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Analysis of submissions to the draft Regional Land Transport Plan 2015

1. Purpose

To provide the Subcommittee with an overview of the submissions received on the draft Wellington Regional Land Transport Plan 2015 (RLTP), together with officer advice.

2. Background

The Land Transport Management Act 2003 (the Act) requires every Regional Transport Committee (RTC) to prepare and consult on a regional land transport plan.

The Wellington RLTP sets out the policy framework and the strategic case for development of the region's transport network over the next 10-30 years. It also contains a six year programme of all the land transport activities proposed to be undertaken throughout the region for the next six financial years, the regional priority of the significant activities, and a ten year financial forecast. The proposed transport activities in the RLTP are put forward by the New Zealand Transport Agency (NZ Transport Agency) and 'Approved Organisations' in the region (including the eight local councils and Greater Wellington Regional Council (GWRC)). The activities in the programme relate to public transport, walking and cycling, road safety, network resilience, local roads, state highways and freight.

At its meeting on 2 December 2014, the RTC approved the draft RLTP 2015 for public consultation and established the subcommittee to hear these oral submitters and consider all submissions.

Consultation ran from 19 January until 20 February 2015 (five weeks) and included the following key elements:

- Advertisements in the Dominion Post, Wairarapa Times Age and local newspapers

- A consultation brochure and link to a copy of the full draft RLTP emailed to around 90 stakeholders and interest groups
- Copies of the consultation brochure and a reference copy of the full draft RLTP made available at GWRC and local council offices and public libraries around the region
- Information made available on GWRC's website, including an online submission form.

After considering the feedback provided through submissions, the RTC will recommend a final RLTP for adoption by GWRC in late April 2015. The final adopted RLTP will support the region's bid for funding assistance from the National Land Transport Fund.

3. Scope of the Committee's discretion

Section 16 of the Act sets out the form and content of regional land transport plans. The RLTP must set out the region's land transport objectives, policies, and measures for at least 10 financial years. The Act also includes requirements for a programme of land transport activities, priorities and financial forecasts.

The RLTP must contribute to the purpose of the Act ('an effective, efficient, and safe land transport system') and must be consistent with the Government Policy Statement (GPS) on land transport.

The format of the RLTP follows a business case approach (identification of the transport problem, benefits, and strategic response) consistent with NZ Transport Agency guidance. This is so that the strategic context presented in the RLTP follows a format consistent with the required business case process that will be required for funding approval of future projects and activities.

Section 16(3) (a) sets out those activities that must be automatically included in the regional programme. These are: local road maintenance, renewals and minor capital works and existing public transport services. Committed activities are also automatically included.

In terms of all other activities, the RTC cannot add activities to the RLTP. These must be put forward by an approved organisation (this does not preclude the RTC from requesting an approved organisation to consider including a project). The RTC can choose not to include an activity that has been put forward, but would have to document and provide the reasons to the relevant organisation for doing so.

Therefore, the decision for those projects included in the draft 6-year programme that the RTC has discretion over is:

- i) whether to continue to include the project/activity in the 6-year programme
- ii) whether to give a significant project/activity a higher or lower regional priority than proposed in the draft RLTP.

It is important to note that this RLTP forms one step in the overall funding process. Many activities also require local funding that is approved separately through each council's Long Term Plan (LTP) and Annual Plan processes.

In most cases, activities are included in the RLTP because they require some funding through the National Land Transport Programme (NLTP). While the NZ Transport Agency will take account of the activities and priorities in the RLTP it does not have to include any activities or projects in the National Land Transport Programme, nor is it bound to follow the RLTP when considering detailed funding applications. However, an activity must be in the RLTP to be considered for funding from the National Land Transport Fund.

4. Submissions received

572 submissions were received on the draft RLTP. Of these submitters, 95 indicated a wish to be heard in support of their submission.

The majority of submissions 475 (83%) came using a pro-forma submission via the Generation Zero website (details below).

Of the non-Generation Zero submissions, 58 were received from individual members of the public. The remainder (39) were received from local councils, stakeholder organisations, advocacy and community groups.

Formal submissions were received from two territorial authorities in the region (Kapiti Coast District Council and Wellington City Council), in addition to a submission from Horizons Regional Council. The NZ Transport Agency also provided a submission.

Two late submissions have been accepted (one of whom has requested to be heard).

A full copy of all submissions has been provided to members of the Subcommittee.

5. Submission analysis

The issues raised by submitters ranged both in terms of topic and specificity. Submitters commented on high level strategic issues through to detailed operational issues. This analysis sets out:

- The feedback received from submitters who used the online or hard copy submission form for the draft RLTP.
- Analysis of the submissions received via the Generation Zero pro-forma, including officer comment in relation to the four key statements.
- Analysis of the broad themes raised by submitters and officer comment against each of these themes and sub-themes.

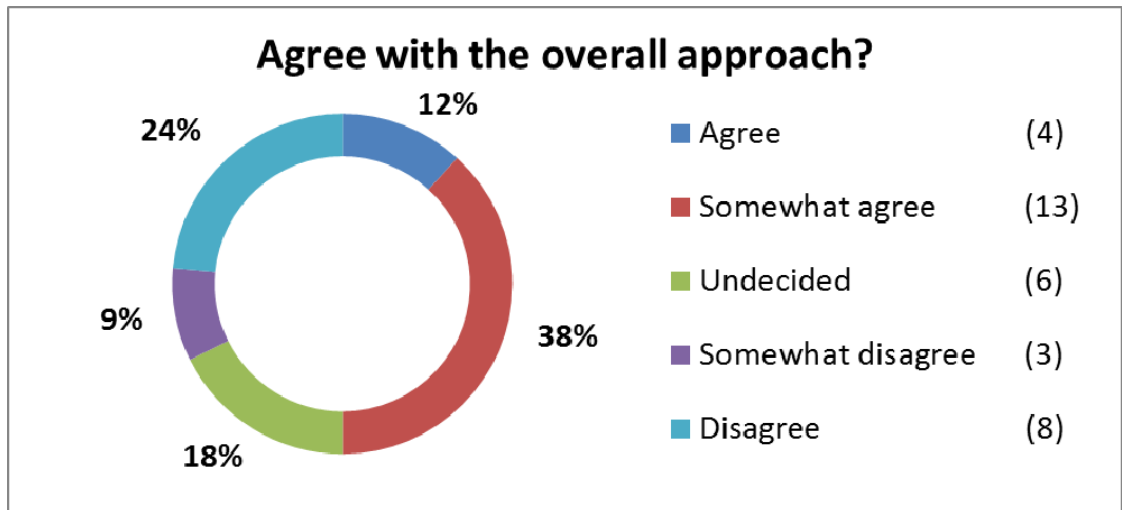
A number of submitters also raised suggestions for detailed amendments to specific policies, targets, words or maps in the draft RLTP. These have not been summarised in this report but will be considered by the Subcommittee during deliberations.

5.1 Feedback statistics from draft RLTP submission form

This section sets out the responses received specifically to the questions asked in the draft RLTP submission form (yes/no, or level of agreement).

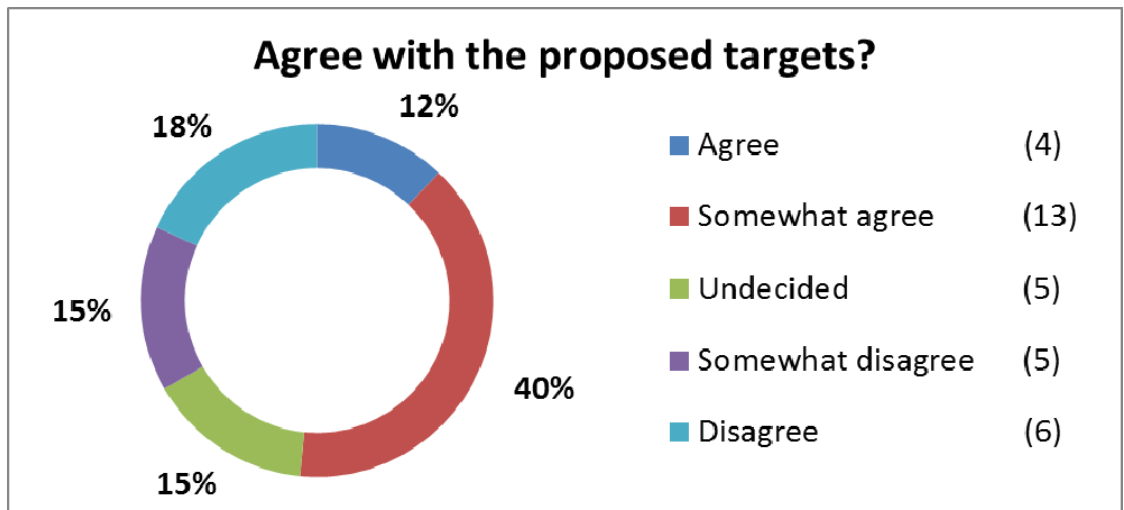
5.1.1 Question: 'To what extent do you agree with the overall approach in the draft Regional Land Transport Plan?'

