

Western Corridor Plan 2012

Volume 1 Feedback received 001-010

Emily Gilmore

From: Info
Sent: Wednesday, 11 July 2012 3:47 p.m.
To: Emily Gilmore
Subject: FW: Western Corridor draft Plan - Feedback from Raumati Public Transport Action Group

One submission for you :)

Regards,

You Hour Kaing | Information Management Coordinator, Information Services
GREATER WELLINGTON REGIONAL COUNCIL|Te Pane Matua Taiao|142 Wakefield St | PO Box 11646,
Manners St, Wellington 6142
Tel: 04 830 4095 | www.gw.govt.nz

From: Cheryl Rea
Sent: Wednesday, 11 July 2012 3:01 p.m.
To: Info
Cc: 'Jeremy Rice'
Subject: Western Corridor draft Plan - Feedback from Raumati Public Transport Action Group

The Raumati community is very disappointed that the draft Plan does not take into account the need to complete the Kapiti Rail Line with the construction of a platform at Raumati South to serve both commuter and recreational needs.

The key points of the case for Raumati Platform are as follows; and include the need for a public transport option for visitors to QE Park.

- Raumati is the only community on the Kapiti line without a platform. We want to see the completion of the Kapiti line, with the building of Raumati Platform - which has been on the Plan now for more than 20 years.
- The case for Raumati Platform as a commuter station has been long established - it didn't go ahead in 2009 as the government funds allocated for it, were used for Waikanae instead, when GW ran into budget troubles there.
- Two community petitions for the platform have been presented to GW over the years with more than 3000 signatures on each; and the Platform is supported by KCDC and our local Community Board.
- The case still stands - Raumati population = 8,000 +; only a 8% pick up rate on public transport by Raumati people as opposed to 21+% in Paraparaumu and Paekakariki where stations are available.
- In addition to meeting the local commuter population's needs, a Raumati Platform would also serve the recreational needs of people using QE Park. As a community we are involved in the review of Land management at the Park, and planning for the Heritage Trail. We expect to be involved in planning for the Cycleway link between Raumati and Paekakariki, expected soon. A platform at Raumati would provide public transport access to all those facilities.
- The excuses offered over the years about 'waiting for' the Western link route or the Expressway route don't really bear up to scrutiny. The fact is that any highway

12/07/2012

design, local road design and platform design need to be integrated and completed as parts of one whole integrated project. It would be foresight on the part of GW to take a lead on that issue particularly given the changes to local government that we see coming up.

- We know that there are options for either Overbridges (like Pukerua Bay, Paremata, Plimmerton) or Underpasses (like Mana and Paraparaumu) to link the Platform to the other side of the road. The Platform would then be a 7 day a week platform catering for commuters, transport between our villages and recreational users through also providing a long awaited public transport option for visiting QE Park.

- Finally - "it's only a Platform" - as Regional Chair Fran Wilde once said - we'd like to help you at GW make it happen, once and for all.

Please will you amend the Draft Plan to take account of the community's feedback and the continuing support for this Platform offered by Kapiti Coast District Council.

Yours sincerely,

Cheryll Read
admin@raumatistation.com

For Raumati Public Transport Action Group

12/07/2012

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GREATER WELLINGTON REGIONAL COUNCIL

DRAFT WESTERN CORRIDOR PLAN 2012.

**SUBMISSION FROM THE KAPITI COAST OLDER PERSONS'
COUNCIL**

STATE HIGHWAY 1 INTERSECTION AT PAEKAKARIKI.

The Kapiti Coast Older Persons' Council has grave concerns relating to the safety of this intersection – particularly for older persons. It must be remembered the population demographic on the Kapiti Coast as it relates to retirees is currently at 26%, and this figure will rise significantly in the next few years.

