



If calling, please ask for Democratic Services

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## Regional Land Transport Plan Hearing 2021

Tuesday 13 April 2021, 9.30am

Council Chamber, Greater Wellington Regional Council  
100 Cuba Street, Te Aro, Wellington

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### Members

Cr Staples (Chair)

Mayor Beijen

Cr Leggett

Deputy Mayor Sarah Free

Emma Speight

Deputy Mayor Swales

Greater Wellington Regional Council

South Wairarapa District Council

Porirua City Council

Wellington City Council

New Zealand Transport Agency

Upper Hutt City Council

**Recommendations in reports are not to be construed as Council policy until adopted by Council**

# Regional Land Transport Plan 2021 Hearing 2021

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## Public Business

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**Regional Land Transport Plan 2021 Hearing Subcommittee**  
**13 April 2021**  
**Report 21.120**



**For Information**

## **PROCESS FOR CONSIDERING SUBMISSIONS AND FEEDBACK ON THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021**

### **Te take mō te pūrongo**

#### **Purpose**

1. To inform the Regional Land Transport Plan 2021 Hearing Subcommittee (the Subcommittee) of the process for considering submissions on the draft Regional Land Transport Plan 2021 (the draft RLTP).

### **Te tāhū kōrero**

#### **Background**

2. At its meeting on 24 November 2020 the Regional Transport Committee established the Subcommittee to consider and hear submissions and feedback on the consultation documents for the draft RLTP. The Subcommittee's Terms of Reference ([Attachment 1](#)) sets out the Subcommittee's roles and responsibilities.
3. At its meeting on 9 February 2021 the Regional Transport Committee approved the draft RLTP for consultation.

#### ***Public consultation***

4. This hearing completes the public consultation phase of the draft RLTP. The consultation period was open from 15 February 2021 to 19 March 2021.

#### ***Principles of consultation***

5. There are six principles set out in the Local Government Act 2002. One of these principles is that views presented to a local authority should be accepted with an open mind, and should be given due consideration by the local authority in making a decision.
6. The Subcommittee should also take into account that persons who wish to have their views on the decision or matter considered by the local authority should be provided with a reasonable opportunity to present those views to the local authority.
7. It is consistent with best practice that members should be present for the substantial duration of the hearing and deliberations in order to participate in the decision-making of the Subcommittee.

## **Te tātaritanga Analysis**

### ***Submissions and feedback received***

8. Greater Wellington Regional Council (Greater Wellington) received 307 submissions.
9. The written submissions have been distributed to members of the Subcommittee separately. It is suggested that written submissions are taken as read by the Subcommittee and that the Subcommittee members only discuss those submissions on which they want to make a particular comment.
10. Feedback from the community was obtained through the *Have Your Say* website, together with a number of written submissions received via direct mail. There were also two submissions provided verbally to officers and transcribed. Analysis on the feedback is detailed in Report 21.104 - Analysis of submissions to the Draft Wellington Regional Land Transport Plan 2021.

### ***Oral presentation process***

11. The purpose of the hearing is to hear oral presentations in support of written submissions. At the time of writing this report 45 submitters wished to be heard. Submitters will be heard on Tuesday 13 April 2021, and the morning of Thursday 15 April 2021. A hearing schedule will be provided to Subcommittee members, with a final version available on the day of the hearing.
12. Submitters have been allocated a total time of 10 minutes, which is divided into two equal segments – five minutes for the submitter to speak, and five minutes for the Subcommittee to ask the submitter questions.
13. It is proposed that deliberations commence following the hearing of oral presentations.

### ***Consideration of issues raised in submissions and feedback***

14. The Subcommittee must consider all written submissions, regardless of whether the submitter spoke to it. The Subcommittee must also consider all of the feedback that was received on the consultation document.

## **Ngā tūāoma e whai ake nei Next steps**

15. The Subcommittee will need to prepare a report to the Regional Transport Committee meeting, scheduled for 8 June 2021, setting out its recommendations on the adoption of the RLTP. The Regional Transport Committee will then recommend to Council that it adopt the RLTP.
16. Each person who made a submissions or provided feedback and who provided a contact address (including email), will, subsequent to Council adopting the RLTP, receive a response outlining Council's decision, and any key changes.
17. A press release will be published, outlining Council's decision and any key changes, and be made available on Greater Wellington's website.

**Ngā āpitihanga  
Attachment**

<b>Number</b>	<b>Title</b>
1	Regional Land Transport Plan 2021 Hearing Subcommittee Terms of Reference

**Ngā kaiwaitohu  
Signatories**

Writer	Lucas Stevenson – Kaitohutohu, Democratic Services
Approver	Alex Smith – Kaitohutohu Matua, Democratic Services Francis Ryan – Kaiwhakahaere Matua, Democratic Services Luke Troy – Kaiwhakahaere Matua Rautaki

<b>He whakarāpopoto i ngā huritaonga Summary of considerations</b>
<b><i>Fit with Council's roles or with Committee's terms of reference</i></b> The Subcommittee was established to hear submitters speak to their submissions on the draft RLTP. This report sets out the processes for the Subcommittee to hear and consider all submissions.
<b><i>Implications for Māori</i></b> There are no known implications for Māori arising from this report.
<b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b> This report outlines the process of the hearing and deliberations of submissions made on the draft Wellington Regional Land Transport Plan 2021.
<b><i>Internal consultation</i></b> The Regional Transport department, and Metlink group were consulted.
<b><i>Risks and impacts - legal / health and safety etc.</i></b> There are no known risks arising from this report.

## Attachment 1 to Report 21.120

### Regional Land Transport Plan 2021 Hearing Subcommittee

(A subcommittee of the Regional Transport Committee)

#### 1 Purpose

To hear and consider submissions made on the Draft Regional Land Transport Plan 2021, and recommend to the Regional Transport Committee any amendments.

#### 2 Powers

The Regional Land Transport Plan 2021 Hearing Subcommittee has the power to:

- Consider both the written and oral submissions, and any other consultation material on the Draft Regional Land Transport Plan 2021.
- Seek clarification from Council officers on any technical matters.
- Develop recommendations on amendments to the Draft Regional Land Transport Plan 2021 for consideration by the Regional Transport Committee.

#### 3 Responsibilities

The Regional Land Transport Plan 2021 Hearing Subcommittee shall ensure that:

- The hearing and consideration process is carried out in a way that is effective and timely;
- Submitters are provided with the best possible opportunity to be heard in support of their submission;
- Hearing Subcommittee members receive submissions with an open mind and give due consideration to each submission;
- The decision making process is robust and transparent.

#### 4 Members

The Regional Transport Committee shall appoint:

- a One person to represent Greater Wellington Regional Council, being an elected member of the Greater Wellington Regional Council
- b One person to represent Waka Kotahi New Zealand Transport Agency
- c One person to represent the Hutt Valley, being an elected member of the Hutt City Council or Upper Hutt City Council
- d One person to represent the Wairarapa, being an elected member from either Carterton District Council, Masterton District Council or South Wairarapa District Council
- e One person to represent Wellington City, being an elected member of the Wellington City Council
- f One person to represent the West Coast being an elected member of Kāpiti Coast District Council or Porirua City Council.

## **Attachment 1 to Report 21.120**

### **5 Chair**

The Chair is to be the appointed Greater Wellington Regional Council member.

### **6 Alternate members**

There are no alternate members.

### **7 Quorum**

Three Subcommittee members.

### **8 Meeting procedures**

- All members have equal speaking rights and a deliberative vote.
- The Chair has a deliberative vote; and, in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- Members must be present for the substantial part of the hearing and deliberations in order to participate in the decision-making of the Hearing Subcommittee.
- Submitters may speak to their submission by remote participation.

### **9 Remuneration and expenses**

Each member's remuneration and expenses are met by the council or body they represent.

### **10 Duration of Subcommittee**

The Subcommittee is deemed to be dissolved at the end of the decision-making process on the Regional Land Transport Plan 2021.



**Regional Land Transport Plan 2021 Hearing Subcommittee**  
**13 April 2021**  
**Report 21.104**



**For Decision**

## **ANALYSIS OF SUBMISSIONS TO THE DRAFT WELLINGTON REGIONAL LAND TRANSPORT PLAN 2021**

**Te take mō te pūrongo**

### **Purpose**

1. To provide the Regional Land Transport Plan 2021 Hearing Subcommittee (the Subcommittee) with an overview of the written submissions received on the draft Wellington Regional Land Transport Plan 2021, together with initial officer advice on key topics raised in the submissions.

**He tūtohu**

### **Recommendation**

That the Subcommittee:

1. **Considers** the submissions on the draft Wellington Regional Land Transport Plan 2021 (Attachment 1 and 2), together with the officer comments in determining its findings and recommendations to the Regional Transport Committee.
2. **Recommends** to the Regional Transport Committee, following consideration of the submissions on the draft Wellington Regional Land Transport Plan 2021 and officer advice, any changes to the draft Wellington Regional Land Transport Plan 2021 as agreed by this Subcommittee.

**Te horopaki**

### **Context**

#### ***Background***

2. The Land Transport Management Act 2003 (LTMA) requires the Regional Transport Committee (the Committee) to prepare and consult on a Regional Land Transport Plan (RLTP) every six years, with a review after three years.
3. At its meeting on 9 February 2021, the Committee approved the draft Wellington RLTP 2021 for public consultation (Report 21.7). Prior to this, at its meeting on 24 November 2020 (Report 20.301), the Committee established the RLTP 2021 Hearing Subcommittee (the Hearing Subcommittee) to consider and hear submissions on the draft Wellington RLTP 2021.
4. The public consultation period ran from 15 February to 19 March 2021 and was concurrent with public consultation on the draft Regional Public Transport Plan.

Consultation activities included inviting submissions and four workshops. These were held online due to being under Covid-19 Alert Level 2 for some of the consultation period. Consultation was publicised by a mix of print and online media, emails to stakeholders and interested groups, and flyer distribution at Wellington Railway Station and community events (e.g. Round the Bays).

***Scope of the Committee's discretion***

5. Section 16 of the LTMA sets out the form and content of RLTPs, including objectives, policies and measures for at least 10 financial years. The LTMA also includes requirements for a regional programme of land transport activities, priorities and financial forecasts.
6. RLTPs must contribute to the purpose of the LTMA, “an effective, efficient, and safe land transport system”, and be consistent with the Government Policy Statement on land transport.
7. Under section 16(3)(a) of the LTMA, specified activities are 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.
8. All other activities must be put forward for inclusion by an Approved Organisation. The Committee cannot add activities, although they may request an Approved Organisation to consider putting an activity forward. The Committee can choose not to include an activity that has been put forward, but would have to document and provide the reasons for doing so.
9. Therefore, in respect of the activities in the draft Wellington RLTP 2021, for those not covered by section 16(3)(a) of the LTMA, the Committee has discretion over:
  - a. whether to continue to include the activity in the regional programme of activities; or
  - b. whether to give a significant activity a higher or lower regional priority than proposed in the draft.
10. The Committee cannot change the scope, scale or timing of activities, this may only be done by the relevant Approved Organisation.
11. Inclusion of an activity in an RLTP does not guarantee that it will be funded and implemented. It is one step in the funding process. The Wellington RLTP 2021 is a statement of regional priorities and indicates to Waka Kotahi NZ Transport Agency (Waka Kotahi) the activities the Wellington Region would like to see included in the National Land Transport Programme (NLTP) 2021-24. For councils, the local funding share component of transport activities is also subject to consultation and decisions through parallel long-term plan processes.

## **Te tātaritanga Analysis**

### ***Feedback received at engagement workshops***

12. During the consultation period, four workshops were held with stakeholders and interested members of the public (a mix of invited guests and people who responded to advertising). These were held in conjunction with the Regional Public Transport Plan and took place online, due to Covid-19 Level 2 restrictions that came into place for some of the consultation period.
13. Across the workshops, the themes that garnered the most discussion were equity and access to transport, de-carbonisation and climate change, customer experience for public transport and mode-shift. Many participants had a particular interest or concern about public transport.
14. A specific discussion question at the workshop was the draft order of priority of significant activities. Discussion mostly centred on identified priorities for individuals. However, as a whole the significant activities proposed were generally welcomed and there was general agreement around the top ten activities presented in the draft RLTP.

### ***Submissions received***

15. 308 submissions were received, including 124 pro forma submissions co-ordinated by Generation Zero. 85 per cent of submissions were made by individuals, and the remainder on behalf of groups. Of submitters who chose to identify in the region they live, 62 per cent live in Wellington City. A full summary of submissions received is provided in [Attachment 3](#) - Summary and analysis of submissions on Wellington Regional Land Transport Plan 2021 – Global Research.

### ***Officer comment on key themes raised in the submissions***

#### *Headline targets*

16. The online submission form asked submitters whether they thought the draft headline targets were about right, not ambitious enough or too ambitious. Some non-form submissions also addressed this question.
17. Regarding the safety target, the balance of the feedback received was that the target – 40 percent reduction in deaths and serious injuries on our roads by 2030 – is about right.
18. Some submitters sought the RLTP to align with Vision Zero and adopt a target of zero. *Road to Zero: New Zealand's Road Safety Strategy 2020 to 2030's* vision is a New Zealand where no one is killed or seriously injured in road crashes (often referred to as Vision Zero). *Road to Zero* sets a target to reduce deaths and serious injuries on our roads by 40 percent by 2030. The draft RLTP also adopts this target.
19. With regards to the emissions reduction and mode share targets, the balance of feedback received was that the targets were not ambitious enough.
20. Since publication of the draft RLTP, the Climate Change Commission released its draft advice to the Government and a number of submitters reference it or referred a need to align with it. The draft advice includes a 50 per cent decrease in carbon emissions from transport by 2035, as part of its emissions reduction pathway. The draft RLTP

target is well aligned with the draft advice of the Climate Change Commission. Both drafts use a 2018 baseline. On average, the draft RLTP target requires a 2.5 percent reduction per annum: the draft Climate Change Commission advice target requires a 2.9 percent reduction per annum.

21. The draft Climate Change Commission advice assumes increases in the share of distance travelled by walking by 25 percent, cycling by 95 percent and public transport by 120 percent by 2030. These are national level assumptions. As noted by the Climate Change Commission, Wellington has the highest mode share of active travel and public transport in the country. We have not sought to specify regional targets for individual modes as current mode share and opportunities for mode shift vary across the region.
22. The draft RLTP assumes 10 percent population growth by 2030. To meet the draft RLTP's mode share target we will need an increase in public transport patronage and active travel by around 50 percent in real terms.
23. Considering the long lead-in times for public transport capacity increases and the acknowledged funding constraints (both locally and nationally) during the NLTP 2021-24 period, both the draft climate change and mode share targets are already ambitious. Raising the targets, without reasonable prospects of securing additional funding, would create unreasonable expectations of the anticipated scope and scale of change that the RLTP can achieve over the next 10 years.