Total responses: 34



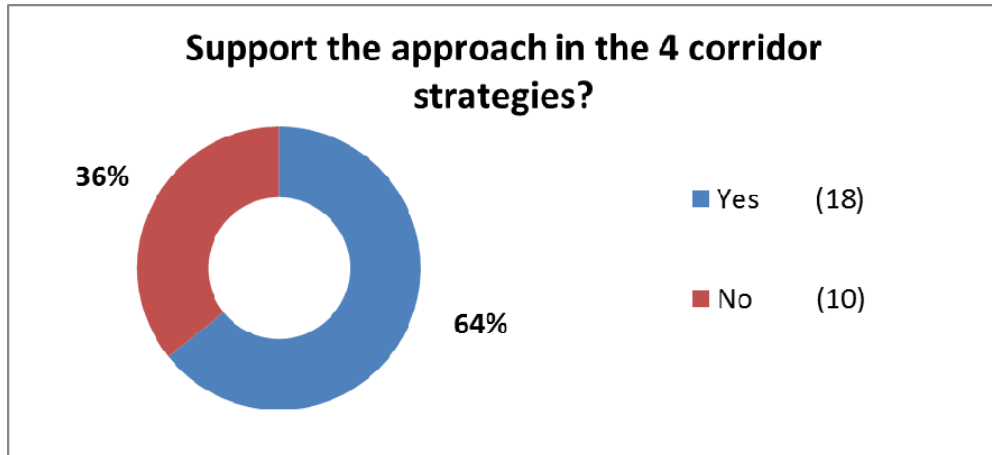
5.1.2 Question: 'To what extent do you agree with the proposed strategic targets for the next 10 years?'

Total responses: 33



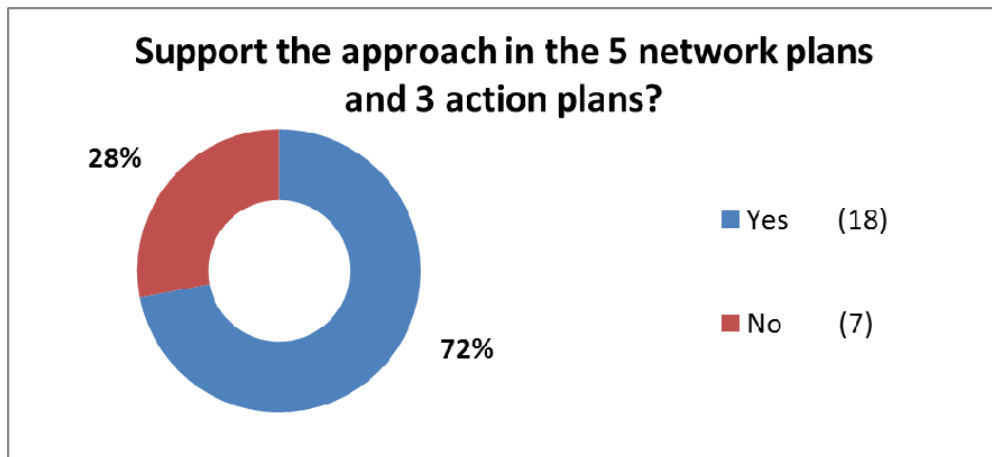
5.1.3 Question: 'Do you support the approach in the 4 corridor strategies?'

Total responses: 28



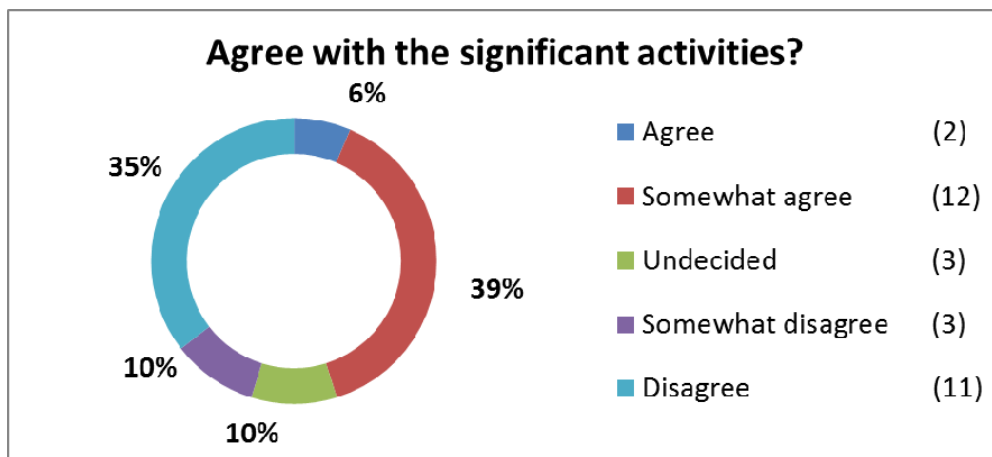
5.1.4 Question: 'Do you support the approach in the 5 network plans and 3 action plans?'

Total responses: 25



5.1.5 Question: 'To what extent do you agree with the prioritised list of significant activities (ie. the large new improvement projects costing >\$5M)?'

Total responses: 31



5.2 Generation Zero pro-forma responses

Generation Zero describe themselves as ‘a youth-led organisation, that was founded with the central purpose of providing solutions for New Zealand to cut carbon pollution through smarter transport, liveable cities and independence from fossil fuels’. They are active in responding to local, regional and national policy and strategy statements and encourage their membership to actively participate in consultations on such policy and strategy.

Generation Zero partnered with another of the submitters (FIT Wellington, submitter no. 8) and created a submission form for Generation Zero members to use and circulate as a means of submitting comments to the draft RLTP 2015.

475 submissions were made using the Generation Zero submission form.

The submission form asked submitters whether they supported four statements in relation to the premise that a city should be for people not cars. The statements appear to relate to Wellington City specifically, rather than the wider region.

These four statements were:

We want a city for people, not cars - achieved by:

- 1. Public transport that works so well you want to take it: A high-frequency, attractive and all-electric passenger transport system that beats the bus congestion issue, with light rail put back into consideration as the best high-capacity solution.*
- 2. Places you want to be: Pedestrianising the Golden Mile and improving pedestrian facilities city-wide to create people-friendly streets in key retail and housing areas.*
- 3. Streets so safe you just want to ride: A safe cycling network throughout the city with physical separation from motor traffic where possible.*
- 4. Money where it matters: Funding for the above transferred from the \$1bn allocated to Wellington City Roads of National Significance.*

Of the 475 Generation Zero submissions received, 93% (441) supported at least one of the 4 statements on the Generation Zero submission form or offered supportive comments. An additional 7 submission forms were received that did not express an opinion or offer any comment, these however have been treated as supporting the general views of Generation Zero.

One Generation Zero submission form was returned supporting the RLTP in its current form.

One submission made using a Generation Zero submission form was withdrawn from the analysis with the submitter advising that it had been made using their details and e-mail without their permission. This submission has not been included.

Of the Generation Zero submissions 88.42% were from postcodes within the Wellington region. The remainder were from outside the region, including overseas addresses.

The level of support for each statement is provided in the table below, against the total number of Generation Zero submissions:

Statement	Degree of support from submitters
1. Public transport that works so well you want to take it: A high-frequency, attractive and all-electric passenger transport system that beats the bus congestion issue, with light rail put back into consideration as the best high-capacity solution.	87.16%
2. Places you want to be: Pedestrianising the Golden Mile and improving pedestrian facilities city-wide to create people-friendly streets in key retail and housing areas.	86.74%
3. Streets so safe you just want to ride: A safe cycling network throughout the city with physical separation from motor traffic where possible.	92.84%
4. Money where it matters: Funding for the above transferred from the \$1bn allocated to Wellington City Roads of National Significance.	89.05%

Of the 475 Generation Zero submissions, 295 submissions also contained additional comments. Generally the comments supported the Generation Zero vision and expanded the themes of climate change, carbon neutrality, the need for public transport, cycling and walking supportive policies and funding. A number of project specific comments were also received and are identified in the table below. There were also a number of comments requesting that Light Rail Transit and the Trolley Bus decisions be reconsidered and a small number requesting that the “Basin Flyover” option not proceed.

Comments were also generally Wellington city centric rather than reflecting a wider view of the region.

The four statements from the Generation Zero pro forma are set out below with officer comment provided alongside.