Given that there is an increasing trend to manage the elderly in their own homes (thus enabling the State to save money) it is important to recognise that there will be a higher number of elderly road users in this District. This being the case it becomes very important to make our roads as safe as possible. Currently, many elderly who reside in the Paekakariki are so terrified of the difficulties associated with entering and exiting State Highway 1 at the Paekakariki Beach Road Intersection, that they have almost given up venturing North or South of the Paekakariki Village. This is contrary to the World Health Organisation's "Checklist of Essential Features of Age-Friendly Cities" where (under the section on "Transportation") we find "Traffic flow is well-regulated" as one item on the checklist. In addition, under the Human Rights Act, Accessibility is a basic Human Right. Neither of these two requirements are being met under current conditions.

Taking the above into consideration, it becomes very important to facilitate safe usage of that State Highway 1 Paekakariki Intersection. As a road user, I have on numerous occasions **needed to drive off** the Paekakariki Hill Rd then make a right hand turn in order to return to my home in Paraparaumu. At certain times when the traffic flow is very dense, the only way I can exit the Hill Rd is by making a **left hand turn** then driving down to the Fisherman's

Table; right hand turn into their parking area; wait for a suitable break in the traffic then recommence my homeward journey – this time in a Northerly direction!

I am sure that it would be possible to create a better opportunity to enable vehicles to travel out of Paekakariki Hill Rd at Paekakariki, drive a shorter distance South than I have described, make a similar manoeuvre to that described above to exit SH 1, then rejoin the traffic flow heading North – hopefully via a small “Slip-road” type of access route – allowing the entry vehicles to be travelling at a speed more comparable to the speed of the general traffic flow. This would be a safer solution than the one currently making use of the Fisherman’s Table exit – simply because that exit is already used by both beach-goers as well as Restaurant patrons – these drivers constituting another layer of hazard avoidance for ordinary road users!

No matter what solution is chosen, it is a problem needing a quick solution – hopefully before there are any major traffic incidents or even deaths at that intersection.

I would be happy to further explain any of the above which I am submitting on behalf of the Kapiti Coast Older Persons’ Council.

Jill Stansfield
Chair, Kapiti Coast Older Persons’ Council

Ph 04 297 1806 email jill-john@actrix.co.nz



"Taonga Kanuka"

Raumati South Residents' Association Inc.

PO Box 2095, Raumati Beach, Kapiti Coast 5255

20 July 2012

Re: Speed limit through Raumati South Village

Kia ora tatau,

Our residents' association wishes to support in its entirety the submission provided to GW by the Raumati Public Transport Action Group.

The Raumati South community is very disappointed that the draft Plan does not take into account the need to complete the Kapiti Rail Line with the construction of a platform at Raumati South to serve both commuter and recreational needs.

The key points of the case for Raumati Platform are as follows; and include the need for a public transport option for visitors to QE Park.

- Raumati is the only community on the Kapiti line without a platform. We want to see the completion of the Kapiti line, with the building of Raumati Platform - which has been on the Plan now for more than 20 years.
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transport between our villages and recreational users through also providing a long awaited public transport option for visiting QE Park.

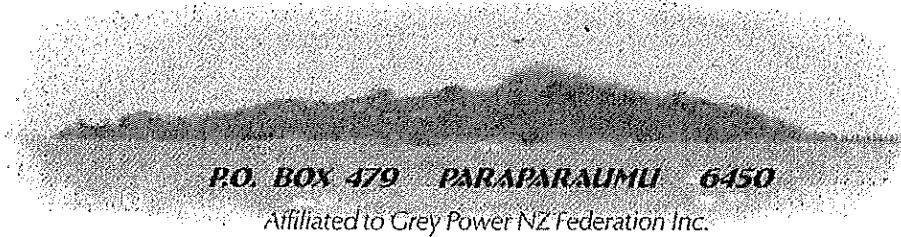
- Finally - "it's only a Platform" – as Regional Chair Fran Wilde once said – we'd like to help you at GW make it happen, once and for all.

Please will you amend the Draft Plan to take account of the community's feedback and the continuing support for this Platform offered by Kapiti Coast District Council; and included in Council's own feedback to you.

Yours sincerely

Jayne Staple
Chairwoman
Raumati South Residents' Association Inc

KAPITI COAST GREY POWER ASSOCIATION INC.