**24. Officers' advice: No change from the draft headline targets.**

*Order of priority of significant activities*

25. The LTMA requires the Committee to indicate the order of priority of significant activities in the RLTP. This order of priority relates to their relative strategic priority, rather than timing of implementation.
26. The online submission form asked submitters to identify their top three priorities from the list of 40 significant activities included in the draft RLTP. Some non-form submissions also indicated their top priority activities.
27. An overarching theme across the comments provided in relation to priority projects, was support for a shift of focus onto supporting active transport and public transport options, and deprioritizing the use of cars. Submitters supported efforts to reduce carbon emissions in particular, with reduced congestion being a secondary benefit of reducing the number of cars on the road.

28. The ten activities most commonly rated as one of the submitters top three priorities were:

<b>Most commonly selected priority</b>	<b>Draft RLTP ranking</b>	<b>Activity (priority of activity in the draft RLTP)</b>
1	19	Electric bus fleet 1
2	2	National ticketing system (Wellington Region implementation)
3	5	Let's Get Wellington Moving early delivery
4	6	Let's Get Wellington Moving
5	4	Rail capacity increase
6	1	Improve long distance rail services
7	11	Te Ara Tupua Ngā Ūranga – Pito-one
8	26	Newtown-Berhampore cycleways
9	3	Additional metro trains
10	28	Northern Connection cycleway

***Change to treatment of electrification of the bus fleet***

29. Just prior to adoption of the draft RLTP, the Government committed to requiring that only zero-emission public transport buses be purchased by 2025 and ear-marked funding to support regional councils decarbonise public transport.

30. In the draft RLTP, 19 – Electric bus fleet 1, included two elements:

- replacement of the existing diesel fleet with electric buses
- purchase of additional electric buses to accommodate growth in patronage over time.

Since publication of the draft, Waka Kotahi has confirmed that the renewal of the existing fleet will be treated as part of the continuous programme for public transport. Activity 19 will now just consist of the purchase of vehicles to accommodate growth. Most of this activity is likely to take place beyond 2024, making a relatively small contribution to increasing public transport capacity in the short term.

31. In this context, it is appropriate that this activity remains at 19 in the order of priority.

***Relative priority of rail improvements***

32. In the draft RLTP, rail improvements were split into three activities, reflecting the staging of the investment pathway in the Wellington Regional Rail Strategic Direction 2020. However, key initiatives are interdependent and act as a package to provide the needed capacity and achieve mode shift.

33. Individually the three rail activities were ranked lower in submissions than in the draft RLTP. However, overall rail projects received significant support, with submitters noting that rail is a good low-carbon option for public transport and would lead to multiple benefits if it became a more efficient and more widely used service.
34. Importantly, work towards indicative business cases being prepared for Let's Get Wellington Moving (LGWM) (highly ranked by submitters) is indicating that the benefits of LGWM for those who live north of the Wellington CBD are heavily dependent on the rail improvements happening concurrently.
35. In this context, it is appropriate for the rail improvement activities to remain at 1, 3 and 4.

***Relative priority of cycleways***

36. Three cycleway activities were in the ten activities most commonly rated as one of the submitters' top three priorities. This reflects a theme of support for improved cycling infrastructure across submissions. It also reflects the geographical spread of submissions received and a preference for giving priority to infrastructure the submitter will personally use.
37. The order of priority in the draft RLTP is an indication of the relative strategic priority of activity, rather than the proposed timing of implementation. Te Ara Tupua Ngā Ūranga – Pito-one was ranked at 11 due to the regional significance of the route and its resilience benefits.
38. In this context, it is appropriate for the relative priority of cycleway activities to remain as proposed in the draft.
39. **Officers' advice: The Subcommittee consider the list of significant activities as a whole and whether any changes to the priority order are required.**

*Let's Get Wellington Moving*

40. There was a strong desire expressed for more prioritisation of the LGWM projects, with submitters noting that these have already been delayed significantly, and little progress has been observed. There were various views expressed about the merits and preferences for different elements within and between the packages that make up the programme.
41. The LGWM programme comprises a number of packages that will work together to deliver the overall vision 'a great harbour city accessible to all, with attractive places, shared streets and efficient local and regional journeys'. Following identification of an overall recommended programme in 2019, draft business cases are being developed for the different packages of the LGWM programme. These include consideration of different elements and options within each package. There is more work to do to develop long-term programme options, which will include public consultation later in the year.
42. Alongside the longer term programme options, LGWM plans to progress a three year programme to improve Wellington's walking and cycling options, and to enable faster, more reliable bus services.

### *Objectives and policies*

43. Some specific amendments were requested to the draft objectives and policies as some submitters saw these as being outside of the scope of the RLTP, particularly in relation to seeking outcomes relating to urban form.
44. The objectives and policies outline a commitment to how the organisations represented on the Committee will collectively and individually respond to transport related matters in a way that delivers the purpose of the LTMA: an efficient, effective and safe transport system.
45. The legislative framework specifies what weight different planning instruments and other matters can be taken into consideration when exercising a particular function and making specific decisions. Regarding urban form and intensification, the RLTP does not set any rules about urban intensification. Such rules are set by Territorial Authorities through their district plan processes. However, the RLTP does have a link to urban form.
46. Under section 14 of the LTMA, the RLTP must take into account relevant national policy statements and any relevant regional policy statements or plans under the Resource Management Act 1991. The objectives and policies of the draft RLTP 2021 are well aligned with objectives of relevant Resource Management Act instruments.
47. Objective 22 of the Wellington Regional Policy Statement is, "A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network". This objective is supported by Policy 33, which requires that the Wellington RLTP contains objectives and policies that support the maintenance and enhancement of a compact, well designed and sustainable regional form. Objective 3 of the National Policy Statement on Urban Development (NPS-UD) directs that "Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply: (b) the area is well-served by existing or planned public transport".
- 48. Officers' advice: No change from the draft objectives and policies.**

### *Rapid transit network*

49. A number of submitters disagreed with the classification of the Johnsonville line as part of the rapid transit network, although there were also submissions in support of this. Opposing submissions were often underpinned by concerns about intensification in residential areas bordering the Johnsonville line (Johnsonville, Khandallah, Ngaio and Crofton Downs). The issue of housing intensification is outside of the scope of the RLTP.
50. The RLTP does not set any rules about urban intensification. Such rules are set by Territorial Authorities through their district plan processes. The RLTP's role is to aid implementation of the National Policy Statement on Urban Development (NPS-UD) in district plans, by identifying the region's rapid transit network.
51. The rapid transit network, as identified in the draft RLTP, consists of all four metropolitan railway lines (Johnsonville, Kāpiti, Melling and Hutt Valley), and the future mass rapid transit network proposed as part of LGWM.
52. The network is consistent with the dedicated public transport service descriptor classification contained in the Waka Kotahi One Network Framework, the rapid transit

network agreed in the draft Wellington Regional Growth Framework and NPS-UD implementation guidance from the Ministry of Housing and Urban Development and the Ministry for the Environment.

53. Since adoption of the draft RLTP, Waka Kotahi's board have endorsed the One Network Framework. Relevant to the points raised by submitters below, the Framework classifies all metro rail corridors as falling within the definition of 'PT1: Dedicated':

*Strategically significant corridors where 'rapid transit' services are operated, providing a quick, frequent, reliable, and high-capacity service that operates on a permanent route (road, rail or sea lane) that is dedicated to public transport or largely separated from other traffic.*

54. Some submitters considered that Johnsonville line services were not quick or frequent enough to be classified as rapid transit. Services on the Johnsonville line run four times per hour during peak periods. While there are more frequent services on some sections of the Kāpiti and Hutt Valley lines during peak periods, officers do not consider the level of service to be significantly different enough from other lines in the Wellington metropolitan rail network to recommend deviating from the One Network Framework Classification or the Ministry of Housing and Urban Development and Ministry for the Environment's guidance.
55. The Johnsonville line meets the indicative people movement threshold set in the One Network Framework of greater than 3,000 people movements per day (bi-directional). Regarding concerns the Johnsonville line would be unable to accommodate the additional demand associated with intensification, Metlink will continue to improve public transport services through ongoing service reviews in line with growth across the Region. This includes increasing frequency on core and targeted routes and introducing initiatives to encourage peak spreading through levers like off-peak discounts.
56. The draft Regional Public Transport Plan, consulted on concurrently with the draft RLTP, also received submissions regarding rapid transit. For consistency, and in line with the role of the Regional Public Transport Plan under s118(b) to be consistent with the RLTP, officers advice to the committee hearing Regional Public Transport Plan is to refer to the RLTP to identify the rapid transit network.

**57. Officers' advice: No change from the rapid transit network identified in the draft RLTP.**

*Variation policy*

58. Specific points were raised about the variation policy. The draft variation policy is consistent with the principles of consultation in section 82 of the Local Government Act 2002, in that it requires the Committee to decide what form and scale of consultation is appropriate on a case by case, including having regard to the extent to which the current views and preferences of the community are already known.
59. Regardless of whether the Committee decides if consultation on a variation is appropriate, all proposed variations are considered by both the Committee and Greater Wellington Regional Council. This provides two opportunities for the community to present their views on the variation through public participation at the relevant meetings.



60. Regarding the specific request to include consideration on whether a variation will trigger a change to height or density of the built environment, the RLTP does not set any rules about urban intensification. Such rules are set by Territorial Authorities through their district plan processes. Therefore, it is not considered appropriate to include this as a specific consideration.

**61. Officers' advice: no change from the draft variation policy.**

*Additions to map of the Wellington Region's cycling network*

62. Feedback was received that both the Puke Ariki Traverse in Belmont Regional Park and proposed Akatarawa Traverse from the Queen Elizabeth Park through Akatarawa forest to the Hutt Valley should be considered as part of the regional cycle network as they are/will be used for commuter journeys.

Officers' advice: Revise the map of the Wellington Region's cycling network to include Puke Ariki Traverse and Akatarawa Traverse as described in *Toitū Te Whenua Parks Network Plan 2020-30*.

*Delivery of public transport, walking, cycling and local roads*

63. Many submitters provided feedback on matters of an operational nature, outside the scope of the RLTP. This feedback will be forwarded to the relevant organisation for their consideration. The operation of park and ride facilities and airport bus services received particular attention. Both these issues are currently being consulted on as part of the Regional Public Transport Plan.

**Changes advised by Approved Organisations**

64. Some of the Approved Organisations have advised of changes to the activities in the draft region programme, contained in section 4 of the draft RLTP, as a result of ongoing discussions as part of their long-term plan or other processes. Most of the changes are minor adjustments to the individual annual financial forecasts. Some changes are more substantial and are noted below.

*Let's Get Wellington Moving*

65. Waka Kotahi has advised a change to the costs of LGWM activities (2021-24) to reflect updated cost estimates and to align costs with those included in Greater Wellington and Wellington City Council's long-term plans.

*SH2 Remutaka*

66. Waka Kotahi has advised an additional project - SH2 Remutaka – is now included in the Wellington State Highway Road to Zero programme to improve safety.

*Colombo Road bridge replacement*

67. Masterton District Council has advised that the Colombo Road bridge replacement will be provided for in their maintenance, operations and renewal programme (rather than as an improvement activity). This project will be removed from the Wellington Regional Resilience Programme and costs for the Masterton District Council maintenance, operations and renewals updated to reflect the change.

*Electric vehicle bus fleet 1*

68. As outlined in paragraph 29, Greater Wellington has advised that electric vehicle bus fleet renewal will be provided for in the public transport continuous programme. The significant activity Electric vehicle bus fleet 1 now only includes electric vehicle growth buses, with the costs of electric bus renewals included in the public transport continuous programme.

*Wellington Regional Hospital travel demand management initiative*

69. Wellington Regional Hospital has advised of a potential third-party funding source for the significant activity Wellington Regional Hospital travel demand management initiative. Upon receiving confirmation of the Capital and Coast District Health Board decision, details of the third party funding will be added to the funding from other sources table.

*Low-cost low-risk improvements 2021–23*

70. Porirua City Council have advised that they have added new walking and cycling improvements activities to their low-cost low-risk programme.

*Northern Connection cycleway*

71. Wellington City Council have advised that what was known as the Northern Connection cycleway is now called the Tawa to Johnsonville Connection cycleway.

*“The Connector”*

72. Since adoption of the draft RLTP, there have been discussions amongst 18 North Island chairs and mayors of regional, city and district councils along the North Island Main Train Line about the potential for a new regional passenger rail service that will eventually connect Auckland and Wellington. This would complement the existing Northern Explorer tourist service. A feasibility assessment is being undertaken by KiwiRail, but it has not been proposed as an activity for inclusion in the RLTP.

- 73. Officers’ advice: The following wording be included as a text box alongside the table of significant inter-regional activities**

*“Regional Passenger Rail “Connector” Wellington-Auckland*

*Work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk to facilitate economic growth of regional New Zealand, with a low carbon footprint.”*

**Ngā hua ahumoni  
Financial implications**

74. There are no financial implications from the matters for decision. Funding to implement the Wellington RLTP 2021 will be considered by each of the plan’s partners and in the development of the NLTP 2021-24.

## **Ngā tikanga whakatau**

### **Decision-making process**

75. The process for deciding this matter is prescribed by Sections 13, 18 and 18B of the LTMA. These sections provide that every six years, Council must ensure that the Committee prepares, on Council's behalf, an RLTP. The Committee must consult in accordance with the consultation principles in section 82 of the LGA. In this case, the Committee has decided to use the special consultative procedure specified in section 83 of the LGA.

### **Significance**

76. Officers considered the significance (as defined by Part 6 of the LGA) of this matter, taking into account Council's *Significance and Engagement Policy* and Greater Wellington's *Decision-making Guidelines*. The consideration of submissions is part of a decision-making process that will lead to making a decision of high significance, as inclusion of activities in the Wellington RLTP 2021 is a statutory requirement for transport activities to be considered for inclusion in the NLTP 2021-24 and receive funding from the NLTF.

## **Te whakatūtakitaki**

### **Engagement**

#### ***Iwi engagement***

77. Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua.

#### ***Public engagement***

78. Public engagement activities were conducted concurrently with those on the draft Regional Public Transport Plan. Promotion centred on engagement with the regional transport story webpage, through which people could find about the two draft plans and make a submission on either or both. Promotional activities included advertisements in local and community newspapers, promotion on social media, digital advertising and distribution of flyers at community events.
79. Four workshops were held, as outlined in paragraphs 12 to 14.

## **Ngā tūāoma e whai ake nei**

### **Next steps**

80. The Hearings Subcommittee will report on the submissions and recommended changes to the Wellington RLTP 2021 to the Committee meeting on 8 June 2021.
81. The Committee will then recommend the final Wellington RLTP 2021 to Greater Wellington Regional Council for consideration at its meeting on 24 June 2021.
82. The final Wellington RLTP 2021 must be submitted to Waka Kotahi by 30 June 2021.