Submission theme	Officer comment
Public transport that works so well you want to take it: A high-frequency, attractive and all-electric passenger transport system that beats the bus congestion issue, with light rail put back into consideration as the best high-capacity solution	<p>A high quality, reliable public transport network is a strategic objective of the draft RLTP. The associated outcomes for public transport include increased use and improved access, quality, reliability and journey times.</p> <p>A 50% reduction in the emissions from the public transport vehicle fleet is targeted in the draft RLTP over the next 10 years. This target is expected to be met using a combination of modern, fuel efficient vehicles and next generation vehicles as they become available e.g. hybrid/electric.</p> <p>The Wellington Public Transport Spine Study looked comprehensively at options for a high quality, high frequency public transport spine through central Wellington city. The RTC consulted with stakeholders and the public on the study outcomes and subsequently agreed Bus Rapid Transit as the preferred option to meet the needs of the corridor, including addressing bus congestion and capacity. The effectiveness of any public transport system in achieving reliable and competitive journeys and avoiding congestion is largely contingent on the provision of dedicated road space. The type of vehicle is much less important.</p>

<p>Places you want to be: Pedestrianising the Golden Mile and improving pedestrian facilities city-wide to create people-friendly streets in key retail and housing areas</p>	<p>An attractive and safe walking and cycling network is a strategic objective of the draft RLTP. The associated outcomes sought for pedestrians include improved safety, level of service and increase use.</p> <p>The walking network chapter in the draft RLTP provides the strategic case for investing in pedestrian facilities. It identifies the need to target investment to create ‘walkable centres’, particularly in high pedestrian activity areas such as the Wellington City CBD.</p> <p>However, the type and nature of pedestrian facilities under this strategic framework is a decision for the relevant local council – Wellington City Council in the case of the Golden Mile and CBD. It is noted that previous studies of pedestrianisation schemes have highlighted some disadvantages, including shifting public transport away from the customer and personal security issues outside of office hours.</p>
<p>Streets so safe you just want to ride: A safe cycling network throughout the city with physical separation from motor traffic where possible</p>	<p>An attractive and safe walking and cycling network is a strategic objective of the draft RLTP. The associated outcomes sought for cyclists include improved safety, level of service and increase use.</p> <p>The cycling network chapter in the draft RLTP provides the strategic case for investing in cycling improvements. It identifies the need to develop the strategic and local cycling network to provide a safe, convenient, pleasant cycling environment. Separation from traffic is recommended along strategic corridors wherever possible. A number of strategic cycling corridors are identified throughout Wellington City, in Figure 32 of the draft RLTP.</p> <p>However, the type and nature of cycle facilities under this strategic framework is a decision for the relevant local council – Wellington City Council in this case.</p>
<p>Money where it matters: Funding for the above transferred from the \$1bn allocated to Wellington City Roads of National Significance</p>	<p>This matter is outside the scope of the Regional Land Transport Plan.</p> <p>The allocation of funding across the various transport activity classes is prescribed at the national level in the GPS on land transport. The RTC cannot move funding from one activity class such as state highways to another such as public transport.</p> <p>The RLTP is also required under the LTMA 2003 to be consistent with the GPS.</p>

5.3 Key submission themes

A number of broad themes have been identified from the submissions. These are set out below, together with officer comment to assist the Subcommittee. These are not intended to be exhaustive, but to provide a flavour of the common themes raised by submitters. The submitters whose comments related to each key theme are also identified.

These themes include those provided by the submitters who used the Generation Zero form in the open ‘other comments’ field, which generally built upon the overall message and four standard statements in the pro-form.

5.3.1 Theme: Overall balance, priority and emphasis

A large number of submitters made comments about the overall approach of the draft RLTP and the emphasis or priority given to particular modes within the plan or more generally. A large number of submitters sought greater emphasis on walking, cycling and public transport and less focus on roads. Others supported the proposed direction in the draft RLTP and a balanced and multi-modal transport network.

Submission sub-theme	Officer comment
<p>More emphasis and priority should be given to public transport, walking and cycling.</p> <p>Submitters cited the following sorts of reasons for this view: Sustainability, climate change and need for fossil free or low carbon transport; health benefits; safer environment for pedestrians; less pollution; a liveable, vibrant, attractive city that would attract tourists, talent, and jobs.</p> <p>The importance of public transport being efficient, affordable, clean, and reliable was noted. The need for a safe and pleasant environment for walking and cycling was also noted.</p> <p>A number of submitters cited overseas cities that they had visited as examples of what Wellington should aim for.</p>	<p>The draft RLTP proposes a balanced approach to the development of the region’s transport network.</p> <p>A safe, effective, and efficient transport network will require investment across all modes of transport and will need to provide good travel choices.</p> <p>The draft RLTP includes objectives seeking a high quality, reliable public transport network and an attractive and safe walking and cycling network. It sets out the strategic case and benefits for why we need to continue investing in these important modes as part of an integrated transport network.</p> <p>A number of projects are proposed for the next 6 years that relate directly and indirectly to public transport, walking and cycling outcomes.</p>
<p>Less focus and priority should be given to new and improved roads and RoNS projects.</p> <p>Submitters cited the following sorts of reasons for this view: building roads create more congestion; oil dependency and climate change; building motorways is outdated; vehicle kilometres travelled are declining.</p> <p>A number of submitters specifically objected to the Wellington RoNS and requested that these not go ahead.</p> <p>Some submitters sought specific priority for investment in roads to be focused on areas such as safety, key bottlenecks, and reallocation of existing road space to optimise its use.</p>	<p>As noted above, the draft RLTP proposes a balanced approach to the development of the region’s transport network. This includes providing a strategic road network that is safe, effective and reliable.</p> <p>The NZ Transport Agency is the responsible authority for the RoNS projects and these are 100% funded from national sources. Most of these projects have been identified as priorities through the region’s planning processes over a number of years to address important needs in relation to road safety, resilience, reliability, freight access and improving links between key communities and destinations within the region, and links between the region and the rest of New Zealand.</p> <p>RTC has only limited ability to alter projects submitted by an approved organisation (AO). It can exclude a project but would have to have a strong reason to do so. Any decision to do this must be documented and provided to the relevant AO.</p>

Submissions linked to the theme: ‘Overall balance, priority and emphasis’

1, 4, 6, 8, 20, 28, 29, 30, 31, 34, 38, 39, 44, 46, 50, 65, 75, 76, 85, 88, 89, 92, 96, 98, 100, 124, 125, 127, 128, 134, 140, 145,

146, 149, 150, 155, 159, 161, 164, 166, 167, 168, 169, 170, 176, 177, 178, 193, 194, 200, 202, 209, 210, 213, 218, 221, 223, 228, 229, 232, 233, 234, 235, 237, 238, 242, 243, 244, 245, 246, 253, 255, 256, 257, 258, 262, 263, 264, 267, 269, 271, 272, 273, 275, 277, 278, 280, 281, 283, 286, 289, 290, 294, 296, 297, 298, 303, 304, 306, 307, 308, 313, 314, 321, 322, 324, 326, 329, 332, 335, 339, 341, 342, 343, 344, 345, 347, 348, 350, 351, 354, 355, 356, 359, 365, 367, 376, 381, 386, 387, 389, 390, 393, 394, 398, 399, 400, 401, 403, 404, 408, 409, 412, 413, 415, 417, 421, 422, 426, 427, 428, 432, 433, 434, 436, 438, 439, 439, 445, 446, 450, 451, 456, 458, 459, 463, 464, 465, 470, 473, 476, 482, 484, 488, 490, 491, 492, 493, 498, 499, 500, 501, 503, 504, 505, 507, 510, 511, 512, 513, 515, 520, 522, 523, 524, 525, 529, 530, 531, 532, 533, 534, 537, 539, 541, 544, 547, 549, 551, 552, 553, 554, 557, 560, 563, 566.

5.3.2 Theme: Funding priority and allocation

Submitters commented on the funding for transport activities, in particular the allocation and balance of funding in the programme of the draft RLTP. Submitters sought re-direction of funding away from large new road projects and towards public transport, walking and cycling. There were also comments on the need to advocate to central government around funding allocation and to minimise impacts on rates.

