shared and active modes, where needed.

	<p>Integrated planning</p> <ul style="list-style-type: none"> - Making active/shared modes a more viable choice for more people - Ensuring integrated planning proposals for urban growth and development are designed to avoid increases in land transport greenhouse gas emissions, or reduce carbon emissions while also improving safety and access <p>Demand management</p> <ul style="list-style-type: none"> - Making active/shared modes more attractive - Improving the levels of service for public transport, walking and cycling networks; and promoting increased uptake of shared/active modes - Mode shift and urban form innovations like Keep Cities Moving and Innovating Streets - School and work-place travel planning; shared/active mode network plans; - Planning for efficient urban freight movement <p>Making best use of existing networks</p> <ul style="list-style-type: none"> - Making active/shared modes safer and more efficient - Traffic management plans and reallocation of road network space to prioritise the movement of people and freight (e.g. high occupancy/special vehicles lanes; dedicated bus lanes; parking management) - Speed management or traffic calming to reduce emissions and improve safety for active modes <p>New infrastructure</p> <ul style="list-style-type: none"> - Ensuring new infrastructure supports low carbon transport choices (e.g. new public transport or active mode infrastructure, increased road capacity to accommodate dedicated bus, rapid transit or special vehicle lanes) - Sustainable construction, maintenance and operations (e.g. management of construction emissions, use of resources and waste minimisation) <p>Public health</p> <ul style="list-style-type: none"> - Activities to ensure that air and noise pollution from transport are appropriately managed through a mix of land-use planning and mitigation works <p>Environment</p> <ul style="list-style-type: none"> - Measures to avoid, remedy or mitigate the impacts of transport activities - Measures to improve biodiversity and land, air and water quality along transport corridors
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<p>Government Commitment one:</p> <p>Auckland Transport Alignment Project (ATAP)</p>	<p>Delivery of the programme set out in ATAP, including for:</p> <ul style="list-style-type: none"> • Rapid transit • Strategic road network • Greenfield transport infrastructure • Safety programmes • Walking, cycling and local board priorities • Bus and ferry improvements • Network optimisation and technology • Operational costs and asset renewals.
<p>Government Commitment two:</p> <p>Let's Get Wellington Moving (LGWM)</p>	<ul style="list-style-type: none"> • Delivery of the programme set out in LGWM.
<p>Government Commitment three:</p> <p>Road to Zero</p>	<ul style="list-style-type: none"> • Activities included in the Road to Zero Infrastructure and Speed programme • Activities to promote behavioural changes to improve road safety outcomes • Activities included in the Road Safety Partnership Programme (road policing and associated equipment) • Automated enforcement • Interventions to improve vehicle safety; work-related road safety; road user choices and system management
<p>Government Commitment four:</p> <p>NZ Rail Plan</p>	<ul style="list-style-type: none"> • Delivery by KiwiRail of activities in the Rail Network Implementation Programme