**Ngā āpitihanga  
Attachment**

<b>Number</b>	<b>Title</b>
1	Have Your Say submissions
2	Email (non-form) submissions
3	Summary and analysis of submissions on Wellington Regional Land Transport Plan 2021 – Global Research

**Ngā kaiwaitohu  
Signatories**

Writer	Amy Helm – Senior Strategic Advisor, Regional Transport
Approver	Grant Fletcher – Manager, Regional Transport Luke Troy – General Manager, Strategy

<p><b>He whakarāpopoto i ngā huritaonga</b>  <b>Summary of considerations</b></p>
<p><b><i>Fit with Council's roles or with Committee's terms of reference</i></b></p> <p>Preparation of the RLTP is a function of the Committee under section 106 of the LTMA.</p>
<p><b><i>Implications for Māori</i></b></p> <p>Greater Wellington has worked through the Long-Term Plan process to engage with mana whenua to build direct enduring relationships that will allow co-development of responses to transport issues of specific interest to individual mana whenua.</p>
<p><b><i>Contribution to Annual Plan / Long Term Plan / Other key strategies and policies</i></b></p> <p>The Wellington RLTP 2021 is a key regional strategy.</p>
<p><b><i>Internal consultation</i></b></p> <p>In preparing this report, consultation was undertaken with Greater Wellington's public transport department and the LGWM programme.</p>
<p><b><i>Risks and impacts - legal / health and safety etc.</i></b></p> <p>The rapid transit network being concurrently consulted on as part of the draft Regional Public Transport Plan. To mitigate the risk of inconsistency between the two plans, advice and recommendations to the respective hearing committees has been developed jointly.</p>



Global Research  
Turning **Information** Into **Insight**

# GWRC Regional Land Transport Plan

## ENGAGEMENT: summary and analysis

06 April 2021

Prepared by Global Research Ltd

For



Greater  
Wellington  
Te Pane Matua Taiao

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# Executive summary

The Wellington Regional Land Transport Plan 2021 (RLTP) is the blueprint for a transport network that enables a connected region, with safe, accessible, and liveable places. It describes the long-term vision and objectives, identifies regional priorities, and sets out intended transport investment over the next six years.

Between February 15 and March 19, 2021, the Greater Wellington Regional Council (GWRC) sought feedback from the public about the proposed direction for the region's land transport network and the priority given to large new projects for the region. Below are the key findings from this engagement.

## Key findings

### RLTP targets

- > Largely, respondents felt that the targets set by the draft plan are not ambitious enough rather than too ambitious.
- > The target with the highest approval rate was *Safety*.
- > Over half of respondents felt that both the *Reduce emissions* and *Mode-share* targets were 'not ambitious enough'.

### Priority projects

- > The project that was most frequently selected by respondents as one of their top three priority projects was **19 – Electric vehicle fleet 1**. This was selected by 35 respondents.
- > Closely following this were **2 – National Ticketing System (Wellington Region implementation)** (selected by 33 respondents); **5 – Let's Get Wellington Moving early delivery** (selected by 32 respondents); and **6 – Let's Get Wellington Moving** (selected by 32 respondents).
- > Nine projects were selected by 10 respondents or more. Remaining projects were selected as one of respondents' top three priority projects fewer than 10 times.
- > Only two projects were not selected as one of the top three priority projects by any survey respondents. These were **33 – Totara Park Road and SH2 intersection**, and **35 – Silverstream pipe bridge**.



- > An overarching theme across the majority of projects was support for a shift in focus to prioritise active and public transport options over the use of cars. Respondents supported efforts to reduce carbon emissions in particular, with reduced congestion noted as a secondary benefit of reducing the number of cars on the road.
- > Another common theme amongst written comments across multiple projects was the desire for the Wellington Region's public transport system to become more reliable, easier to use, and to offer clear benefits over driving. It was noted that in order to convince people to use alternative transport options to private cars, both active transport and public transport need to be made as easy, safe and convenient to use as possible.
- > There was a strong desire expressed for higher prioritisation of the Let's Get Wellington Moving projects, with respondents noting that these have already been delayed significantly, and little progress has been observed.
- > Projects relating to rail received significant support, with respondents noting that rail is a good low-carbon option for public transport and would lead to multiple benefits if it became a more efficient and more widely used service.

## Other comments

- > Over 200 comments focused on activating transport mode shifts. These comments generally either supported the Plan's targets or called for them to be more ambitious, but highlighted that significant changes and bold action would be needed to drive the shift away from private vehicle use and ensure that the Plan's headline targets for climate, liveability and safety are met.
- > The greatest area singled out for action was improvements to the public transport system. Comments stressed that the public transport system, especially buses, required substantial changes to become more useable and appealing. Areas highlighted included more reliable and frequent services, better design and extension of routes to meet wider community (not just commuter) needs, increased accessibility, lower fares and equitable access, care given to safety and passenger comfort, the reinstatement of the airport bus, and better conditions for public transport workers.
- > While respondents generally expressed support for the development of mass rapid transit systems, a moderate number strongly objected to the Johnsonville railway line being given this designation, noting the significant impacts it would have on growth and urban density.
- > A considerable number of comments were made about the consultation process and the draft RLTP documents, ranging from support for particular elements of the

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plan, to calls for amendments to be made or mentions of elements that people felt should be included in the Plan.

- > Climate change and safety were pressing concerns for respondents, some of whom felt that the Plan should be aiming for more transformational changes than what was proposed. Prioritising active transport was felt to be a crucial part of achieving these goals.
- > Respondents pointed out that the RLTP must align with other planning documents and be integrated with different sectors like land use and housing to ensure the future needs of communities are met. Comments noted that cooperation with other councils, organisations and partners is necessary to deliver effective outcomes for the region.

# Project overview

## Introduction

Transport is vital to everyday life, from travelling to where we work and play, to accessing the goods and services we need. The transport system shapes the places we live and how we live.

The Wellington Regional Land Transport Plan 2021 (RLTP) is the blueprint for a transport network that enables a connected region, with safe, accessible and liveable places. It describes the long-term vision and objectives, identifies regional priorities and sets out the intended transport investment over the next six years.

Between February 15 and March 19, 2021, the Greater Wellington Regional Council (GWRC) sought feedback from the public about the proposed direction for the region's land transport network and the priority given to large new projects for the region.

Both the full draft plan and a summary document were published on the GWRC's 'Have Your Say' website, for the public to review and provide their feedback on.

## What is proposed

### What does the plan aim to achieve?

The RLTP sets three ambitious targets to achieve by 2030. These aren't the only things the plan focuses on, but they indicate the scale of change we want to make and will help us to track our progress. These targets are:

**40%**

fewer deaths & serious injuries on our roads

**30%**

less carbon emissions from transport

**40%**

increase in the share of trips by active travel and public transport

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The plan aims for the transport network to enable the region to grow in ways that make it easy and safe for people to get around, while reducing congestion and emissions, and creating more liveable places.

#### **What are the plan's priorities?**

To align resources and target investment towards areas of greatest regional benefit, the plan proposes the following priorities to guide investment in the region's transport network over the next 10 years.

Our five priorities are:

- > Public transport capacity
- > Travel choice
- > Strategic access
- > Safety
- > Resilience

The plan covers all land transport activities in our region – public transport, walking and cycling, road safety, local roads and state highways. 40 of GWRC's top priority projects are detailed in the RLTP, along with information about the cost of each project. This list of projects can be found in the addendum to this document on page 37.

More of what is proposed can be found in the full draft Regional Land Transport Plan 2021 [HERE](#), or the summary document, [HERE](#).

# Engagement objectives

The objectives of this engagement are to:

- > Inspire residents & ratepayers of the Greater Wellington region to have their say on the draft RLTP
- > Raise awareness of the proposed strategic direction, transport priorities and regional programme of the RLTP
- > Build awareness of the RLTP & the considered, collaborative way the plan has been developed
- > Increase the public's understanding of the regional transport story

# Engagement description

The engagement was run primarily through GWRC's 'Have Your Say' page, where members of the public could access both the full draft RLTP document and a summary version, as well as other supporting documents about the Plan.

Through this platform, respondents could also access the online survey form.

Respondents could submit longer, own-format submissions via email.

In addition, GWRC received 124 pro forma submissions from Generation Zero, which are discussed on page 36.

Overall, throughout this engagement GWRC received:

**148**

Survey responses

**35**

Own-format submissions

**124**

Generation Zero pro forma submissions

# Engagement results

## Quantitative and qualitative analysis and reporting overview

### ANALYSIS APPROACH

The following discussion presents results from analysis of both quantitative (option selection) and qualitative (free text) feedback provided by respondents who completed the Have Your Say survey or submitted other written feedback in their own formats.

### HOW ANALYSIS WAS COMPLETED

#### Quantitative feedback

Frequency analysis was conducted on quantitative (option selection) questions, which revealed the percentage of respondents who selected each option for each of the quantitative questions in the survey.

This data has then been presented in charts and interpreted by data analysts. The results are presented in relevant sections throughout the report.

#### Qualitative / written feedback

To complete analysis, Global Research analysts read each comment received from individuals and organisations within the Greater Wellington community and organised (coded) them into themes and topics based on the points made. Some comments contained multiple points, relevant to multiple topics, resulting in these comments being coded to multiple places. The analysis was assisted by NVivo qualitative analysis software.

Analysts then synthesised the coded comments and used the results to inform this report. The discussion below is written in the order of most-to-least commonly mentioned topics for each of the qualitative (free-text) questions.

Throughout the discussion of written comments, the number of points made on particular topics have been consistently represented by the amounts described below:

- > A very large number= 150 + comments
- > A large number= 100-149 comments

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- > A sizeable number = 75 – 99 comments
- > A substantial number = 50 – 74 comments
- > A considerable number = 25 – 49 comments
- > A moderate number = 15 – 24 comments
- > Several comments = 8 – 14 comments
- > A small number = 4 – 7 comments
- > A few = 3 comments
- > A couple = 2 comments

To illustrate the caliber and flavour of the feedback, quotes from respondents have been included throughout the report. Note that grammar and spelling mistakes have been amended in some cases where this does not change the meaning of the comment.

# RLTP Targets

## SUMMARY FINDINGS

- > Largely, respondents felt that the targets set by the plan are not ambitious enough, rather than too ambitious.
- > The target with the highest approval rate was *Safety*.
- > Over half of respondents felt that both the *Reduce emissions* and *Mode-share* targets were 'not ambitious enough'.

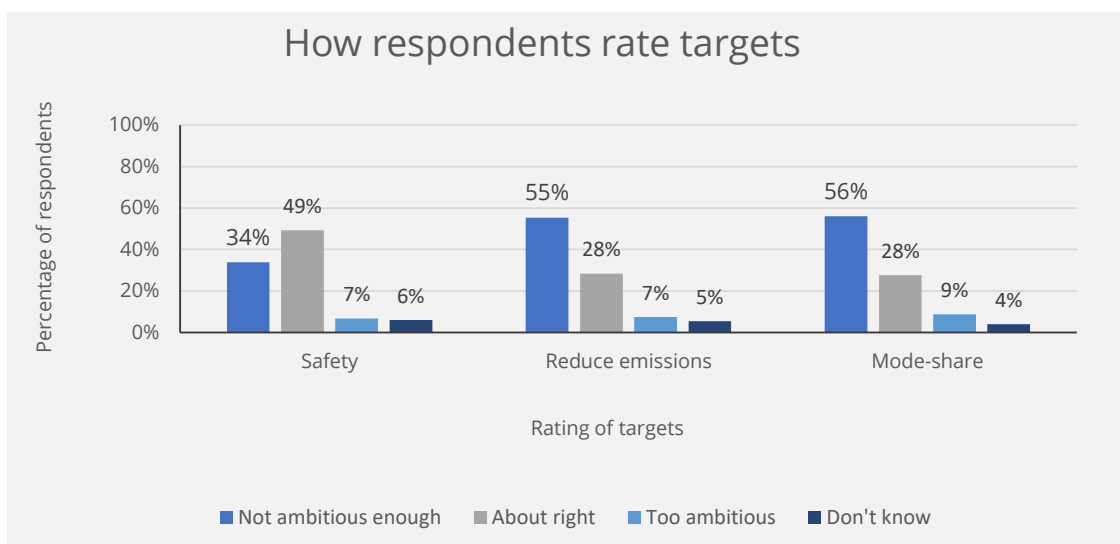
The plan sets three ambitious targets to achieve in the next 10 years. These aren't the only things the plan focuses on, but they indicate the scale of change the plan aims to achieve.

The three targets are:

- > 40% fewer deaths & serious injuries on our roads
- > 30% less carbon emissions from transport
- > 40% increase in the share of trips by active travel and public transport

## Rating RLTP targets

Respondents were asked: *How do you rate these targets? (Please select one option [for each target]).* Options were: not ambitious enough; about right; too ambitious; and don't know.



### Findings:

- > The target with the highest approval rate was *Safety*, which almost half of respondents felt was 'about right' (49%).



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- > Over half of respondents felt that *Reduce emissions* and *Mode-share* targets were 'not ambitious enough' (55% and 56% respectively).
- > Both *Reduce emissions* and *Mode-share* targets were seen as 'about right' by less than a third of survey respondents (28% each).
- > Less than one-tenth of respondents felt that these targets were 'too ambitious' (7% for *Safety* and *Reduce emissions*, and 9% for *Mode-share*).

# Priority projects

## 419

# comments

Respondents were asked to select their top three priority projects from a list of 40 projects in the draft plan, and to provide written comments to justify their selections.