Submission sub-theme	Officer comment
<p>More funding should be allocated to public transport, walking and cycling and less to roads.</p> <p>A large number of submitters disagreed with the allocation of funding and relative amounts of money to be spent on the different types of activities. Most of these submitters felt that funding should be re-allocated from new road improvement projects (and specifically RoNS) to walking, cycling and public transport projects.</p> <p>These submitters often commented that the programme in the draft RLTP was dominated by RoNS and roading projects. Some commented that the road network is adequate and money spent on RoNS/major new road projects was wasted. Others noted that funding allocation in the programme seemed at odds with the goals in the plan.</p>	<p>The allocation of funding across the various activity classes is set out at the national level in the GPS.</p> <p>The draft RLTP programme consists of projects proposed by approved organisations in the region. Greater Wellington Regional Council and local councils put forward projects for public transport, local roads, walking and cycling based on what they think they can afford (local share) and deliver over the next six years. NZTA puts forward state highway projects which are 100% funded from national sources.</p> <p>These different types of activities are funded from separate activity ‘buckets’ in the NLTP. The GPS allocates funding to the different activity ‘buckets’ and gives priority to funding the Wellington RoNS. The RTC cannot move funding from one activity class such as state highways to another such as public transport. The RLTP is required by the Land Transport Management Act to be consistent with the GPS.</p>
<p>Advocate to central Government for changes to funding allocation</p> <p>Some submitters suggested that GWRC/RTC lobby government for more funding to be allocated to public transport, walking and cycling.</p>	<p>The RTC and GWRC have advocated for additional government funding through the GPS for walking, cycling and public transport on many occasions in the past and will continue to do so.</p>
<p>Minimise the impact on, and optimise use of, rates</p> <p>Several submitters made comments about rates requesting that rates are spent wisely, that the regional transport rate must be reasonable, and supporting affordable goals.</p>	<p>Noted. The impact of transport activities on local and regional rates are an important consideration for local councils and GWRC through their respective LTP processes. This applies to local road, walking, cycling and public transport activities that require local share funding.</p>

Submissions linked to the theme: ‘Funding priority and allocation’
1, 4, 8, 36, 53, 59, 87, 90, 104, 122, 128, 131, 143, 144, 159, 204, 206, 207, 217, 225, 254, 278, 328, 362, 395, 411, 428,

433, 438, 439, 456, 459, 487, 488, 489, 490, 491, 498, 502, 505, 507, 510, 511, 513, 515, 516, 517, 519, 520, 522, 523, 525, 532, 534, 541, 545, 547, 551, 555, 560, 563, 565.

5.3.3 Theme: Environmental, health and heritage impacts

Submitters commented on the need for wider environmental and social objectives to guide transport planning, the need to better address issues of climate change, community health and heritage.

Submission sub-theme	Officer comment
<p>Objectives should cover wider environmental and social themes</p> <p>Some submitters felt the draft RLTP was too focused on transport problems and should have wider objectives relating to environmental, landscape, health, and heritage.</p> <p>Need to address and mitigate climate change</p> <p>Submitters noted the need for cities, transport systems and transport plans to recognise or focus on contributing to sustainability and mitigating climate change (reducing GHG emissions and fossil fuel use) and other environmental impacts.</p> <p>Greater priority to health impacts and opportunities associated with transport</p> <p>The need for transport systems to address health (physical inactivity and air pollution) and wellbeing was also noted, with walking/cycling, public transport and less cars generally cited as the best way to do this.</p>	<p>The draft RLTP is required to be consistent with the LTMA 2003 and the purpose of the LTMA 2003 to contribute to ‘a safe, effective and efficient transport system’. Amendments to the Act in 2014 removed the former broad well-being objectives.</p> <p>The draft RLTP follows a strategic business case approach, as required by NZTA, and as part of this identifies four key problems facing the region’s transport network. One of these four problems/challenges is ‘liveability’, which recognises that transport can adversely impact on the environment that we live in (natural and built). In response, the draft RLTP seeks to minimise the impact of transport on the environment, reduce harmful emissions, increase the use of walking and cycling, increase increase public transport use and increase vehicle occupancies.</p> <p>The draft RLTP identifies health impacts and opportunities in the discussion of transport issues. A number of the action areas for walking, cycling, public transport, and travel demand management contribute to improved health outcomes.</p>
<p>Ageing population and accessibility</p> <p>New Zealand and Wellington’s ageing population was noted by some submitters and the need for transport systems to recognise this and for design of pedestrian facilities to accommodate older and less mobile people.</p>	<p>An ageing population, together with a number of other demographic and lifestyle trends, are specifically identified in the draft RLTP key issues discussion. Continued improvements in the accessibility of public transport (coverage, information/ticketing, vehicle quality) is a key priority in the draft RLTP and will be increasingly important with an ageing population, as will the continuation of targeted schemes such as Total Mobility.</p> <p>The design of pedestrian facilities is a detailed matter below the scope of the draft RLTP. However, the strategic outcomes of increased level of service and safety for pedestrians are relevant.</p>

Submissions linked to the theme: ‘Environmental, health and heritage impacts’

1, 7, 29, 32, 33, 37, 66, 107, 114, 115, 123, 128, 140, 149, 163, 164, 181, 185, 194, 206, 213, 217, 229, 232, 247, 249, 250, 251, 257, 260, 261, 286, 288, 299, 303, 309, 323, 325, 330, 338, 339, 366, 369, 386, 421, 422, 443, 447, 456, 463, 464, 468, 478, 488, 496, 499, 500, 507, 512, 515, 519, 520, 539, 541, 542, 547, 560, 561.

5.3.4 Theme: Freight

Submitters who specifically mentioned the issue of freight sought more priority to be given to freight as a mode in the transport network as well as advocating for improvements to both rail and roads to make freight more efficient.

(The Freight Network plan is section 9 of the draft RLTP).

Submission sub-theme	Officer comment
Support for the strategic freight objective “An effective network for the movement of freight”	Noted.
Priority access for freight Some submitters suggested that consideration needed to be made regarding when freight traffic might get priority access. Others suggested that it was of concern that freight traffic and other modes shared the same roads space.	The draft RLTP proposes a balanced approach to the development of the region’s transport network. A safe, effective, and efficient transport network will require investment across all modes of transport. Freight is an important component of the overall network.
Shift more road freight onto rail Submitters supported the goal of increased use of rail as a means of carrying freight in and to the region. Submitters identified environmental, safety, and amenity as key reasons to do this.	Noted. The draft RLTP targets an increasing proportion of long distance freight moved by rail. However, a significant proportion of freight trips will not be suitable or effective for rail due to the relatively short trip distance, trip origin/destination, and cost associated with double handling/transfer.
Freight access to the Port There was some additional comment and general support for the Significant Activity project called ‘Wellington Port Access Improvements’. Comments included the need to consider the importance of resilience, multi modal access, and the Ports role in maintaining a rail link between the North and South Island.	Noted. This project is at an early stage in terms of its detail and the submitter comments will be passed to the project leaders NZTA.

Submissions linked to the theme: ‘Freight’

62, 144, 440, 456, 463, 490, 495, 501, 504, 507, 526, 562, 564.

5.3.5 Theme: Journey reliability and congestion

A number of submitters identified the need to address congestion and journey reliability issues on the strategic network to support connectivity, access to jobs, economic growth and productivity, freight, and resilience. Other submitters felt congestion was not an issue for Wellington, or that addressing congestion through improved public transport options was the best approach.

Submission sub-theme	Officer comment
Need to address congestion, reliability and journey times on the strategic road network Submitters noted that addressing congestion and journey variability was crucial for: connectivity and productivity of region; network resilience and emergency situations; freight	The draft RLTP seeks ‘a reliable and effective strategic road network’ as one of its strategic objectives. Reducing severe congestion and improving reliability of the strategic road network are associated outcomes sought.

<p>access; access to the CBD for people who live in the outer suburbs and areas in the region.</p> <p>Submitters noted that freight is being affected by congestion and slow journeys times on SH1 and SH2 and stated it was critical to address congestion at Ngauranga Gorge to realise full benefits of the RoNS.</p>	<p>A number of projects and activities in the draft programme respond to this and are aimed at addressing issues on the strategic road network to optimise its use, improve its reliability and connectivity, address key pinch-points, and improve resilience and freight access.</p>
<p>No need for road improvements to address congestion</p> <p>Some submitters felt that congestion is not an issue or is overstated in Wellington.</p> <p>Others felt that congestion would be made worse by constructing the RoNS projects and would be better addressed by improving public transport options.</p>	<p>While vehicle kilometres travelled on the region's road network has been flat over recent years, congestion is an issue along some corridors and in some locations at particular times (not always during the peak periods). In addition, a relatively minor event on the rail or road network can quickly lead to very significant and long delays for travellers as a result of limited alternative routes.</p> <p>Addressing congestion and improving reliability will involve a comprehensive multi-modal approach, and improving public transport options is an important part of this.</p>

<p>Submissions linked to the theme: 'Journey reliability and congestion'</p>
<p>145, 159, 185, 494, 502, 526, 532, 541, 562.</p>

5.3.6 Theme: Safety

Submitters commented on the importance of road safety, with some strongly supporting the approach in the draft RLTP and other seeking greater priority and funding for safety or different delivery methods. Cycling was often identified as a particular concern.

(The Road Safety plan is section 12 of the draft RLTP)

Submission sub-theme	Officer comment
<p>Road safety as a priority</p> <p>A large number of submitters noted the importance of road safety.</p> <p>Some submitters supported the overall Vision Zero and Safe Systems approach in the draft RLTP.</p> <p>Other submitters felt that safety should be the focus of any road investment and that current project priorities and funding allocation did not reflect the safety vision.</p>	<p>Noted. Safety is identified as a high priority in the LTMA (a safe, effective, and efficient transport system) and the GPS 2015 (road safety is one of the three priorities).</p> <p>In the draft RLTP, safety is identified as one of the four key challenges for the region with associated safety objectives and outcomes. The draft RLTP supports steps towards Vision Zero through ambitious safety targets and a 'safe system' approach to road safety interventions, which recognises that people make mistakes.</p> <p>In addition, the prioritisation policy (Section 16.2 (C)) states that 'particular consideration shall be given to safety issues when considering the priority order of significant activities and packages in the RLTP'. This policy has enabled the RTC to elevate the priority of important safety focused projects in the draft programme.</p> <p>It is noted that funding allocated to the 'road safety promotion' activity class as shown in Figures 59 and 60 is only a small proportion of overall safety investment, most of which is included</p>

	in the local road and state highway activity classes (Maintenance, renewal, new and improved infrastructure).
<p>Improving safety for cyclists</p> <p>Submitters commonly noted that safety for cyclists in particular should be improved, and often noted that they felt very unsafe when cycling in the region’s urban areas/cities.</p>	<p>Cycle safety is a key issue identified throughout the draft RLTP, with an associated outcome, target and priority action areas.</p> <p>The draft programme includes a number of proposals to improve cycling safety through promotion/education/skills, in addition to new facilities and infrastructure.</p>
<p>Mode separation</p> <p>The need for safe facilities for pedestrians, cyclists, and other non-motorised modes such as horses was noted by submitters.</p> <p>Some submitters felt that the different modes of transport (pedestrians cyclists, motorised vehicles) should always be separated. Submitters cited examples such as elderly pedestrians being unsafe on paths shared with cyclists, and cyclists being unsafe on roads conflicting with motorised traffic</p>	<p>The draft RLTP seeks safe facilities for all modes within the transport network and recognises some of the safety issues and conflicts where modes are required to mix or share space. However the decision on the type of facility provided and the appropriateness of sharing space will depend on a number of factors and practicalities to be considered by the organisation that manages the particular section of the transport network.</p>
<p>Road safety delivery</p> <p>Submitters made a range of other detailed comments relating to safety. Some felt safety outcomes could be better delivered by promoting public transport and walking as safer modes, reducing speeds and traffic volumes, and using interventions such as median barriers (rather than new safer roads).</p> <p>The need to include a discussion of rail safety and safety at rail level crossings was also noted.</p>	<p>The draft RLTP seeks a ‘safe system approach’ to addressing road safety issues. This involves targeting safe roads and roadsides, safe road users, safe speeds, and safe vehicles.</p> <p>Even if public patronage was doubled, the majority of trips would still be taking place on the road network and there is a need to make these trips as safe as possible.</p> <p>Rail safety is a relatively minor issue for the region in the context of the much larger road safety problem. However, a discussion on rail safety could be added to the pressures and issues section to promote awareness. It is noted that motor vehicle/train crashes at rail level crossings are included in the road safety statistics captured in the NZTA’s Crash Analysis System (CAS) and form part of the road safety measure and target in the draft RLTP.</p> <p>(See also section 6 – new level crossing safety upgrades proposed)</p>

Submissions linked to the theme: ‘Safety’

166, 167, 168, 176, 208, 213, 223, 285, 306, 355, 380, 392, 431, 462, 467, 468, 476, 494, 498, 504, 509, 520, 526, 528, 531, 536, 540, 560, 562, 564.

5.3.7 Theme: Travel Demand Management measures

Submitters made comments and suggestions about managing demand for travel through different dis-incentives and measures. While the majority of comments supported additional road pricing measures, there were a number of submitters who opposed any measures that limited access to the Wellington City CBD.

(The approach and priority action areas relating to Travel Demand Management are set out in section 14 of the draft RLTP).

Submission issue	Officer comment
<p>Support for demand management measures</p> <p>More use of travel demand management to influence travel choices, to restrict access to main urban areas and to influence mode choice for trips, especially in the peak hours.</p>	<p>The use of travel demand management strategies and initiatives is critical to the vision within the draft RLTP and current strategies and priorities are already detailed in section 14 of the draft RLTP. This includes behaviour change programmes, the use of modern traffic management systems and advocating for the ability to consider and implement road pricing schemes. It is not however designed to restrict access to urban areas.</p>
<p>Parking policies</p> <p>Introduce car parking control policies within the draft RLTP in order to manage car parking availability and to car parking cost to influence travel choice.</p>	<p>The use of parking charges and parking supply as a demand management tool is proposed to be investigated further within the next three year programme period.</p> <p>Background work carried out to support development of this draft RLTP suggests that parking charges have the potential to contribute significantly to a number of the outcomes and targets in the RLTP. However, such policies must be considered in the context of other local objectives and impacts.</p> <p>The responsibility for car parking policies and charging regimes lies with the district and city councils.</p>
<p>Road pricing schemes (Congestion/cordon charge, tolling, etc.)</p> <p>Introduce congestion charging/cordon charging in Wellington in order to manage peak hour congestion by influencing travel times and mode choice.</p>	<p>Road pricing on existing roads is not permitted under the current legislation.</p> <p>Background work carried out to support development of this draft RLTP suggests that road pricing has the potential to contribute significantly to a number of the outcomes and targets in the RLTP.</p> <p>The draft RLTP includes a policy to advocate government for the ability to consider and implement road pricing schemes.</p>

Submissions linked to the theme: 'Travel Demand Management measures'

8, 159, 166, 167, 168, 221, 280, 456, 491, 498, 502, 507, 512, 513, 520, 526, 529, 532.

5.3.8 Theme: Network Resilience

A number of submitters noted the importance of resilience for the region and made specific comments in relation to transport network resilience. A small number stated that they wanted more emphasis on network resilience the RLTP.

(The approach and priority action areas relating to Network Resilience are described in section 13 of the draft RLTP).

Submission sub-theme	Officer comment
<p>Support for the strategic resilience objective "An increasingly resilient transport network".</p> <p>A smaller number of submitters also felt that network resilience was a priority area for action.</p>	<p>Support for this issue in the draft RLTP noted.</p> <p>The current draft RLTP programme includes a project that specifically seeks to identify transport resilience risk across the region and then to develop a prioritised list of locations for treatment with a view to influencing future prioritisation of projects.</p>

<p>Low impact, high probability events</p> <p>Some submitters queried why road crashes and storms were categorised within the 'low impact high probability' category, suggesting the impacts of these events could be far more significant.</p>	<p>Network resilience issues are often categorised in terms of the likelihood of the event and the scale of the impact that results. The terms normally used are high impact low probability (HILP) and low impact high probability (LIHP) natural hazard and man-made events.</p> <p>Low impact high probability (LIHP) events tend to be small scale more regularly occurring natural hazard events such as landslips, storms, floods and incremental sea level rise. Additionally, they may include transport related events such as significant road traffic crashes and other unplanned events. These incidents have the potential to cause social and economic disruption. This can impact both local links to individual suburbs/areas and core strategic corridors within the region. Such events would be expected to occur on a frequent cycle (within a few years maximum), and may occur at or effect more localised areas/locations.</p> <p>High impact low probability (HILP) events will include high-consequence significant events that occur at very long return periods, such as large earthquakes, tsunami or other major natural hazard events, which could take between weeks and months to clear. These potentially would lead to regional fragmentation until access could be restored.</p>
<p>Impact of climate change on resilience</p> <p>A small number of submitters suggested that climate change was likely to be an increasingly significant factor within the network resilience theme in the future.</p>	<p>Climate change will increasingly be an aspect of importance for the region. The resilience network plan explicitly describes the need to future proof the transport network to slow incremental changes, such as climate change. It also stresses the importance of land use planning decisions in also managing population growth and exposure to climate change risk.</p>

<p>Submissions linked to the theme: 'Network resilience'</p>
<p>5, 166, 167, 168, 306, 460, 462, 463, 501, 509, 512, 526, 544.</p>

5.3.9 Theme: Targets

Submitters made comments and suggestions about the targets in the draft RLTP, including: support for and comments on the general theme of targets; suggested amendments to the targets; and, proposed new targets.

(The proposed targets in the draft RLTP are described in section E Measuring Progress).