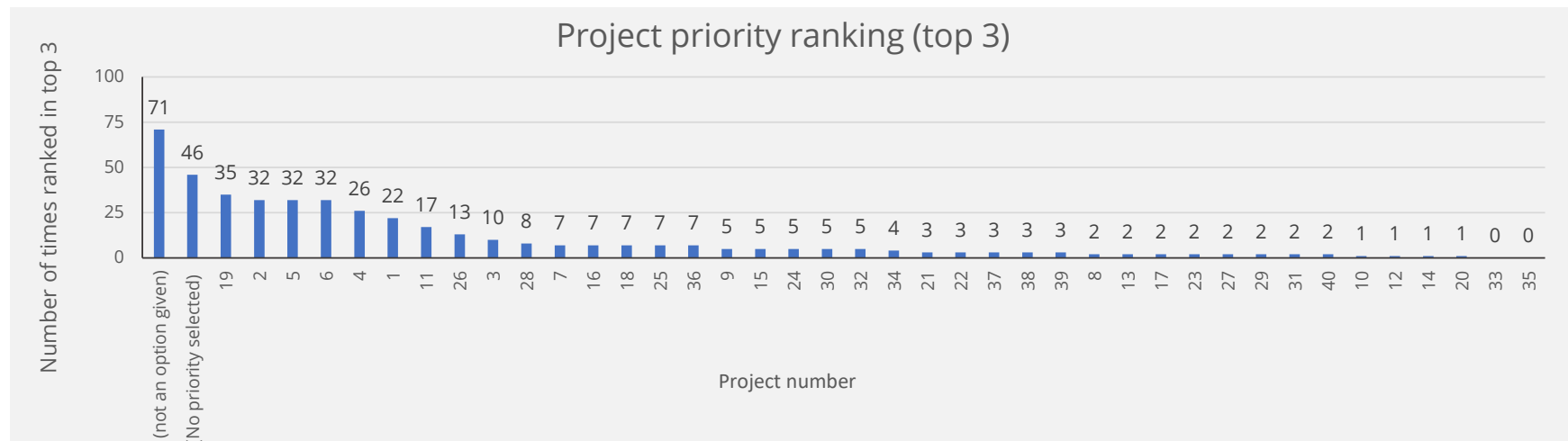
### SUMMARY FINDINGS

- > There were 71 occurrences where respondents did not select a priority for their first, second or third top priority project, instead leaving these questions unanswered.
- > 46 priorities were given by respondents that were not included in the list of 40 priority projects supplied in the survey.
- > The project that was most frequently selected by respondents as one of their top three priority projects was **19 – Electric vehicle fleet 1**. This was selected by 35 respondents.
- > Closely following this were **2 - National Ticketing System (Wellington Region implementation)** (selected by 33 respondents); **5 - Let's Get Wellington Moving early delivery** (selected by 32 respondents); and **6 – Let's Get Wellington Moving** (selected by 32 respondents).
- > Nine projects were selected by 10 respondents or more. Remaining projects were selected as one of top three priority projects fewer than 10 times.
- > Only two projects were not selected as one of the top three priority projects by any survey respondents. These were **33 - Totara Park Road and SH2 intersection**, and **35 – Silverstream pipe bridge**.
- > An overarching theme across the majority of projects was support for a shift of focus onto improving active transport and public transport options and deprioritizing the use of cars. Respondents endorsed efforts to reduce carbon emissions in particular, with reduced congestion noted as a secondary benefit of reducing the number of cars on the road.
- > Another common theme amongst written comments across multiple projects was the desire for the Wellington Region's public transport system to become more reliable, easier to use, and to offer clear benefits over driving. It was noted that in order to convince people to use alternative transport options to private cars, both active transport and public transport need to be made as easy, safe and convenient to use as possible.
- > There was a strong desire expressed for higher prioritisation of the Let's Get Wellington Moving projects, with respondents noting that these have already been delayed significantly, and little progress has been observed.
- > Projects relating to rail received significant support, with respondents noting that rail is a good low-carbon option for public transport and would lead to multiple benefits if it became a more efficient and more widely used service.

## Ranking priority projects

Respondents were asked: *Tell us which project from the list above is your [highest / second highest / third highest ] priority.*

Respondents were asked to select their top three priority projects from a list of 40 projects compiled by GWRC. The frequencies at which each project was selected are represented in the chart below.



### Key findings:

- > A substantial number of questions about respondents' top three priority projects were not answered (71).
- > Similarly, in 46 cases, respondents gave their own free-form priorities, rather than one of the 40 projects listed by GWRC.
- > The project that was most commonly selected as one of respondents' top three priority projects was 19 - *Electric Bus Fleet 1* (this option was selected 35 times).
- > This was closely followed by 2 - *National Ticketing System (Wellington Region implementation)* (33); 5 - *Let's Get Wellington Moving early delivery* (32); and 6 - *Let's Get Wellington Moving* (32).

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**Respondents were asked:** *Why did you choose this project as priority # [1 / 2 / 3]?*

Respondents were also asked to explain why they selected each project as their first, second or third priority. These comments have been sorted based on the project, and then further categorised by topics within that. These have been discussed in the order of most-to-least commonly selected in respondents' top three priority projects.

Later in the survey, **respondents were also asked:** *Do you have any other feedback on the draft Wellington Regional Land Transport Plan 2021?* Where respondents have mentioned specific projects, comments have been included below the relevant project heading.

**NO PRIORITY SELECTED****0 COMMENTS**

In some cases, respondents opted to skip the section of the survey that required them to select their top 3 priority projects and explain their choice in a written comment. Instead, these respondents left this section blank. In total this occurred 71 times across the survey.

**NOT AN OPTION****53 COMMENTS**

In the survey, respondents were asked to consult a list of 40 projects, and type in either the project name or its corresponding number (1-40). The majority of survey responses followed this format, however, some respondents submitted priorities that were not included on the list supplied by GWRC. In some cases, these responses were able to be identified as projects that were in fact on the list (under a different name), while others were not. An appendix has been provided to GWRC that contains all verbatim comments from survey respondents noting what they chose as their top three priorities and why. This appendix also contains a comparison between what respondents wrote in the text boxes asking for their top three priority projects, alongside the corresponding project number that their responses were allocated to.

**PROJECT 19****38 COMMENTS****Electric bus fleet**

This project was most frequently selected priority amongst survey respondents. A considerable number of comments were made explaining why this option was selected.

Overwhelmingly, the most common argument was the considerable environmental benefit that respondents felt would result from replacing diesel buses with electric buses. Reduced carbon emissions, reduced air pollution and a general shift towards 'greener' public transport for the Wellington Region were all seen as positive outcomes. Comments that were typical of this group include:

*To encourage use of public transport and to reduce the greenhouse emissions from a growing service.*

*Electrification is an obvious and easy shift to reduce transport emissions.*

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A few respondents focused more on the health benefits or eliminating diesel fumes from buses, making comments such as:

*Sick of breathing diesel fumes.*

*Fumes - I run a lot and don't like the diesel fumes from the buses.*

A small number of other comments noted additional benefits of de-carbonising the region's buses, including that electric buses would be quieter and more comfortable to ride in, and that it would be more economical to run an electric bus fleet than a diesel one.

A few respondents stated that they selected this project as a priority because it has already been promised in the past, but was never acted upon:

*Because it was promised as part of the original bus replacement project, and has not been completed, and we have regressed significantly.*

**ANY OTHER COMMENTS (1):**

One submission expressed concerns about how funding will be allocated for this project, including whether the \$198.92 million allocated in the RLTP would "include sufficient funding to fully compensate Operators for the cost of writing off diesel buses before they have reached age expiry".

**PROJECT 2****35 COMMENTS****National ticketing system (Wellington Region Implementation)**

The most common reason that respondents gave for selecting this option was that it would improve the overall experience of using public transport in the Greater Wellington Region by streamlining the ticketing process, reducing costs associated with mode-change, and generally making public transport easier and more appealing to use. Comments expressing this point were made by several respondents, around half of whom indicated a level of frustration that this had not been introduced already.

*From a user viewpoint, a significantly improved fare payment system would do much to encourage public transport use and speed operations*

A similar number of respondents made comments suggesting that the current ticketing system is too complicated, slow and outdated.

*...paper tickets and cash are so 1990. I have to carry many different cards to travel around NZ. I can't even use eftpos on the trains, except at 4? stations if the ticket office is open.*

One particular comment illustrates the complex process some users have to endure currently, noting:

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*Not having an integrated ticketing system across the public transport network is both frustrating and amateurish. Its ironical that if I travel on my super gold card - one card gets me everywhere. Outside those hours I need both a snapper card and cash or the correct paper ticket.*

Other comments made by a small number of respondents included complaints about the high costs incurred by those who travel on more than one mode of transport currently; calls for integrated ticketing to be implemented as soon as possible; and general support for integrated ticketing. Two respondents suggested that integrated ticketing could also be used as a way to pay for park and ride services.

**ANY OTHER COMMENTS (2):**

Two comments expressed support for the introduction of a national integrated ticketing system. These respondents felt this would improve the usability of all public transport modes in Greater Wellington, both for locals and for visitors to the region.

**PROJECT 5****37 COMMENTS****LGWM early delivery**

Respondents prioritised this project primarily because it would help to encourage more people in the region to use active transport (walking or cycling) as a means of getting around. Several respondents argued that by prioritising active transport infrastructure, where people could safely walk and cycle, areas would become more vibrant, and more people would choose these transport options over cars.

*Improving the sometimes-terrible pedestrian access in the central city should be fairly easy (even just re-timing some specific traffic lights), and would make a large difference to choices people make.*

Several other benefits were also raised by other respondents, including reduced emissions from fewer cars on the road; improved safety for cyclists and pedestrians; and improved atmosphere or quality of life.

*Connecting up the very centre of Wellington with Lower Hutt via safe cycling and walking corridors would dramatically improve accessibility and liveability for many in the area.*

*It's important to connect the centre of the city with the new harbourside cycle and walking route in a safe and accessible way.*

A small number of people urged GWRC to implement the planned changes as soon as possible, noting that the project has already been delayed significantly.

**ANY OTHER COMMENTS (5):**

Four of these comments focused on the Golden Mile. Two comments expressed concern that the Golden Mile changes have been pushed back and suggested they be started in

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2021, while another disagreed with the pedestrian-focused nature of these changes and felt that it was less important than improvements to public transport.

One comment raised the issue of traffic on the Golden Mile, noting that plans to increase the number of buses on a road that is already overloaded are flawed, and that an alternative route or road layout should be considered to allow buses to travel more freely in the area.

Pedestrian projects were also mentioned, with one respondent stressing that the early delivery projects were essential and needed urgent action, and commenting that with the exception of the 30km/h speed limit there had been little improvements for pedestrians over the past decade.

**PROJECT 6****37 COMMENTS****LGWM**

Several respondents noted that they had chosen this project as one of their top three priorities because of its focus on transport modes other than private vehicles.

*The projects included in 6, have the most potential to provide high quality alternatives to car travel, improving safety, decreasing emissions and making public transport and active modes more attractive.*

Taking prioritisation away from cars and projects that cater to cars over other modes of transport was seen as a move in the right direction for the future.

A similar number of people made comments calling for LGWM to be implemented quickly, with comments such as:

*Need to get people onto public transport in Wellington and make it as easy as possible to move around asap*

Other reasons that respondents felt LGWM should be prioritised included the reduced emissions that would result; fewer cars on the road (resulting in environmental benefits, less congestion and increased vibrancy); and improved connectivity.

**ANY OTHER COMMENTS (19):**

Comments which specifically mentioned Let's Get Wellington Moving most frequently focused on the ranking of priority projects and on mass transit. Support was generally expressed for the priority activities, such as the bus priority improvements, with the notable exception of the projects aimed at supporting car use. Respondents felt these should be ranked lower or removed in order to align with the Plan's mode shift targets.

*We support the priority 6 LGWM activities, but we do not support increasing State Highway capacity, which would have a negative effect on the targets. That money would be better invested in achieving the desired outcomes, not in working against them.*

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One respondent called for the abandonment of the “proposed second Mt Victoria Tunnel and the six-laning of Ruahine Street & Wellington Road” and “proposed tunnel under Sussex Street”. The respondent argued that if completed, these projects would enable greater car use and would therefore be contrary to New Zealand’s commitments under the Paris Agreement, the Zero Carbon Act 2019 and to the objectives of the Climate Change Commission.

The Save the Basin submission stated the Mt Victoria tunnel should be ranked below other items, particularly mass transit, and that they would only support the tunnel if it was for dedicated public and active transport use. Connect Wellington opposed the tunnel entirely, and recommended that the mass rapid transit system connecting the railway station, the regional hospital, Newtown, Miramar, and Wellington Airport should be prioritised ahead of state highway changes.

Of the seven comments focusing on mass transit, support was generally expressed for its development. Respondents reiterated that it must be prioritised above other projects, particularly those which supported private vehicle travel such as state highway improvements. Two emphasised the urgent need for a transit system that integrates land use, transport, and emissions, noting the dragging pace of change over the past 30 years and calling for a planned, integrated system that meets the needs of future communities across the Wellington region. The Bus and Coach Association expressed their support for a system connecting the railway station with the regional hospital, Newtown, Miramar and the airport, but wanted to see further spatial planning around the route to ensure maximum uptake from the catchments.

*Mass transit mode choice needs to be based on the likely future demand, and have the ability to be seen as rapid and permanent if it is to influence behaviour. We need to plan for the needs of future new 15 minute communities, and increased density along public transport routes, which are linked by high quality, high capacity public transport. This is essential to addressing both housing and climate goals for the Wellington Region.*

One comment noted that an effective transit system would need a bypass that avoids the CBD and removes transitioning node types from the inner city, and suggested that the Plan should aggregate transport types into a system based on journey purposes (e.g. travel to high-volume areas like the hospital or key employment centres). Two comments highlighted the need for more rapid transit corridors in and around Wellington city, particularly corridors – whether that be light rail, dedicated bus lanes or trackless trams – linking to the airport and public hospital and to the southern and south-eastern suburbs. Another comment pointed out that mass rapid transit would have to be light rail, as bus rapid transit would face the same problems as the “overloaded Golden Mile.”

One comment opposed developing mass rapid transit system on the basis that Wellington lacked the population base or density for it to be worthwhile.

Five comments expressed scepticism or frustration regarding LGWM, citing a lack of tangible results thus far, and the negative publicity and “highly critical recent review” as reasons why the Plan should be less focused on LGWM outcomes or should not prioritise funding in this area.



**PROJECT 4****27 COMMENTS****Rail capacity increase**

A moderate number of respondents suggested that increasing rail capacity would make public transport a more attractive option for people, encouraging mode-shift from private cars to public transport.

*Train is the most efficient mode of transport but lacks flexibility as missing train by seconds can result in a thirty minute wait which is a complete waste of time. If you don't live close to station any delay getting to the platform can wreck your day... Knowing there are more frequent trains means you can show up and get on a train with minimal wait time.*

The benefits that respondents associated with this shift to public transport included reduced congestion and emissions, fewer road accidents, improved access and connectivity, and reduced wait times for trains.

*A functioning and efficient rail network is important for creating a reliable transport system. Rail capacity increases will achieve better access for public to different parts of the region.*

**ANY OTHER COMMENTS (2):**

Again, one comment argued that this project should be prioritised, while another offered general support for the project.

**PROJECT 1****28 COMMENTS****Improve long distance rail services**

A considerable number of comments were made to explain why respondents selected 'improve long distance rail services' as one of their top three priority projects.

Several respondents noted the positive impact that this project could have on encouraging people to take public transport rather than relying on cars. This, they noted, would result in fewer cars on the roads travelling over long distances, therefore reducing both emissions and congestion.

*With the region growing, it's important to encourage public transit use with residents in the Hutt valley and beyond. This is key to getting cars off the road and decreasing emissions.*

A couple of respondents also noted that if executed well, an efficient long-distance rail network could be preferable to air travel between some New Zealand cities, thus offsetting emissions further by reducing the amount of air travel undertaken.

Several others noted that they had selected this project because of the improved connectivity that would result. As more people move out of Wellington City for a more

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affordable lifestyle, the need for improved public transport throughout the region increases. Respondents suggested that having more frequent, higher quality long-distance rail services would help to connect those living in places such as Levin, Kapiti, Shannon, Ōtaki and the Wairarapa to other New Zealand cities such as Wellington, New Plymouth, Napier, and Auckland.