Submission sub-theme	Officer comment
<p>Support for all or some of the proposed targets</p> <p>Some submitters cited support for the proposed overall package of measures and targets. Some cited support for specific targets. Targets specifically supported included were improved public transport reliability and journey times, increased proportion of freight moved by rail, increased safety for pedestrians and cyclists and increased mode share for pedestrians and cyclists.</p>	<p>Noted.</p> <p>The draft RLTP proposes a balanced approach to the development of the region's transport network. The proposed targets are reflective of this multi modal approach and the current datasets available.</p>

<p>Suggested amendments to targets in the draft RLTP</p> <p>Some submitters highlighted the importance of S.M.A.R.T targets and others suggested that targets worded as trends (e.g. continuously improvement) were weak.</p> <p>Some submitters felt that the proposed targets lacked ambition and were not challenging enough. This comment was most often associated with targets relating to increased mode share for pedestrians and cyclists, public transport fleet emissions, public transport annual boardings, greenhouse gas targets and active mode share for school journeys.</p> <p>Submitters noted that using the Wellington CBD peak hour mode share as an indicator for the wider region was unrepresentative.</p> <p>Some submitters also requested targets in relation to access to bus stops and railway stations and the rate at which the bus fleet moved towards being less diesel powered.</p>	<p>The targets in the draft RLTP have been developed to be SMART (Specific, Measurable, Attainable, Relevant and Time-bound) wherever possible. The targets are grounded in fact, have data that allow baselines to be calculated, provide the best proxy available for measuring against the relevant outcome, and have a 2025 timeframe. In some cases, the use of absolute numbers was not considered appropriate. For example, when progress is dependent on the delivery of a phased project or where the trend is more important than an absolute number. In these cases, continuous improvement towards a stated level was considered more appropriate.</p> <p>The targets have been developed over an extended period of time and considered by the regional officer Technical Advisory Group and the RTC. They are reflective of the best available datasets and information, with consideration of the expected future by 2025 in relation to the travel patterns and transport network that is anticipated by this date, current and past trends and future population and employment growth. The RTC could increase further the ambitiousness of any target. However, consideration should be given to what additional interventions and commitments the RTC member organisations will need to make to contribute to achieving these.</p> <p>Noted. The proportion of urban trips made by walking and cycling (from the Wellington CBD cordon survey) is one of two the measures for the outcomes ‘increased mode share for pedestrians and cyclists’ in the draft RLTP. The only other region wide data source for walking and cycling is Census data, which is only collected every 5 years. As a proxy, the CBD cordon data is the best annually collected data source and has a historical dataset that allows a baseline and trends to be established.</p> <p>The draft RLTP includes targets closely relating to both of these suggestions. These include targets for the percentage of the population living within 500 metres of a bus stop or 1km of a rail station and a target seeking 50% reduction in vehicle fleet emissions by 2025.</p>
<p>Suggested new targets</p> <p>Several targets not currently proposed in the draft RLTP were put forward by submitters as additional targets. These included:</p> <ul style="list-style-type: none"> • Long distance rail freight target • A zero road safety target • Targets for reduced car ownership • Targets requiring councils to use known standards and best practice guides in designing projects. 	<p>Noted.</p> <ul style="list-style-type: none"> • The proposed targets in the draft RLTP include a target around long distance freight moved by rail. • The road safety targets seek a 50% reduction in deaths and casualties. These targets will be challenging and they support the national Safer Journeys vision of a safe road system increasingly free of death and serious injury. They are seen as a step towards a longer term goal of no death and serious injuries occurring on our road network as set out in the ‘Vision Zero’ Swedish approach to road safety. • Setting proposed targets for car ownership and a requirement to use certain standards and best practice guides is outside the mandate of the RTC and the scope of the RLTP. However, there is nothing preventing individual councils setting their own targets in these areas.

Set an LED street lighting upgrade target for all councils	Setting proposed targets for LED street lighting upgrade is outside the scope of the RLTP given such programmes are determined by and funded in part by local councils. However there is nothing preventing individual councils setting local targets in this area.
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Submissions linked to the theme: 'Targets'
General: 166, 167, 168, 307, 463, 502, 507, 524, 536, 564 New targets: 498, 513, 528, 532, 564 Different targets: 307, 460, 463, 464, 498, 504, 515, 532, 565.

5.3.10 Theme: Significant project priorities

The draft RLTP submission form specifically asked submitters to what extent they agreed with the prioritised list of significant activities and asked them to identify what they considered to be the top three priority projects in the region. In addition some submitters cited support or opposition for the entire list of prioritised significant activities. Some submitters had specific comments in support or opposition to certain projects and their priority in the significant activities list.

(The significant projects are listed and described in section 18 of the draft RLTP).

Submission sub-theme	Officer comment
<p>The prioritised list of significant activities</p> <p>A number of submitters supported or opposed the entire list of prioritised significant activities. There was marginally more support than opposition (18-15).</p> <p>Some submitters opposed the whole programme except for a select few projects. These submitters tended to oppose all the projects other than Ngauranga to Petone Cycle / Walkway, Wellington Integrated Fares and Ticketing, Regional Rail Plan RS1, SH58 Safe System and Wellington City BRT Infrastructure.</p>	<p>Noted. The significant activities were prioritised by the RTC based on the adopted prioritisation methodology.</p>
<p>Top three significant activities in the region.</p> <p>Of the 16 projects in the list 13 of them were nominated by submitters as being "top 3". The most frequently nominated projects were:</p> <ul style="list-style-type: none"> • Ngauranga to Petone cycle / walkway • Wellington Integrated fares and ticketing • Regional Rail Plan RS1 	<p>Noted. The significant activities were prioritised by the RTC based on the adopted prioritisation methodology.</p> <p>The RTC has the ability to change the priority of projects should it wish to.</p>

<p>Proposed Significant Activity - Rank 1: Kapiti Road Relief Route</p> <p>There was equal support and opposition to this project (2-2).</p>	Noted
<p>Proposed Significant Activity - Rank 2: SH2 Corridor Programme</p> <p>There was more support than opposition to this project (4-1).</p>	Noted
<p>Proposed Significant Activity - Rank 3: Petone to Grenada Link Road</p> <p>There was slightly more support than opposition to this project (5-4).</p> <p>There were also some views expressed that this project should be higher in priority.</p>	Noted
<p>Proposed Significant Activity - Rank 4: Wellington City BRT Infrastructure</p> <p>There was more opposition than support for this project (9-18).</p> <p>Many of those supporting the project had the view that this project should be higher in priority.</p> <p>Many of those opposing this project wanted to replace it with Light Rail (LRT).</p>	Noted
<p>Proposed Significant Activity - Rank 5: SH1 Mount Victoria tunnel duplication</p> <p>There was more opposition than support for this project (5-9).</p>	Noted
<p>Proposed Significant Activity - Rank 6: SH2 Rimutaka Hill programme</p> <p>There was equal support and opposition for this project (1-1).</p>	Noted
<p>Proposed Significant Activity - Rank 7: SH58 Safe System</p> <p>There was more support than opposition for this project (5-2).</p> <p>There were also some views expressed that this project should be higher in priority.</p> <p>Some submitters had the view that this project should be expanded in scope to replace the Petone to Grenada project.</p> <p>Some submitters sought better cycling facilities as part of this project.</p>	Noted
<p>Proposed Significant Activity - Rank 8: Cross Valley Link</p> <p>There was more support than opposition for this project (6-3).</p> <p>There were also some views expressed that this project should be higher in priority.</p> <p>Better linkage to and repositioning Melling Bridge was also raised.</p>	Noted
<p>Proposed Significant Activity - Rank 9: Regional Rail Plan RS1</p> <p>All comments were supportive for this project (10-0).</p>	Noted
<p>Proposed Significant Activity - Rank 10: Ngauranga to Petone cycle / walkway</p> <p>There was substantially more support than opposition to this project (22-1).</p> <p>There were also some views expressed that this project should be higher in priority.</p>	Noted
<p>Proposed Significant Activity - Rank 11: Wellington Integrated fares and ticketing</p> <p>There was more support than opposition for this project (18-5).</p> <p>There were also some views expressed that this project should be higher in priority.</p> <p>Some submitters sought a ticketing system that included free transfers.</p>	Noted
<p>Proposed Significant Activity - Rank 12: SH1 Peka Peka to Otaki</p> <p>There was more opposition than support for this project (1-3).</p>	Noted

<p>Proposed Significant Activity - Rank 13: Wellington Port Access Improvements</p> <p>All comments were supportive for this project (3-0).</p> <p>There was also some views expressed that this project should be higher in priority</p>	Noted
<p>Proposed Significant Activity - Rank 14: SH1 Terrace Tunnel duplication</p> <p>There was more opposition than support for this project (2-4).</p>	Noted
<p>Proposed Significant Activity - Rank 15: Wellington Regional Resilience Programme</p> <p>All comments were supportive for this project (7-0).</p> <p>There were also some views expressed that this project should be higher in priority.</p>	Noted
<p>Proposed Significant Activity - Rank 16: Moonshine Road to Gibbons St Safety Improvements</p> <p>There was equal support and opposition for this project (1-1).</p>	Noted.

<p>Basin Reserve Bridge project</p> <p>Although not a Significant activity that was in the prioritised list the Basin Reserve project attracted significant comment.</p> <p>There was more opposition than support to the basin reserve project (3-25).</p> <p>There was also the comment from some submitters that the SH1 Mount Victoria tunnel duplication should be done before the Basin Reserve project.</p>	<p>Noted.</p> <p>Currently the Basin Reserve Bridge project is a committed activity with allocated funding.</p> <p>This project was considered by an Environmental Protection Authority Board of Inquiry in 2014. The Board of Inquiry declined the applications for resource consent for the project to proceed in September 2014.</p> <p>Subsequently the NZ Transport Agency has lodged a High Court appeal to this judgement which is expected to be heard in the High Court in 2015.</p> <p>Pending the outcome of this appeal the intention is that the current committed finance will remain allocated to this project and that stakeholders will work together in order to achieve a solution to address conflicting transport demands at the Basin Reserve intersection that is safe, effective and efficient for all users and transport types through Wellington City.</p>
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<p>Submissions linked to the theme: 'Significant project priorities'</p> <p>1, 2, 3, 5, 6, 8, 18, 20, 52, 88, 91, 120, 128, 145, 146, 159, 166, 167, 168, 180, 183, 192, 201, 249, 305, 338, 340, 342, 359, 364, 427, 439, 456, 459, 460, 462, 463, 464, 465, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 504, 507, 509, 510, 511, 512, 513, 516, 518, 520, 521, 522, 524, 525, 526, 528, 532, 534, 535, 541, 548, 562, 565.</p>

5.3.11 Theme: Missing Projects

Submitters suggested several new projects that they thought should be added to the RLTP.

Submission sub-theme	Officer comment
<ul style="list-style-type: none"> - Hutt City rail loop - Great Harbour Way (full project) 	<p>Projects in the programme are those put forward by the NZ Transport Agency and the region's councils to address the identified needs of their transport networks and the region's overall objectives. They are based on what the responsible organisation believe they can afford and deliver.</p> <p>The Regional Transport Committee cannot add projects to the programme. The Committee can only request that the relevant organisation give further consideration to including a project.</p> <p>Elements of the overall Great Harbour Way project are in the current draft programme including parts of the Wellington City network and the Wellington to Hutt Valley cycleway / Walkway. The Great Harbour Way as a wider project is identified on the Cycling Network map in the draft RLTP as a regionally significant recreational route.</p>
Wainuiomata Hill cycling facilities	<p>The draft RLTP programme represented the list of known projects as agreed in December 2014 for public engagement. It is acknowledged that due to the different timescales between the Long Term Plan processes and the RLTP, as well as the Government's recent decision to bring forward funding for urban cycleways, there are some projects that have emerged since the draft RLTP was published. Hutt City Council has asked that a project be added to the programme specifically to address this location to provide cycling facilities on both sides of Wainuiomata Hill and a bridge to cross the road. It is proposed to include this in the final RLTP programme.</p>
Phase two of the Johnsonville Rooding Improvements	<p>Wellington City Council has advised that Phase two of the Johnsonville rooding improvements is not part of the current draft programme. This is because the cost and delivery of this phase of the project will be carried out by the developer of the mall and as such would not be listed as a project within the RLTP programme.</p>

Submissions linked to the theme: 'Missing projects'

293, 504, 520, 524, 563.

5.3.12 Theme: Delivery of public transport, walking, cycling and local roads

A large number of submitters commented on matters that relate to the detailed delivery of specific facilities and projects for the transport network. These included comments relating to matters such as: public transport options (e.g. Light Rail v Bus Rapid Transit), vehicles (e.g. electric v diesel, retaining trolley buses) or services (e.g. route, frequency); the design of walking and cycling facilities; and, the allocation of local road space, different parking schemes and concepts.

Submission sub-theme	Officer comment
<p>Delivery of public transport networks and services</p> <p>A number of submitters commented on their preference between Light Rail Transit and Bus Rapid Transit, often commenting the Light Rail would better meet capacity and sustainability objectives. In relation to this, several submitters provided detailed submissions commenting on the options (mode and route) and outcomes from the previous 'Public Transport Spine Study' for central Wellington.</p> <p>A number of submitters sought retention of the trolley bus fleet and sought electric public transport.</p> <p>Some submitters supported lower, more affordable public transport fares to increase the use of public transport.</p> <p>The need for improved public transport stops and interchanges was commonly identified (e.g. shelter from bad weather, location, quality, information)</p> <p>The importance of integrating public transport modes (e.g. across rail and bus, free transfers/integrated tickets, timetables, information) and with other modes (e.g. cycle parking at train stations, cycle carriage on trains and buses, expanding park and ride facilities) was noted.</p> <p>There were several requests for extension of current suburban rail network (such as to Otaki, Wairarapa, Hutt CBD) and support for the Capital Connection train service.</p>	<p>The Wellington Public Transport Spine Study (PTSS) was carried out from 2012-2014 and took a comprehensive look at the options for a high quality public transport spine through central Wellington City. The RTC agreed a preferred option in 2014 based on the outcomes of the PTSS and confirmed that Bus Rapid Transit was the appropriate solution. The draft RLTP reflects this decision.</p> <p>The options for the future Wellington bus fleet, including whether to retain the trolley bus fleet was considered as part of the draft Regional Public Transport Plan (RPTP) consultation in 2014. Through this process, GWRC resolved not to renew the trolley bus contract when the contract expired in 2017 and to move towards an all-electric bus fleet (introducing hybrid buses as a transitional step). The draft RLTP reflects this decision.</p> <p>NZTA's Farebox Recovery Policy requires GWRC to recover at least 50% of the cost of operating the public transport network from fares. Setting of fares is a decision for GWRC and the RTC has no role in this process.</p> <p>It is noted that there was no fare increase in 2014/15 and it is proposed to again have no fare increase in 2015/16. GWRC is also proposing to introduce a range of fare discounts from 2017, linked to the introduction of integrated electronic fares. This will include:</p> <ul style="list-style-type: none"> • A 25% discount for off-peak fares • Fare discounts for all children • Capped fares <p>The importance of continued improvements to public transport stops, stations and interchanges, and of improved integration between public transport modes/services and with other modes (walking, cycling, parking) is recognised throughout the RLTP. Infrastructure upgrades are included in the public transport facilities operations and maintenance activity in the Automatically Included activities.</p> <p>Future rail upgrades and extensions are considered in the Regional Rail Plan and Regional Public Transport Plan by GWRC. The draft RLTP does not propose an extension of the rail network. The Capital Connection is funded by KiwiRail.</p>

<p>There were several requests for new bus stops, new or amended bus routes, increased bus frequencies, etc.</p>	<p>Bus service reviews are undertaken by GWRC on an ongoing basis and consider the need for new or amended services, routes, frequencies etc. This is outside of the scope of the RLTP.</p>
<p>Delivery of walking and cycling networks and facilities</p> <p><i>Cycling facilities and interventions</i></p> <p>Submissions called for a safe cycle network and cycle facilities providing physical separation from general traffic wherever possible.</p> <p>Some submitters supported the policy intent for cycling but requested urgency and commitment from organisations to get on and build these infrastructure improvements. A number of specific local and strategic routes, projects, networks were mentioned as a priority.</p> <p>Routes to schools and railway stations generally were also often identified as a priority.</p> <p>The need for safe cycling infrastructure as part of new developments, new road designs and also as part of existing road upgrades (e.g. SH58) was noted.</p> <p>Speed reductions on local streets were another intervention sought to improve cyclist safety. A bike hire scheme in Wellington City was identified by some submitters.</p>	<p>The draft RLTP (figure 34, page 106) describes the level of service that should be sought along key corridors comprising the regional cycling network. It states that ideally full separation from traffic should be provided, but notes that the choice of facility will be subject to practical constraints and best practice guidance.</p> <p>Noted. A number of cycling facilities and improvements are included in the programme of the draft RLTP under the Significant Activities, Non-prioritised and Automatically Included categories. The construction timing is dependent on the relevant local council or NZTA (for state highway corridors).</p> <p>This is consistent with the draft RLTP which identifies access to education facilities and public transport hubs/train stations as a priority.</p> <p>The draft RLTP includes a number of policies (WC1 – WC6, page 44) that seek a continuous improvement to cycling facilities and networks in the region. This is expected to be a consideration for any new or upgraded road – taking account of the role, function and level of use of that road in relation to cycling.</p> <p>Safer speeds are a key component of the Safe System approach described in the draft RLTP. Consideration of speed reductions on local roads is a matter for local councils. Local bike hire schemes have been trialled in different cities in NZ and overseas with mixed results. This is a matter for consideration by local councils.</p>
<p><i>Pedestrian facilities</i></p> <p>Submitters sought wide pavements (for safety and to accommodate mobility scooters), safe walkways and facilities, safe and frequent crossing points, and a consistent approach following best practice design for walking infrastructure.</p> <p>A small number of submitters felt the draft RLTP needed specific reference to other non-motorised modes such as scooters, skateboards, segways.</p> <p>Several submitters sought specific provision in the draft RLTP for horses/horse riders.</p> <p>A number of specific projects and ideas were identified such as pedestrianizing the Golden Mile (or joint pedestrian/public transport priority).</p>	<p>Noted.</p> <p>NZTA's 'Pedestrian Planning and Design Guide' provides the mechanism for a consistent and best practice approach.</p> <p>The above document defines a pedestrian as - <i>any person on foot or who is using a powered wheelchair or mobility scooter or a wheeled means of conveyance propelled by human power, other than a cycle.</i></p> <p>Provision for horses is not considered a strategic transport issue for the draft RLTP given the likely proportion of trips for 'transport purposes'. However, local councils may address this issue through their local strategies (e.g. KDC's walkways, cycleways and bridleways strategy).</p> <p>Implementation of specific pedestrian schemes and facilities is a decision for the relevant local council – Wellington City Council in the case of the Golden Mile.</p>