*More and more people are moving out of Wellington centre, and they desperately need access to public transport options. E.g., the Capital Connection train should be running far more regularly than once a day, mid-week, into the city. Carriages should also be upgraded, to avoid breakdowns (as happened yesterday!)*

A couple of respondents noted that an improved long-distance rail service could be used to transport goods as well as for public transport, as heavy freight causes significant damage to the region's roading infrastructure that could be reduced if moved to rail.

A few other comments expressed general support for an improved long-distance rail service.

**ANY OTHER COMMENTS (3):**

Three comments were made about this project. Two offered general support, with one also supporting its associated rank in the Plan given the value this service provides in connecting people and providing a lower carbon transport option.

A third submission expressed support for GWRC increasing its focus on long distance rail transport, but noted a need for a more "integrated approach to rail investment". They suggested that further consideration be given to the Capital Connection and providing more passenger rail services to meet short to medium term projected population growth and transport needs in the Wellington to Palmerston North Rail corridor.

**PROJECT 11****28 COMMENTS****Te Ara Tupua Ngā Ūranga - Pito-one**

Several respondents suggested that this project would encourage alternative transport modes, getting more people out of their cars.

*This project will open up commuting by bicycle to large numbers of people by giving them a safe, attractive route between Wellington and Lower Hutt. It will also make the whole route more attractive to pedestrians and leisure users*

*Providing an attractive, safe option to walk/cycle between Petone and Wellington is long overdue, and will take pressure off the crowded road*

A small number of other respondents also noted that it would improve resilience and the regional transport system's ability to cope in the event of natural disaster or severe weather event. One respondent stated:

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*It will provide vital resilience to the existing rail line, and state highway needed in the face of climate change, as well as a safe route between Lower Hutt and Wellington and Lower Hutt for walkers, runners, cyclists and micromobility users. This will be particularly important in the wake of a large earthquake when slips and displacement of tracks may interrupt the road and rail links.*

Other benefits that respondents felt would result from this project included improved safety for cyclists and pedestrians, improved connectivity, and reduced traffic and carbon emissions due to fewer cars on the road.

**ANY OTHER COMMENTS (4):**

Three comments indicated strong support for this project. Respondents felt that the project would improve the resilience of these networks, provide greater transport connectivity; and improve Wellington's reputation as a place to live, work and visit.

One comment, however, argued that this project should be abandoned. This submission suggested that the quarrying, transport and dumping required during the completion of this project would involve the production of large volumes of greenhouse gases, and thus would be contrary to New Zealand's signing of the COP 21 Paris Agreement, later ratified by Parliament, the Zero Carbon Act 2019 and to the objectives of the Climate Change Commission.

**PROJECT 26****15 COMMENTS****Newtown - Berhampore cycleways**

The primary reason given by several respondents for selecting this project was that it would improve safety and comfort for cyclists, resulting in a greater uptake of cycling as a means of transport.

*These areas are densely populated with busy roads, some narrow. Providing protected cycle infrastructure will greatly increase numbers of people biking.*

A small number of respondents also noted that it would improve connectivity, while others noted the environmental benefits of encouraging cycling.

*Provides safe cycling and a connected network between Island Bay and the city, also connects several schools benefitting tamariki who need comfortable active transport infrastructure to build activity into daily routines from an early age.*

**ANY OTHER COMMENTS (1):**

One comment argued that the cycleway was "way down" the list and suggested this was because local councils were hesitant to remove car parking.

**PROJECT 3****10 COMMENTS****Additional metro trains**

Over half of these respondents felt that this project would improve the overall experience of metro train users, encouraging more people to use public transport. These respondents noted that currently, trains are often at capacity during peak times and it is difficult to get a seat.

*For Tawa getting a seat on a train is an issue at peak commuter times and this can turn people off using trains, more frequency at peak times will encourage more people to use trains*

Another couple of respondents pointed out that introducing additional metro trains would help to extract maximum value from existing rail infrastructure and future upgrades.

One respondent noted the reduced emissions that would result from increased rail capacity, while another argued that increasing the capacity of metro trains is only one important step in expanding the network.

**ANY OTHER COMMENTS (2):**

One comment argued that this project should be prioritised, while another offered general support for the project.

**PROJECT 28****12 COMMENTS****Northern connection cycleway**

Several respondents selected this project as one of their top three priority projects. Almost half of the respondents felt this project would create a more cycle-friendly city and encourage more people to cycle, resulting in fewer cars on the road.

*The upgrades on cycleways have been encouraging to me as a new cyclist and new commuter by cycle. I also use them on weekends to explore new trails or visit friends. More of these will help increase the feeling that Wellington is cycle friendly.*

The other benefits that respondents felt would ensue included improved safety, reduced emissions, and increased health benefits associated with cycling and active transport.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 7****6 COMMENTS****Resilient port and multi-use ferry terminal access**

A few respondents that selected this project as one of their top three priority projects emphasised its importance not only for the Wellington Region but for New Zealand in general.

*Getting an optimal solution for the port and ferry terminal access is vital for the efficient movement of freight, connectivity between the islands, and also for all traffic movements through Wellington city. This project is important at national, regional and city levels.*

One respondent felt that this project would encourage more ferry use, while another pointed out that a resilient ferry terminal is essential if Wellington is to survive a serious earthquake. One final comment noted that this project will need to be carried out in close collaboration with Kiwirail to ensure that the new ferry terminal is built to accommodate new, larger ferries.

**ANY OTHER COMMENTS (2):**

Two comments expressed support for the investment in a multi-use terminal which facilitates ferry and cruise ship passengers to be able to make their way into the CBD on foot or public transport, thus reducing the number of vehicles in the Wellington CBD. One respondent urged the RLTP to use the new ferry terminal as a modal integration point.

**PROJECT 16****8 COMMENTS****Real-time information systems upgrade**

All of the respondents who made comments about this project noted that it would make public transport easier to use and a more attractive option.

*Will deliver consistency and certainty – gives people confidence to use public transport when they travel, and encourages safe independent travel. Important to ensure these systems are accessible.*

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 18****6 COMMENTS****Wellington Region resilience programme**

A few comments offered general support for this project, recognising the importance of being prepared for natural disasters or significant weather events and noting in particular the region's vulnerability to earthquakes.

**Attachment 3 to Report 21.104**

Another couple of comments noted that the project could improve connectivity, allowing residents of the northern suburbs better access to the Hutt via less congested routes.

*A Petone to Grenada link is crucial to free up traffic in the gorge, help northern suburb residents access the Hutt more efficiently and have a second route in and out of Wellington.*

**ANY OTHER COMMENTS (2):**

The two comments made about this project both expressed concerns rather than support. One comment felt that the \$6 million investment into the Petone – Grenada link over the next 10 years would not address the growing issue that the Petone community is facing now, stating “we have reservations whether the Petone to Grenada Link is feasible from an engineering resilience and financial perspective.”

A second comment argued that this project should be abandoned, as its construction and the facilitation it would give to motor-vehicle use would be contrary to New Zealand’s commitments under the Paris Agreement, the Zero Carbon Act 2019 and to the objectives of the Climate Change Commission.

**ANY OTHER COMMENTS (1):**

One comment expressed support for this project, noting that improving State Highway 58 would help to reduce pressure on the state highways in and around Ngauranga Gorge.

**PROJECT 25****6 COMMENTS****Rail infrastructure resilience upgrades**

A few respondents noted the importance of having rail infrastructure that is reliable, able to withstand anticipated climatic events, and be repaired to recover from more extreme events that may impact the region. Another couple of comments suggested that infrastructure upgrades would result in greater reliability, which in turn would result in more people using public transport.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 36****7 COMMENTS****Electric vehicle bus fleet**

These respondents noted that this project would help the Greater Wellington Region to reduce their carbon emissions and supported swift action towards greener public transport. One comment thanked GWRC for supporting a new 100% electric passenger ferry, which is to be the first of its kind in the Southern Hemisphere.

**ANY OTHER COMMENTS (3):**

Two comments supported the introduction of an electric ferry, while a third comment expressed concern about the shift to electric public transport vehicles, questioning whether

the significant cost per vehicle could be sustained for future conversions, or whether the cost is expected to reduce for future conversions.

## PROJECT 9

5 COMMENTS

### Eastern Porirua Regeneration

The reasons respondents gave for choosing this as one of their top three priority projects varied, ranging from the view that it would encourage more people to use active transport as a means of getting around instead of driving, to the fact that Porirua is in need of “long overdue” improvements. One respondent also noted that this project is important for those in the area who rely on public transport.

#### ANY OTHER COMMENTS (2):

One comment expressed strong support for the Eastern Porirua Regeneration project, noting particular support for the investments listed within the RLTP that reference the Porirua Regeneration programme, including: Improvements to the Porirua Bus Hub; A walking and cycling bridge between Rānui, Porirua Rail Station and the Porirua City Centre; Reconfiguration of local streets; and Access Porirua Business case.

A second comment simply noted that this project is long overdue.

## PROJECT 15

5 COMMENTS

### Railway station improvements

Respondents who selected this as one of their top three priority projects generally supported increased focus on rail transport, arguing that this project is an important part of improving the rail system overall, making rail travel an easier, more attractive transport option, and reducing carbon emissions.

#### ANY OTHER COMMENTS (2):

One comment argued that this project should be prioritised, while another offered general support for the project.

## PROJECT 24

1 COMMENT

### Speed management programme

Only one comment was made about this project, which noted the importance of maintaining safe speeds around schools and kindergartens.

#### ANY OTHER COMMENTS (1):

One comment expressed support for the Speed management programme, but argued that it should not be limited to areas around schools, suggesting lower speed limits should be rolled out more widely, accompanied by appropriate traffic-calming measures. For example, they suggested, the default design for pedestrian crossings should include kerb-level

platforms, simultaneously improving pedestrian safety and accessibility and creating a safer speed environment.

## PROJECT 30

5 COMMENTS

### Wellington Regional Hospital

The respondents who felt this project should be prioritised argued that public transportation to the Wellington Regional Hospital is currently difficult and inefficient and that parking near the hospital is an issue, in large part due to hospital staff's reliance on private cars to access their workplace.

#### ANY OTHER COMMENTS (3):

A comprehensive submission from the CCDHB detailed the transport needs of staff and patients travelling to Wellington's hospitals. Another comment called for the project to be given higher priority given it was the biggest employer in the region, and the "massive congestion" combined with parking issues meant it made the area unsafe for pedestrians.

Another comment pointed out that Hutt Hospital and Wairarapa Hospital were outside CCDHB's sphere but that access to these hospitals was also a vital issue.

## PROJECT 32

7 COMMENTS

### Cycling micro-mobility (Hutt City)

A small number of comments from respondents noted that improving cycle infrastructure for Hutt City would encourage more people to use cycling as a means of transportation, resulting in fewer people driving cars, and thus a reduction in emissions. Providing a safe route for students to get to and from school was also supported. One respondent also noted the need for improved bicycle storage at train stations to ensure that cycling can be an efficient way for people to travel to public transport.

#### ANY OTHER COMMENTS (0):

No additional comments were made on this project.

## PROJECT 34

3 COMMENTS

### SH1 Tawa through Wellington CBD

Three comments noted that current issues with traffic congestion on SH1 would be improved if changes were made to improve traffic flow. Two of these comments pointed out that traffic is likely to get worse in the future, particularly when Transmission Gully opens, due to increasing numbers of housing developments in the area.

#### ANY OTHER COMMENTS (0):

No additional comments were made on this project.



**PROJECT 21****3 COMMENTS****Level crossing safety upgrades**

Three comments supported the proposal to improve safety for pedestrians at crossings, noting that too many accidents currently occur and pedestrians are too vulnerable.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 22****3 COMMENTS****East corridor cycleway**

One respondent expressed frustration at the constant under-funding of cycle infrastructure, while another noted that cycleways need to be continuous. A third respondent selected this project because they utilise this area often.

**ANY OTHER COMMENTS (1):**

One respondent noted this project was “way down the list”, arguing that this was because it would require removal of car parking.

**PROJECT 37****3 COMMENTS****LED street lighting (Wellington City)**

A couple of respondents selected this project because of the potential environmental benefits it could have, as LED lights consume less energy. Another respondent noted that a previous LED replacement project had led to a number of “black spots”, creating additional safety concerns and an increase in minor crime in some areas. This respondent commended any upgrade that increases the number of LED lights in the area and addresses existing black spots.

**ANY OTHER COMMENTS (1):**

One comment expressed general support for LED lighting upgrades.

**PROJECT 38****3 COMMENTS****The Parade cycleway upgrade**

Two respondents generally supported an improvement in cycle infrastructure, while another noted that cycle projects are critically important yet seem to constantly be deferred for “no good reason”. For this reason, they wanted to see this project undertaken immediately.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 39****4 COMMENTS****Smarter connections**

Four comments discussed how driving is currently a better option for many people due to a lack of parking at train stations and issues with train capacity at peak commuter times. One respondent also noted that the proposal to charge people for park and ride facilities at train stations will mean driving continues to be the most attractive option, particularly given the already high cost of public transport.

**ANY OTHER COMMENTS (25):**

The majority of these comments were concerned with Park and Ride. Of these, slightly under two-thirds opposed paid Park and Ride. They argued that it makes taking public transport less cost-effective and convenient and therefore acts as a disincentive to use it, particularly when the price of tickets is already not cheap, or that it encouraged parking to spill over into nearby residential streets. Respondents pointed out that car use was unavoidable for some, particularly those with disabilities, those with children, and those with long journeys from their home to transport hubs.

*Charging for parking at rail stations is only going to make more people drive. It also disproportionately hits the poor.*

Seven comments were made in support of paid Park and Ride. These argued that parking took up valuable and desirable land and should be priced to reflect this, that it encouraged car dependency, and that these charges could be used to subsidise public transport.

*I support charging for parking at train stations. Providing for parking near a train station is very poor use of land, and encourages car dependency and short trip behaviour which is a significant source of vehicle emissions. Parking needs to be charged for in order to better reflect the negative externalities it has.*

One comment argued that this project should be prioritised.

**PROJECT 8****2 COMMENTS****Wellington State Highway Road to Zero programme**

One respondent pointed out that there are currently too many cycling fatalities and that this project could improve cyclist safety. They also noted that this project would benefit a greater number of people in the region than some of the other more localised projects. Another respondent simply called for improvements to be made to SH2 and Haywoods Hill Road.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 17****2 COMMENTS****Cross valley connections**

Only two comments were made about this project. Both respondents pointed out that population growth is placing increased pressure on roads in Lower Hutt, while one respondent also noted that without safe multi-modal transport links it will be difficult to achieve the main goals of the RLTP.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 23****7 COMMENTS****Eastern Bay shared path**

A small number of comments expressed concerns about the safety of children, cyclists and walkers in this area where cars often travel at high speeds, supporting the move to create a safer space for people to walk and cycle between Point Howard and Eastbourne. One respondent noted that the shared path would allow more people access to the Days Bay ferry service without the need to use a car.

**ANY OTHER COMMENTS (1):**

One comment noted that this project was “way down the list.”

**PROJECT 27****2 COMMENTS****Porirua CBD to Titahi Bay shared path**

Two comments expressed general support for this project, noting that it would be positive for an area which has been underinvested in previously.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 29****2 COMMENTS****Fergusson Drive improvements**

One respondent reported hearing of a number of car crashes on Fergusson Drive, and supported efforts to improve safety in this area. Another respondent selected this project because they live in the area.

**ANY OTHER COMMENTS (0):**

No additional comments were made on this project.

**PROJECT 31****3 COMMENTS****SH1 Ngauranga Gorge improvements**

Two comments suggested that this project would bring much needed safety improvements to a currently dangerous area for cyclists. One respondent also noted the need to support other modes of transport, including cycling, in order to reduce carbon emissions.

**ANY OTHER COMMENTS (2):**

Two comments expressed support for this project, with one submission specifying that the RLTP “must include the Ngauranga intersection (if not included elsewhere), where crossing any of the roads – necessary to access Ngauranga station and the bus stops— is an appallingly risky experience.”

**PROJECT 40****2 COMMENTS****Wellington cable car**

Both comments were made on behalf of groups associated with the Cable Car, noting their enthusiasm for continuing to improve the service and provide Wellington with an efficient, low emissions transport option. One comment described the Wellington Cable Car as an iconic tourist attraction for the city as well as an important low emissions link. This comment suggested that investment in the Cable Car would help to achieve lower carbon emission transport, reduce congestion on the Golden Mile, the Terrace and Salamanca Road, and increase transport capacity.

**ANY OTHER COMMENTS (2):**

One respondent labeled the Cable Car as a tourist attraction, rather than a “key element of the transport network” as described in the draft RLTP, suggesting that the \$4.7 million dollars allocated to this project could be better spent on other, more crucial transport items.

Conversely, a second comment commended the inclusion of this project in GWRC’s list of top 40 priority projects, describing the Cable Car as being “an important transport connector between Wellington’s western suburbs, Victoria University’s Kelburn Campus and the CBD”, and a “unique and easily accessed tourism attraction which facilitates access to Space Place, Zealandia and the Wellington Botanic Garden.”

**PROJECT 10****1 COMMENT****New charging and layover areas for electric busses**

Only one comment was received about this project, which simply noted that providing new charging areas for electric busses may help prevent issues for the drivers.

ANY OTHER COMMENTS (0)

## PROJECT 12

1 COMMENT

### Riverlink transport improvements

One respondent suggested that, if executed properly, this project has the potential to develop Central Lower Hutt into a “proper secondary city centre” for the Wellington Region, provided that the relocated Melling Station is meaningfully connected to Central Lower Hutt.

ANY OTHER COMMENTS (1):

One comment expressed support for GWRC’s commitment in delivering the Melling Interchange improvements, noting that this would help provide the impetus to rejuvenate and transform the Hutt City CBD.

## PROJECT 14

1 COMMENT

### Paraparaumu town centre connections

One respondent made a comment on this project, noting that at present Kapiti Road is too busy and that an alternative route is necessary.

ANY OTHER COMMENTS (0):

No additional comments were made on this project.

## PROJECT 20

1 COMMENT

### Waterloo Station

One comment described the multiple benefits of replacing the Waterloo Station buildings, noting that, if appropriately executed, this project could be “a model for station redevelopment across the region, supporting increased public transport patronage, lower carbon transport choices, healthier walkable communities and wider local government housing objectives.” This respondent proposed that creating a new, high-rise, mixed-use station building, potentially incorporating residential, commercial, hospitality, retail, and recreational facilities, would make the area more liveable and ensure that GWRC maximise the value of the land occupied by Waterloo Station.

ANY OTHER COMMENTS (0):

No additional comments were made on this project.

## PROJECT 33

0 COMMENTS

### Totara Park Road and SH2 intersection

No comments were made on this project.

ANY OTHER COMMENTS (0):

No additional comments were made on this project.

**PROJECT 35**

**0 COMMENTS**

**Silverstream pipe bridge**

No comments were made on this project.

ANY OTHER COMMENTS (0):

No additional comments were made on this project.

# Any other comments 340 comments

## SUMMARY FINDINGS

- > Over 200 comments focused on activating transport mode shifts. These comments generally either supported the Plan's targets or called for them to be more ambitious, but highlighted that significant changes and bold action would be needed to drive the shift away from private vehicle use and ensure that the Plan's headline targets for climate, liveability and safety are met.
- > The greatest area singled out for action was improvements to the public transport system. Comments stressed that the public transport system, especially buses, required substantial changes to become more useable and appealing. Areas highlighted included more reliable and frequent services, better design and extension of routes to meet wider community (not just commuter) needs, increased accessibility, lower fares and equitable access, care given to safety and passenger comfort, the reinstatement of the airport bus, and better conditions for public transport workers.
- > While respondents generally expressed support for the development of mass rapid transit systems, a moderate number strongly objected to the Johnsonville railway line being given this designation, noting the significant impacts it would have on growth and urban density.
- > A considerable number of comments were made about the consultation process and the draft RLTP documents, ranging from support for particular elements of the plan, to calls for amendments to be made or mentions of elements that people felt should be included in the Plan.
- > Climate change and safety were pressing concerns for respondents, some of whom felt that the Plan should be aiming for more transformational changes than what was proposed. Prioritising active transport was felt to be a crucial part of achieving these goals.
- > Respondents pointed out that the RLTP must align with other planning documents and be integrated with different sectors like land use and housing to ensure the future needs of communities are met. Comments noted that cooperation with other councils, organisations and partners is necessary to deliver effective outcomes for the region.
- > Comments made about specific projects were mainly to express support. These 28 comments have been included in the previous section under the projects they pertain to.

**Respondents were asked:** *Do you have any other feedback on the draft Wellington Regional Land Transport Plan 2021?*

Written submissions from organisations and individuals who did not use the online survey form have also been analysed in this section.

Note that comments made about specific projects have been analysed and discussed in the section above.

## ACTIONS NEEDED FOR MODE SHIFT

**175 COMMENTS**

### Improving Public Transport

**69 comments**

#### ROUTES, FREQUENCY, AND RELIABILITY

**22 COMMENTS**

Detailed comments argued that improving coverage, frequency and reliability to meet user needs was vital to encourage patronage and increase trust in the public transport system. The Onslow Residents Community Association observed that public transport was overloaded and inefficient, taking longer than private vehicle travel and often requiring long periods of standing during peak times. Respondents suggested that services should run more frequently, particularly during peak times and weekends, and that core routes should run every 10 minutes. Other suggestions included that passenger comfort should be prioritised; that up to date information on timing be provided; and that train routes should be extended to provide direct and coordinated services across the region. It was noted that transport planning must be based on well-designed research which accurately identifies user needs, including non-commuter flows, with one comment suggesting that the commuter-to-CBD transport model was outdated. Another suggested that flexibility was needed as routes may have to be redesigned after further community feedback. It was also pointed out that reliable services require supporting infrastructure such as bus priority lanes at key pinch points, and GWRC needed to work with Hutt City Council to deliver these as a priority.

*The Regional Land Transport Plan and Regional Passenger Transport Plan need to contain specific initiatives to identify non-commuter travel patterns and design services to address the peaks in these types of journeys. This is essential to achieving the mode share and emission reduction goals in the Regional Land Transport Plan.*

Other specific suggestions included: extending the Kāpiti line to Ōtaki; a bus route connecting the southern and eastern suburbs laterally; running the Capital Connection to Palmerston North throughout the weekends and funding it through rates to decrease the cost of the service; running more suburb to suburb routes and changing to a four digit bus code with the first two digits designating origin and the second two for destination; an additional service to and from Ōtaki in the mornings and evenings; a connection from Manor Park Station to Paremata Station via SH58; increasing the frequency of the #33 bus in both directions and changing its route to go past the railway station; and extending the #2 bus route down Hazlewood Ave and South Karori Road.

The Generation Zero submission underscored that a planned and connected network of hubs throughout the region was central to an effective public transport system. These hubs



## Attachment 3 to Report 21.104

should provide seamless connections, allow for greater pedestrian and cyclist amenity, incorporate community and mana whenua co-design, and should be coordinated with Kainga Ora and district plans to encourage urban intensification in the area. Another respondent suggested that the bus fleet be made more visually appealing by incorporating the work of artists in the region to make a “fun livery” for the region.

## ACCESSIBILITY, EQUITY, COSTS, AND SAFETY

20 COMMENTS

Ensuring public transport is accessible for everyone, including older Wellington residents, young people, people with lower incomes and those with disabilities was highlighted as a critical area for improvement. This includes having safe and usable shelters at all stops, ensuring disability access – with one comment raising the valuable point that being wheelchair accessible does not mean they are otherwise accessible, making it safer and more accessible for pedestrians to get to bus stops and train stations, and providing up-to-date information. One respondent called for a clear timeline for “talking buses” where stops were announced, noting that this had been promised but not delivered. The Kapiti Coast Grey Power (KCGP) submission stated that many of their members relied on public transport and they wanted to see an improved service in rail-bus transfers, an increase in service frequency and a full review of services, and hoped any ticketing system for Gold Card holders would not require separate ticketing or registration and that end times of travel, especially to the hospital, would be suitably adjusted if multi-mode ticketing is introduced.

*A good public transport system should be usable by anyone regardless of their access needs. Councils must work with groups that represent people with diverse access needs to ensure all stops and services can accommodate them.*

One emotive submission called strongly for mobility funding for taxi services to be set back at 100% (as it was during the COVID-19 lockdown), detailing how being able to travel without exhausting and difficult public transport journeys had made a dramatic difference in their quality of life and the lives of others with disabilities.

Cost was emphasised as critical, with respondents pointing out that this has a significant impact on people with lower incomes who are often reliant on public transport, or that it could act as a deterrent if people considered it more cost-effective to drive. The Johnsonville Community Association raised the inequity in the Metlink fare structure which makes it much more expensive to travel within Wellington city due to small fare zones, and which gives greater discounts to rail users than bus users. The Generation Zero submission suggested reduced fares for everyone, with even lower rates for people on low incomes or financial support, or a system like “Fairer Fares” which was advocated for in Auckland. Access to top ups was also raised as an issue, with one submission pointing out that moving to fully cashless services could disadvantage areas like Naenae and Taita, where there are high rates of cash users and very few places to top up Snapper cards.

*We already pay high rates and transport costs to use the services (very expensive as it is). I applaud efforts to reduce emissions but please don't put more barriers in the way of using public transport options.*

Two respondents focused on personal safety, noting that usage would increase if actual and perceived safety improves. One comprehensive submission raised the issue of the Naenae subway tunnel, noting that it was dangerous, particularly for women and young people, and that people oversubscribed to the Waterloo Park and Ride to avoid the risk of the subway.

#### AREAS THAT SHOULD BE PRIORITISED FOR RAIL

15 COMMENTS

The majority of these comments emphasised the need for rail services to be improved and extended through outlying suburbs like Johnsonville, Melling, Porirua and Waterloo, and further across the Greater Wellington region, particularly Ōtaki, the Wairarapa and Kāpiti. It was noted that the projects are currently heavily weighted towards the city, and that a focus on Wellington city transport issues should not preclude proactive action in new growth areas across the greater region. One comment suggested Maymorn as a priority area due to its suitability for new housing.

*We note that the projects are heavily weighted towards Wellington city. While we appreciate the transport demands and issues within the city, we have concerns that the balance is too skewed. Especially as 75% of people in the region live to the north of Wellington CBD.*

One respondent contended that the draft Plan did not adequately reflect the current and future needs of Hutt City or address the worsening congestion in Petone and Wainuiomata. Ōtaki was also highlighted as a key area where connectivity should be improved to meet the Plan's objectives, with suggestions for an electric track connecting Waikanae, Pukerua Bay and Paekākāriki to meet future growth demands. The Kāpiti Coast District Council called for the Kāpiti and Manawatū lines to be prioritised as areas for improvement, an area which also garnered support from Federated Farmers, and for the railway line to be electrified and double tracked further north from Waikanae to meet the plan's headline targets. Another respondent described frequent trains to Palmerston North as an important development for the region and suggested an extension to Whanganui be considered, while another noted that long-distance and sleeper trains could provide a vital alternative to emissions-heavy air travel.

*An 'order of magnitude' increase in electric rail use along the main regional transport corridors is essential, and this cannot be achieved while the rail system ends in a stub terminal at the edge of the CBD. More trains on the existing truncated system, and an ultimately 100% electric bus fleet, are praiseworthy objectives but do not represent the degree of change which is required.*

Two comments advocated for improvements into and within the city to be prioritised before spreading railway services across the region. The Johnsonville Community Association submission argued that investment in reliable city bus services was the city's most pressing need and questioned why Wellington ratepayers should fund rail services to Palmerston North. Another respondent felt that public transport and the CBD were the areas where "the need for improvement is greatest, where the benefits are the highest, and because many of the other projects will not achieve their full potential without such improvements".

The Rail and Maritime Union made several specific recommendations to improve the rail system's safety and capacity.

#### AIRPORT BUS

8 COMMENTS

Respondents called for improved public transport to the airport, requesting fast transport from the train station through to the hospital and airport and frequent bus services through to Hutt and the Kāpiti Coast, with one comment specifying this should cost the same as other services and be integrated with the Snapper and Real Time Information systems.

#### CONDITIONS FOR PUBLIC TRANSPORT STAFF

4 COMMENTS

Four comments argued that it was crucial that conditions for people working in public transport reflect the essential service they provide for the Wellington region. Workers like bus drivers should be paid at least the living wage, and have conditions that ensure frequent breaks and good resting facilities. The Johnsonville Community Association submission asserted that poor driver conditions and pay were the root cause of the inability for operators to run all scheduled services.

### General support for mode shift or calls for bolder action 51 comments

A substantial number of comments expressed their support for the Plan's headline targets regarding mode shift, climate and safety, recognising that meeting these targets would lead to higher quality of life for people in the Wellington region. A third of these called on the plan to take even bolder and more ambitious action to address the climate emergency declared by local, regional, and central government. Many of these comments were strongly worded, exhorting the plan to "be brave" and to make dramatic changes rather than merely "tinkering" with the current "car-centric" status quo.

*We agree that the three 10-year targets are required and achievable, but they should be more ambitious. In view of New Zealand's greenhouse gas reduction commitments and the climate emergency declared by GWRC, we submit that the 2030 targets should include a 50% reduction in transport-related carbon emissions and a 50% increase in active and public transport mode share.*

Within the comments that called for more ambitious targets or actions, specific suggestions were made. Respondents recommended a sustainable transport hierarchy embedded in a comprehensive regional programme, where active transport is prioritised and car use de-incentivised in order to meet climate and liveability goals, and spending is allocated to give the greatest benefit to the greatest number of people.