<p>Local road improvements, space allocation and parking</p> <p>Submitters noted the need for a clear local road hierarchy, particularly in Wellington City where there is the greatest conflict between transport modes. It was suggested that the role of key local strategic routes be made clearer (e.g. for commuters, public transport, walking, and cycling).</p> <p>A number of submitters commented on parking. Some sought additional parking supply and others sought removal of roadside parking to reallocate space to other transport modes. The removal of excessive parking provisions in District Plans was suggested and several submitters highlighted concepts like parking ‘hubs’ just outside the CBD.</p>	<p>Noted.</p> <p>The Strategic Road Network Plan in the draft RLTP applies the ‘One Network Road Classification’ (ONRC) to the strategic network – National High Volume, National, and Regional roads. It is expected that local councils across NZ will apply lower levels of the ONRC to their local roading networks.</p> <p>The draft RLTP (page 6) also notes that development of local area Network Operating Plans will be an important tool to clarify the role and function of local street networks and optimise use of the local network.</p> <p>The responsibility for car parking policies and charging regimes lies with the district and city councils.</p> <p>The draft RLTP includes Policies E7 and E8 (page 45) which seek: review of parking provisions in district plans to ensure they provide flexibility and do not result in oversupply of parking as part of new developments; and, local parking policies that set out a clear hierarchy for the use and management of on-street space in town and city centres.</p> <p>The use of parking charges and parking supply as a demand management tool is proposed to be investigated further within the next three year programme period.</p>
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<p>Submissions linked to the theme: ‘Delivery of public transport, walking, cycling and local roads’</p> <p>1, 3, 4, 6, 7, 8, 15, 18, 33, 38, 42, 46, 54, 56, 62, 63, 64, 89, 105, 108, 116, 117, 121, 126, 128, 129, 132, 145, 146, 147, 154, 156, 159, 166, 167, 168, 169, 180, 184, 188, 208, 212, 220, 226, 227, 252, 259, 261, 282, 289, 305, 306, 307, 310, 312, 320, 336, 352, 353, 355, 358, 359, 370, 371, 378, 382, 383, 384, 385, 392, 404, 407, 410, 411, 418, 422, 425, 427, 428, 430, 431, 433, 438, 439, 440, 454, 456, 459, 460, 461, 462, 463, 464, 465, 468, 469, 474, 476, 483, 486, 487, 488, 490, 491, 492, 493, 494, 498, 499, 501, 503, 504, 505, 507, 508, 509, 510, 511, 512, 513, 516, 517, 519, 520, 521, 523, 524, 525, 526, 527, 528, 529, 530, 531, 540, 541, 544, 545, 546, 548, 550, 555, 557, 558, 559, 560, 563, 565, 566.</p>

5.4 Matters referred to other agencies

In many cases submitters raised issues that cannot be considered as part of this process because they are outside the scope determined by the Act, or because they relate to other decision making processes.

Where submitters raised detailed issues related to project timings, cost and option selection or of an operational matter, then that submission will be forwarded to the relevant implementing agency for their consideration.

Detailed matters relating to local roads in a specific area will be forwarded to the relevant local council. Specific operational issues relating to the state highway network will be forwarded to the NZ Transport Agency. Specific matters relating to operation of the public transport network, including those about specific routes or services, will be forwarded to Greater Wellington’s Public Transport Group.

6. Changes advised by Approved Organisations

Some of the Approved Organisations (i.e. local councils and NZTA (Highways and Network Operations)) have advised a number of changes to the activities included in the draft RLTP programme as a result of ongoing discussions as part of their Long Term Plans or other internal processes. Most of the changes are minor alterations to the individual annual financial forecasts as councils confirm their LTPs. Some changes are more substantial and have been set out below.

The draft programme is contained within section 17 and 18 of the draft RLTP.

Programme amendment/update	Officer comment
<p>Committed activities</p> <p>Two variations to the RLTP 2012 to 2015 are being considered by RTC. This would have the effect of bringing these forward from within the draft RLTP programme to commence work in 2014/15.</p> <p>These projects are the:</p> <ul style="list-style-type: none"> • SH2 Rimutaka Hill Guardrails • SH2 / SH58 Interchange Improvements 	<p>Noted.</p> <p>These projects will now be included in the committed activity category.</p> <p>The significant activities for SH2 Rimutaka Hill Programme and SH2 Corridor Programme will be amended to reflect changes in costs.</p>
<p>Significant activities</p> <p>Four new significant activities have been identified by Wellington City Council and Hutt City Council. These are the projects titled:</p> <ul style="list-style-type: none"> • Road Space Reallocation Corridor Programme (Wellington) • Adelaide Road Improvements • Wainuiomata Hill Cycling • Eastern Bays Roding Protection (Seawall) including shared path <p>Three of these projects are eligible for matched Urban Cycleway Funds (Road Space Reallocation Corridor Programme, the Wainuiomata Hill Cycling project and the Eastern Bays Roding Protection (Seawall) including shared path)</p>	<p>Noted.</p> <p>These new significant activities have been assessed in accordance with the agreed prioritisation methodology.</p> <p>They would be ranked in position 8 (Road Space Reallocation Corridor Programme), 9 (Adelaide Road Improvements) and 14 (Eastern Bays Roding Protection (Seawall) including shared path) and 15 (Wainuiomata Hill Cycling project).</p> <p>The addition of these projects and their proposed ranking is to be considered by the Committee</p>
<p>LED Street lighting upgrades</p> <p>Three additional LED lighting schemes have been proposed for:</p> <ul style="list-style-type: none"> • Carterton • Masterton • Wellington 	<p>Councils in the region have been encouraged to consider upgrading their existing street light systems and assets and to move towards a LED based system. LED street lighting systems offering significant savings in power consumption and operating costs.</p> <p>The inclusion of these projects to the non-prioritised activities is to be considered by the Committee</p>

<p>Level Crossing Upgrades</p> <p>KiwiRail has identified a number of level crossings across the country that require level crossing alarm system upgrades to improve safety. Additional projects have been proposed by:</p> <ul style="list-style-type: none"> • Carterton • Masterton • South Wairarapa 	<p>The inclusion of these projects to the non-prioritised activities is to be considered by the Committee</p>
<p>Proposed RS1 rail station upgrades</p> <p>GWRC has separated the rail station upgrades element from the larger regional rail plan - RS1 significant activity and added this to the list of non-prioritised activities as a separate project.</p>	<p>The inclusion of this project to the non-prioritised activities is to be considered by the Committee. The RS1 Regional Rail Plan significant activity will be adjusted accordingly</p>
<p>Urban Cycleway Fund</p> <p>A number of cycling projects are proposed to be added in response to the Urban Cycleway Fund, these include projects in the following areas:</p> <ul style="list-style-type: none"> • Hutt City (4 projects) • Kapiti Coast • Wellington • South Wairarapa 	<p>Further details of the Urban Cycleways Fund have become clearer since the development of the draft RLTP programme. These funds augment existing national and council local funds in order to accelerate the delivery of cycling projects. Funding is equally split between the NLTP, Council local share and the Fund.</p> <p>The inclusion of these projects to the non-prioritised activities is to be considered by the Committee</p>

7. Next steps

The Hearing Subcommittee will report on the submissions and recommended changes to the RLTP, to the full Regional Transport Committee meeting on 28 April 2015.

The Regional Transport Committee will then recommend a final RLTP to Greater Wellington for consideration at its meeting on 29 April 2015.

The final RLTP must be submitted to the NZ Transport Agency by 30 April 2015.

8. Communication

The Chair of the Hearing Subcommittee may wish to issue a statement on the submissions at the completion of deliberations.

9. The decision-making process and significance

The subject matter of this report is part of a decision-making process that will lead to the Council making a decision of medium significance within the meaning of the Local Government Act 2002.

The decision making process is explicitly prescribed for by section 18, 18A and 18B of the Land Transport Management Act 2003.

9.1 Engagement

Section 18 of the Land Transport Management Act 2003 requires a regional transport committee to consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002 when preparing a regional land transport plan. The committee may use the special consultative procedure specified in section 83 of the Local Government Act 2002 if it wishes.

Consultation was carried out on the draft RLTP 2015 consistent with the principles of section 82 above. A description of the consultation methods are provided in section 2 of this report.

10. Recommendations

That the Subcommittee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to amend the programme to be included in the RLTP to reflect changes advised by approved organisations including the significant changes listed in Section 6.*
4. *Agrees to recommend a final Regional Land Transport Plan 2015, with amendments agreed by the Subcommittee, to the Regional Transport Committee.*

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