*Please do the courageous thing and back active and public transport. It will be unpopular but ten more years of building new roads will just increase congestion, emissions and unhealthiness. The list of projects reads like a step in the right direction for hitting our targets but not a step change. Looking at the \$ the only way to do this is to deprioritise road works - this will be unpopular but is a necessity if Wellington isn't to fall further behind world cities.*

A few comments noted that a high number of projects in the current plan still supported road use and driving. One respondent requested more specific modelling as to how targets would be met, noting that meeting the targets would require a significant departure from business as usual.

*There should be a widespread programme of street-reallocation so that public road space can be used for the most benefit, and an ambitious programme of walking and cycling improvements, and bus lanes built into renewals programmes, rather than the piece-by-piece approach being taken currently. There should be a regionwide programme to establish bus lanes on more key routes, even if this requires the removal of on-street parking in line with already adopted parking policies.*

## Rapid Transit Systems and NPS-UD

**24 comments**

Twenty comments focused on the Johnsonville line, with almost all of them strongly objecting to the railway's designation as a rapid transit system, unequivocally stating that in its current state the railway failed to meet the NPS-UD criteria. These comments, including a comprehensive submission from the Johnsonville Community Association (JCA), detailed the various ways in which the Johnsonville line was not fast, frequent, high capacity, reliable, or able to be improved easily due to geographical and cost limitations. A couple of these comments noted that the Chair of GWRC and the Mayor of Wellington had explicitly acknowledged this.

*The Johnsonville Railway is an historic single line branch railway of structurally limited speed, frequency and capacity. The Johnsonville Railway, which clings to the southern rockface of the Ngaio Gorge opposite the collapsed northern face, below which the road is still awaiting repair four years after the Kaikoura earthquake, is not a rapid transit service.*

Concerns about a lack of transparency and consistency in the criteria for rapid transit services were raised in four submissions. The KCDC sought clarity around investment timeframes to actualise "planned" RTS stops like Ōtaki. The JCA submission noted that the criteria GWRC was using for defining rapid transit services had not been made clear, and that these decisions must be explicitly justified due to the huge implications for urban planning and impacts on communities. Another respondent agreed, arguing that this lack of clarity was a significant flaw in the consultation process. They also discussed the need for uniformity of language and definitions, pointing out that designating a service that runs every 15 minutes as rapid transit was inconsistent with other applications of the definition to services that ran every 10 minutes, and arguing that the Johnsonville line was being "shoehorned" into coverage by the NPS-UD.

One comment did express clear support for the designation of the Johnsonville line as rapid transit and therefore the basis for medium to high density housing, while another submission noted that the planned intensification in Johnsonville provided an opportunity to leverage investment in existing transport infrastructure.

Another respondent argued that Wellington's geography and current state of transport infrastructure prevented any of the services being classified as rapid, and that this should therefore not be used as a rationale for increasing housing density along these corridors.

## Active transport

## 23 comments

Respondents expressed their support for the planned active transport projects – both cycling and pedestrian – and called for further investment in this space, pointing out that this was necessary to meet the Plan’s targets and citing the considerable physical, mental, and financial benefits this would have for people. The remarkable health benefits of active transport were highlighted in a comprehensive submission from Doctors for Active, Safe Transport (DAST), who advocated for far greater investment in active transport, particularly safe cycling infrastructure:

*We wish to support Councils in making good decisions for us and are concerned at the backlash against Councils and against cyclists when these changes are proposed. As local political leaders, you can build a fence at the top of the cliff – by leading a paradigm shift from a transport infrastructure focused on private motor vehicles to one which facilitates and promotes active transport. Despite good intentions, provision for active transport is glacial in terms of progress and consumes a tiny fraction of the budget. For the sake of the health of the people you lead, and that we care for, this must change.*

Three comments raised the point that, while they appreciated the cycling focus and acknowledged that this could benefit pedestrians, they felt walking access projects had taken a back seat and should be given higher priority. It was noted that improvements for pedestrians were generally not “big-ticket” items and could benefit large numbers with low maintenance costs.

*We support the cycling projects, but it’s regrettable that the far greater number of walkers – everyone is a pedestrian of some kind, and practically every journey includes walking – is [not] also benefitting from anything near that level of investment.*

Other comments which made specific suggestions for cycling improvement included: greater provision for taking bikes on all forms of public transport at all times, more secure bike parking, carefully designing routes that were ideally separate from roadways, eliminating shared paths, having a shared pathway between Glenside & Takapu Road along Middleton Road, enhancing cyclist and pedestrian amenity in the Basin Reserve, ensuring safe and clear access from feeder roads (for example, Onslow Road to the Hutt Road cycle route), and a route across Belmont Park such as that identified in the Greater Wellington Parks Plan.

Two respondents called for more work to deliver Low Traffic Neighbourhoods to encourage active transport and support children travelling to school.

## Private vehicle travel

## 8 comments

Five comments focused on general parking, with four of these supporting reduced parking in the city. Implementing a sinking lid policy or phasing out residential parking schemes was suggested, while another respondent stated that cyclist safety was more important than parking. Another suggested getting rid of private off-street parking providers and building large parking stations outside the city with free buses inside, with frequent buses running to and from these parking stations. The CCDHB submission pointed out that removing

parking from the Newtown streets would have a detrimental impact on a large amount of hospital staff who needed to travel via car and that parking should be retained.

Three comments proposed a congestion charge for Wellington CBD to reduce pollution and congestion and meet the Plan's targets, while another recommended only electric or hybrid vehicles be allowed into the city. One suggested a congestion charge could also be appropriate for Hutt CBD, and another suggested it could be calibrated with Park and Ride charges to make driving into the central city comparatively less appealing. A couple of comments noted more provision needed to be made for E.V. charging.

## PROCESS AND CONSULTATION

82 COMMENTS

### Comments about the RLTP and supporting documents 47 comment

#### ELEMENTS MISSING AND AMENDMENTS

31 COMMENTS

A considerable number of submissions highlighted elements that they felt were missing or required amendments from the draft RLTP. These were varied, ranging from suggestions about specific wording changes to the Regional Land Transport Plan document, to transport projects that respondents felt should be undertaken by GWRC, or other omissions noted by respondents.

Two comments raised elements of the Plan that they felt required amendments. These included:

*The Plan does not address all the outcomes of the Transport Outcomes Framework. It is particularly weak on Economic Prosperity. The Plan must explicitly address this by reducing transport overheads on economic and community wellbeing and enable regional productivity to grow.*

*It seems that there is disconnect in the plan between the objectives of improving safety, reducing carbon emissions and increasing the share of PT, and the projects proposed. There doesn't seem to be much consideration of how individual projects will help to meet the targets. I suspect that as there is so much confirmed spending on roads the targets won't be met.*

One respondent simply commented that reducing congestion of all transport modes must be a quantified target in the plan. Another two comments also called for further information to be included about how targets were identified and how projects will contribute to meeting these targets. One comment suggested that the projects that impact the greatest number of people in the region should be prioritised over more localised projects.

Another submission made on behalf of Wellington's Character made specific suggestions to amend Objective 2 and its supporting Policy 2.3, based on concerns that GWRC was going beyond its mandate in determining the urban form of Wellington and that the wording needed to be changed to accurately reflect their role.



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A small number of comments raised concerns about projects that they felt were missing from the plan, including a focus on improving the Ōtaki to North of Levin (O2NL) expressway; an extension of rail southwards from Wellington Railway Station to eastern and southern suburbs; and any action referring to creation of an on-road cycle network. One comment stated the need for a roundabout at Ngaumutawa Road/Solway area in the Masterton District and a roundabout at Humphries/Main Street in Greytown District. A submission from Stride Investment suggested several different projects needed to enhance various forms of access in and around Johnsonville. Another respondent raised the point that the Plan had little consideration of electric personal vehicles such as e-scooters, suggesting that use of these would grow as other new options were developed and infrastructure would be required to support this.

*[T]his will decarbonise personal transport and challenge the region's regulations and infrastructure in ways unimagined in the Plan. For example, it will no longer be acceptable to drive electric personal and delivery vehicles on footpaths as there will be too much traffic going too fast. The Plan must address providing infrastructure for the electric personal transport revolution.*

A few other comments noted that the draft RLTP does not seem to work in alignment with other plans and policies. One of these comments pointed out that the NPS-UD removes the requirement for new developments to specify parking requirements and questioned how suburbs with narrow, winding streets will cope with increasing numbers of vehicles parking on the streets. Another remarked that it is "odd" that there is no mention of the new Regional Parks Plan, which has a number of actions about commuter route connections through parks.

In another submission, one comment noted that the draft RLTP does not make any reference to the "national policy goal of shifting more freight from road to rail, or about the national carbon-neutral goal of more rail electrification". Four other comments also discussed freight, suggesting new provisions for freight infrastructure and moving more towards ship, rail or light rail to reduce emissions, or using bicycles for local deliveries. The Federated Farmers submission pointed out that more work would need to be done to make rail more efficient and attractive to the primary production and manufacturing industries.

The Federated Farmers submission also suggested a wider range of economic impacts be recognised in the Plan, calling specifically for farmers to be better supported and noting that budget shortfalls "should not be recovered from farmers to achieve the region's land transport vision, particularly when so much of it is focused on services farmers cannot access". They also argued that more consideration needed to be given to the impacts of forestry on local road infrastructure and made suggestions for how this should be financially recovered.

One submission expressed concern about the fact that "international best practice" around the engineering of pedestrian and cycle infrastructure, and congestion reduction measures (such as congestion charging or on-street parking removal) has not been mentioned in the plan.

**Attachment 3 to Report 21.104****TIMING****6 COMMENTS**

A small number of comments urged quicker action from GWRC on transport projects. A couple of these comments did not specify particular projects, simply indicating that action on transport projects in general needs to be swifter or stating that “speed, urgency, and quality” are the key to satisfying the people. Specific projects that were mentioned, however, included the electrification of public transport, speed management around schools, and cycleway projects, all of which respondents noted should be completed faster than currently proposed.

One comment suggested that planning should be delayed on the Petone to Grenada link, “in order to assess the impact of Transmission Gully, Hutt cross valley link, and what is realistic in the face of climate change.”

**FUNDING****3 COMMENTS**

Three comments addressed concerns about the cost of these projects, or how they are to be funded. A submission from the Paremata Residents Association expressed concerns about projects that were committed to back in 2001 as part of the Transmission Gully project, which is due for completion in 2021. The primary concern was a commitment “to demolish the existing Paremata Bridge and remove the Clearways through Mana in conjunction with the opening of TGM, and following appropriate public process” which would be part of the cost of the construction of the Transmission Gully project. The Paremata Residents Association wanted to be assured that lack of funding would not become an issue, and asserted that the removal of clearways (i.e. reverting back to one traffic lane in each direction) through Mana is essential and must occur at the same time as Transmission Gully is opened. The submission recommended that “provision be made within the RLTP (or elsewhere, if more appropriate) to cover the costs of works needed as a result of Transmission Gully becoming operational.”

The remaining two comments were more general in nature. One questioned why the draft Plan did not include an indication of the budget available, noting that this omission of information makes ranking the 40 projects “unrealistic and impractical”.

The final comment simply noted that the proposed funding allocation does not fit with the Plan’s priorities, as there is currently too much funding focused on roading projects.

**NOT DETAILED ENOUGH****3 COMMENTS**

Three comments expressed concern at the lack of detail in the draft RLTP. Two of these comments were general, simply noting that the draft Plan is “light on substantial detail”. Meanwhile, a third comment specifically noted that without more detailed costing information, including expected revenue generation, the public cannot understand the real and relative financial impact of the Plan which, in its current form, they argue is more of a “wish list” than a plan.

**QUERIES ABOUT NUMBERS OR FIGURES IN THE PLAN****2 COMMENTS**

Two respondents had queries about figures presented in the draft RLTP. One respondent felt there was some confusion between the headline target for increasing mode-share by 40% by 2030 and the figures stated on page 15 of the draft RLTP, which reads: “In 2018, 28



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percent of trips were made by public transport and active travel – our aim is to increase this to 39 percent by 2030. Assuming 10 percent population growth, to achieve this target, we will need an increase in public transport patronage and active travel of around 50 percent.”

Another comment also discussed the mode-share target, questioning how much of this increase would be active transport and how much would be public transport. This comment suggested that “a 40% increase in cycling is not ambitious because the starting rate is relatively low. For comparison, the Climate Change Commission is aiming for a near 100% increase in cycling and we still consider this woefully unambitious to what is needed.”

**OTHER CONCERNS****2 COMMENTS**

Two comments from businesses located on Miramar Avenue expressed concerns about how the Wellington cycle network – eastern package would affect businesses in the area, the safety of cyclists, and the amenities of Miramar Ave more generally. These submissions both urged Council to consider an alternative route for the cycleway that will not require any changes to the road layout of Miramar Avenue or the removal of the Pohutukawa trees that line both sides of the street, contributing to the amenity value of the area.

**Targets, objectives and investment priorities 26 comments****PRIORITY INVESTMENT AREAS****9 COMMENTS**

Several comments offered support for the priorities laid out in the draft RLTP. Four of these comments offered support for all five priority investment areas, while three remaining comments specified support for *Priority 3 – Strategic access*, projects that focus on rail transportation, and “all priorities that focus on public transport”. Another submission stated their support for *Priority 1 – Public transport capacity* and *Priority 2 – Travel choice*, noting they particularly supported upgrading the Johnsonville line and improving multimodal connections in Johnsonville. However, they sought amendments to *Priority 3 – Strategic access to state*, arguing that regional centres should also be explicitly recognised as key destinations and that this inclusion would support Policy 5.1.

Two comments noted that while they supported the priorities set out in the RLTP, they did not feel that the ranking of projects reflected these priorities.

**HEADLINE TARGETS****7 COMMENTS**

Six comments were made in support of the RLTP’s headline targets. One comment specifically stated their support for the headline target to increase active transport and public transport mode share, while the other comments indicated that respondents agreed that each of the three targets are important for the region’s future, and one comment specified that they felt the actions proposed in the draft RLTP would help to meet these three targets.

Another comment expressed concerns about how the targets have been set, and whether they are achievable given the emerging impact of the COVID-19 pandemic and potential long-term trends.

**Attachment 3 to Report 21.104****OBJECTIVES AND POLICIES****5 COMMENTS**

Five strategic objectives were set out in the draft RLTP: access to travel choices; environment; safety; connected, resilient and reliable; and compact urban form, liveable places and strong economy. These objectives were supported explicitly in five submissions. One submission stated they supported Objective 2 and supporting policies 2.3, 2.4 and 2.6, as well as Objective 5 and supporting policies 5.1, 5.2, and 5.9. In a few instances, respondents offered support for these objectives while also making recommendations. These included:

*Objective 1, access to transport choices - We fully support this objective and its supporting policies. We suggest that better data is needed about how the system currently works, for example how people access public transport stops.*

*Objective 2, urban form - We support this, and it should also include a policy encouraging transit-oriented development around railway stations and transport hubs.*

*Objective 4, safety - We support this, and suggest that since vehicle drivers play a key role in transport safety, that driver education and training to encourage and promote safer driver behaviour should be included as a policy.*

**GENERAL SUPPORT****5 COMMENTS**

Five further comments expressed broad support for the RLTP and its many goals and proposed actions.

**Consultation process****9 comments****DESIGN AND ACCESSIBILITY OF INFORMATION****5 COMMENTS**

Three comments commended GWRC and the Regional Transport Committee on the design of both the draft Plan document and the summary document, which they felt were well laid out and provided useful information to readers.

However, two other submissions commented unfavourably on the draft RLTP document's accessibility. One of these comments felt that the process in general had been carried out without adequate "UX pre-testing with communities and individuals most reliant on public transport.", while the other simply indicated that the document was too difficult to understand, particularly around how the targets were developed and how projects (both committed and proposed) aligned and contributed to these targets.

**SUGGESTIONS FOR CONSULTATION****4 COMMENTS**

A submission from Generation Zero suggested that public consultation should be streamlined, "recognizing that decisions on active and public transport can often spark backlash that is unlikely to be resolved through extensive consultation." Another submission also argued that the current consultation structure gave too much weight to the status quo. Generation Zero recommended setting broad objectives on the district level, and following this with "targeted consultation on the specifics of each project".

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They also noted that engagement with Māori – where they were given decision-making powers – throughout any transport projects was crucial to ensure Te Tiriti o Waitangi was upheld, and that consultation should also occur specifically with at-risk or vulnerable communities to minimise negative impacts.

A second submission from Save the Basin expressed concern that the Plan would be finalised before the business cases for LGWM rank 6 items were discussed, and that there may subsequently be variations in the Plan that are not open to public consultation. They requested that if any variations do occur that affect the Basin, the opportunity to submit should be offered to – at minimum – the relevant stakeholder groups recognised by LGWM.

Issues with the level of community consultation were raised by one respondent, who felt that the draft RLTP is fundamentally flawed due to inadequate consultation with the public during the planning process.

## ROAD SAFETY CONCERNS AND TARGETS

## 26 COMMENTS

The importance of road safety was highlighted in a considerable number of comments. While there was general support expressed for the Plan's focus on improving safety and on investments intended to enhance safety, a small number of comments argued that safety targets should be more ambitious or given higher priority in the Plan. Respondents suggested targets should be set at zero to align with the Government's 2020-2030 Road Safety Strategy, that the spending and actions outlined in the Plan seemed inadequate to create the improvements needed, or that there was a disconnect between the Plan's safety objectives and the proposed car-centric projects.

*The spending and projects dedicated to safety don't seem to be enough to achieve a dramatic improvement. It's difficult to see which of the other projects provide the greatest safety benefits.*

Specific suggestions, concerns raised or projects mentioned included: support for improving safety issues on State Highway 58, traffic-calming measures to increase pedestrian safety, kerb level platforms at pedestrian crossings, increased driver education (for both bus and car drivers) to promote safer behaviour, replacing angled parking with parallel parking, lowering speed limits and enforcing speed and red-light compliance, and addressing the issue of large buses driving on Wellington's small and winding roads.

The Federated Farmers submission was particularly concerned with underinvestment in rural roads creating safety issues for rural communities and exacerbating vulnerability in the case of natural disasters, noting that farmers pay high roading rates and therefore have a legitimate expectation of safe and reliable road access. The submission detailed several specific road areas and intersections where they had identified critical safety issues, noted that forestry trucks posed a particular risk, and made suggestions to improve driver education and training.

*Some of those roads are geographically isolated however they still need attention to remain safe for all road users. Unsafe roads make rural communities vulnerable, especially when there are natural disasters. It is crucial that rural roads are given*

*equitable status in considerations of design and maintenance so that there are failsafe options when there are network failures.*

## ADDRESSING CLIMATE CHANGE

**23 COMMENTS**

The majority of these comments acknowledged the Plan's focus on reducing emissions through conversion to electric fleets and mode shift, but emphasised the urgency of addressing the climate emergency declared by GWRC and suggested bolder action or targets with shorter time frames were needed. It was noted that the Climate Change Commission had recently released their advice and that the Plan would need to incorporate this in its next stage to ensure that priorities and programmes aligned with wider targets and timeframes for New Zealand.

*This draft plan looks a long way into the future and will have deep impacts upon the lives of younger generations to come. Decisions must not be purely commercial, they must take into account the well-being of human beings and the environment in which they spend their lives.*

A small number of these comments advocated specifically for GWRC to move away from the proposed roading projects as they were incompatible with New Zealand's national and international climate change commitments. One respondent highlighted the environmental costs and emissions generated by construction of new roads and paths, calling for work to be abandoned on several different projects. Another comment raised the need for design and construction of new projects to be carefully done in line with best environmental practices:

*It would be great if design and construction techniques, where relevant, reduced water runoff into pipes, and instead allowed rain to pass through to the ground where it falls. For example, permeable paving or rainwater gardens. Transport takes up a lot of ground space, and opportunities could be taken to reduce its environmental impact.*

The increasing risk of fire for rural communities was also highlighted as an area requiring more planning and action from councils.

## COLLABORATION AND FUTURE PLANNING

**19 COMMENTS**

### INTEGRATED PLANNING FOR THE FUTURE (10 COMMENTS)

Respondents underscored the need for integrated future planning and for collaboration with other councils, organisations (such as Waka Kotahi and Kainga Ora), and other partners to deliver successful outcomes and achieve the RLTP's strategic objectives.

*If we are to support the level of growth indicated in the RGF there needs to be a clear and co-ordinated implementation plan that links the delivery of new development to the delivery of high quality public transport.*

This encompassed planning for growth across the region to ensure areas are connected and the future needs of communities are met, and ensuring that different planning documents and sectors align with and support transport changes.

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One comment suggested as an example that resource consents should ensure new housing has bike parking and EV charging facilities, while the Johnsonville Community Association expressed doubt as to whether the draft Land Transport Plan aligned with the population growth proposed for the northern and western suburbs in the 2020 draft Spatial Plan. A submission from Stride Investment regarding Johnsonville highlighted the importance of ensuring that investment in transport supports development to provide the best outcomes for population growth

Federated Farmers flagged the risks of losing highly productive land as growth spreads through rural areas, and suggested this issue be a stated objective in planning documents discussing regional growth.

The Victoria University submission also highlighted the need for integrated planning, offering as an example that, though bus services had been improved after the network review, students still faced safety concerns at night due to poor lighting at bus stops and on suburban streets.

**COLLABORATION WITH PARTNERS (9 COMMENTS)**

Kāpiti Coast District Council urged GWRC to work with them to identify opportunities for areas where joint working could support and encourage an increase in public transport use, and that close engagement was needed when developing bus route changes in particular. Kainga Ora requested ongoing engagement around investment priorities.

Horowhenua District Council highlighted that consideration was needed to ensure the draft Plan aligned with the Horizons Regional Land Transport Plan, and that a joined-up approach could leverage investment and deliver substantial transport and environmental benefits across the lower North Island. Horizons Regional Council acknowledged that collaboration and advocacy efforts regarding the road and rail connections were already well-established between the two regional councils.

Other groups who expressed their desire to work collaboratively with GWRC included Stride Investment, who stated their desire to be involved in the development of a place-based transport plan for managing growth in Johnsonville and the Wellington Cable Car, who wanted to support GWRC initiatives. Victoria University also recommended that GWRC attempt to influence change by supporting or encouraging large employers and organisations to promote flexible working policies which would reduce transport demand.

**OTHER****15 COMMENTS**

Responses categorised as “other” included “no comment” or “n/a” and topics that were outside the Plan’s scope.

# Who respondents were

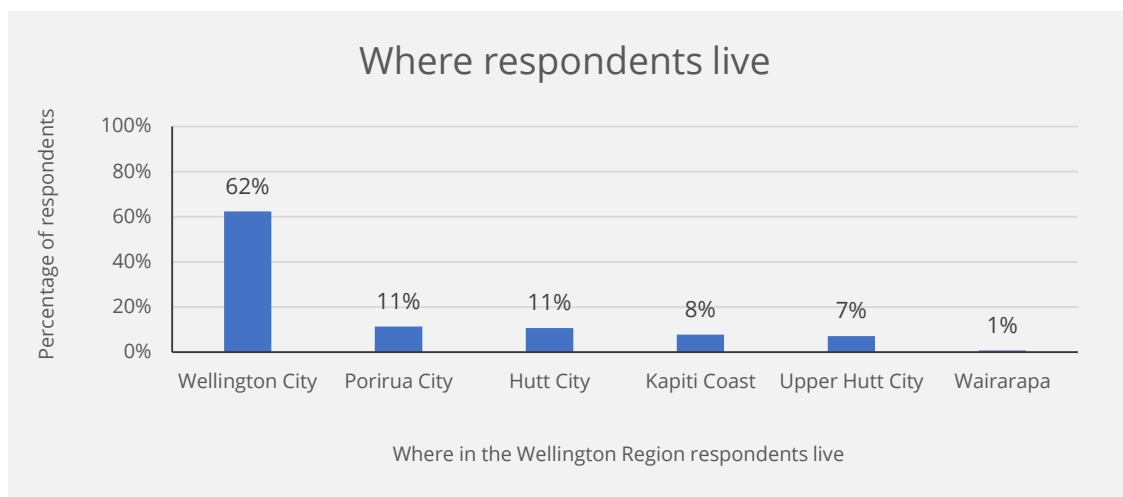
## SUMMARY FINDINGS

- > More than half of respondents live in Wellington City (62%).
- > The majority of survey respondents submitted their feedback as individuals (85%).

Note that the below charts include only responses from those who answered each question in the survey. Longer, own-format submissions are not included in the below data.

## Where respondents live

Respondents were asked: *What part of our region do you live in?*

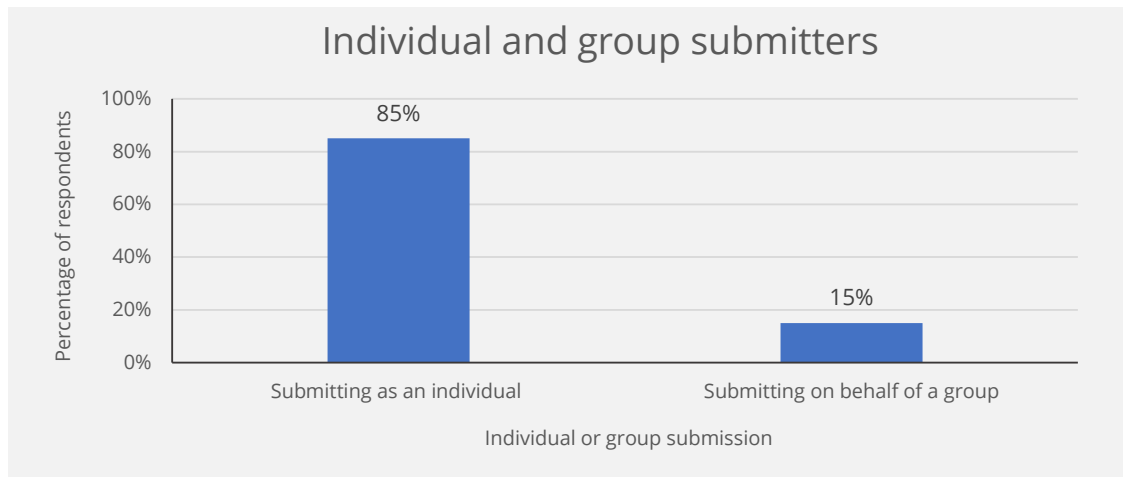


### Key findings:

- > Wellington City was the most common place of residence for survey respondents.
- > Over half of respondents were from Wellington City (62%).
- > Just over one-tenth of survey respondents live in Porirua City or Hutt City (11% each).
- > Remaining respondents were from Kapiti Coast (8%), Upper Hutt City (7%), and Wairarapa (1%).

## Individuals and groups

Respondents were asked: *Are you submitting on behalf of an organisation?*



### Key findings:

- > The majority of survey respondents submitted their feedback as individuals (85%).
- > Less than a quarter of survey respondents were submitting on behalf of an organisation (15%).

# Generation Zero pro forma submissions

A pro forma submission form was distributed by Generation Zero, a youth-led climate action organisation in New Zealand.

This submission contained 14 statements, five of which related to the RLPT, while the remaining statements related to the draft Regional Public Transport Plan 2021 (RPTP) that was also up for consultation during the same period. Respondents were asked to select whether they agreed ('yes') or disagreed ('no') with each statement. It is worth noting that this form operated on an opt-out rather than opt-in basis, whereby all answers were set to 'yes' by default, meaning that respondents had to unselect the 'yes' response in order to change their answer.

This form was completed by 124 respondents. Their statements and responses can be found below:

Statement	Yes	No
The RLTP needs to streamline consultation on transport projects by addressing objectives at a regional level and undertaking local consultation on the specifics of the project.	118	6
The RLTP goal for 30% reduction in emissions for transport by 2030 is not sufficient if we want to reduce emissions to net zero by 2050. The target must be 50% reduction by 2030.	120	4
The RLTP goal for 40% increase in public and active transport use by 2030 needs to be more ambitious if we want to reduce emissions across the transport network.	121	3
The RLTP goal for 40% reduction in transport related deaths and injuries is not acceptable and should be set at zero. This aligns with Vision Zero and the Government's vision for transport.	114	10
GWRC needs to ensure they are upholding Te Tiriti o Waitangi, by giving Māori decision making powers, engaging with them on all projects and ensuring that policies to decarbonise transport benefit Tangata Whenua.	115	9



# Addendum

## 1. Project list

1	Improve long distance rail services	11	Te Ara Tupus Ngā Ūranga - Pito-one	21	Level crossing safety upgrades	31	SH1 Ngauranga Gorge improvements
2	National ticketing system (Wellington Region Implementation)	12	Riverlink transport improvements	22	East corridor cycleway	32	Cycling micro-mobility (Hutt City)
3	Additional metro trains	13	Access Kenepuru	23	Eastern Bay shared path	33	Totara Park Road and SH2 intersection
4	Rail capacity increase	14	Paraparaumu town centre connections	24	Speed management programme	34	SH1 Tawa through Wellington CBD
5	LGWM early delivery	15	Railway station improvements	25	Rail infrastructure resilience upgrades	35	Silverstream pipe bridge
6	LGWM	16	Real-time information systems upgrade	26	Newtown - Berhampore cycleways	36	Electric vehicle bus fleet 2
7	Resilient port and multi-use ferry terminal access	17	Cross valley connections	27	Porirua CBD to Titahi Bay shared path	37	LED street lighting (Wellington City)
8	Wellington State Highway Road to Zero programme	18	Wellington Region resilience programme	28	Northern connection cycleway	38	The Parade cycleway upgrade
9	Eastern Porirua Regeneration	19	Electric bus fleet 1	29	Fergusson Drive improvements	39	Smarter connections
10	New charging and layover areas for electric busses	20	Waterloo Station	30	Wellington Regional Hospital	40	Wellington cable car

**Attachment 3 to Report 21.104**

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