Ph: 04 902 3761.

Greater Wellington Regional Council.

Re: Draft Western Corridor Plan 2012

Chairperson and Councillors.

This submission is made on behalf of the Kapiti Coast Grey Power Association Inc. referred to hereafter as Kapiti Grey Power.

Currently, the Association has a membership of approximately 5,000+ members, representing roughly 12% of the total Kapiti population.

Kapiti Coast, with 25% of people 65+ years of age and over, has more than twice the national average of the older population.

We estimate that over one-third of all residential ratepayers in the District are either superannuitants, or on benefits. (12,650 superannuitants plus over 4,400 on a benefit of some kind; Source WINZ)

In previous submissions over the last 13 years we have been supportive of Greater Wellington's commitment to provide Public Transport infrastructure and improvements, the Regional Land Transport Strategy, and a good relationship with the Police, and Road Safety measures.

We have also presented submissions on the previous Western Corridor Plan 2006 of which this Draft is a 'refresher'.

- KGP accepts that a lot has happened since 2006. There are now commuter trains to and from Waikanae, which are greatly appreciated.
- The new Matangi trains are providing services across the region.
- The RONS Expressway from Peka Peka to Mc Kays Crossing is with the Environmental Protection Agency for consultation.

- Because of our high membership with various opinions on this, our comments will ~~few~~^{be}

Key issue for KCGP

- Safety of pedestrians at the Waikanae rail terminus

The Document

- Strategic context, Long Term vision, and the Policy Framework set out the Corridor Plan to organise a multi-modal response and ways to meet the pressures and needs facing the Corridor over the next 10 years.
- A number of listed agencies is involved in the Plan to provide funding, planning, and direction at the local and regional level.
- The importance of the Corridor is set out on page 4
- Pages 5-9 deal with:

Significant Transport Issues:

Roads

- Travel times, delays and Congestion impacts on freight are noted. There may also be issues regarding amenity loss, noise and vibrations, Community severance, as well as safety. It is important that the RONS have effective mitigation measures installed.

Public Transport Issues.

- KGP agrees that Rail is the key strategic transport mode for the Corridor, supported by bus routes connecting with rail stations, town centres, as well the Paraparaumu Health Centre and Porirua Hospital.
- It is important that these services remain, along with the shuttle Service run by the Red Cross.
- It is noted that there will be fare increases; however the reliability of the train services need to improve as people are reluctant to pay extra fares for a service that does not get them to appointments, work or leisure activities on time.
- We encourage GW to persist in efforts to get funding from Central Government to make future investments in rail, bus services, roading, Park and Ride, and Station upgrades. A Raumati Station has been in the Transport Plan for some years, and it is hoped that it will be built within the life of this Plan.
- We recognise that in the last few years there has been significant investment in the rail services making up for the lean years when investment was curtailed.
- Of particular interest are the Otaki bus service, safety at the Waikanae rail terminus, and the Capital Connection.
- KGP is aware of the relatively low patronage, affordability concerns and available funding for the capital connection. If this service is

disestablished parking and pedestrian problems at Waikanae will increase. We trust these issues will be successfully dealt with in the near future.

- The safety of pedestrians accessing the station at Waikanae must be addressed before there is an accident. It is time for some urgent innovative solutions to this problem. GW, NZTA, The Waikanae Community Board and KCDC, must enter into urgent workshops on this issue.
- It is understood that there is a significant information gap for future planning because of lack of analysis between the planned RONS, provision of public transport services, land development and fuel costs.
- We trust this gap will be narrowed as more investment is made in the public transport sector and roading.

Walking and Cycling with Road safety

- The issues are documented with emphasis on safety. It is noted that safety issues are mainly the result of high traffic volumes moving down narrow road width at speed, with other factors.
- The safety black spots are identified.
- Cyclists, motorcyclists, and walkers are identified as vulnerable users.
- Education on road safety could be increased in future years,

East –West Connections

- The limited east-west connections between SH1 and SH2 create significant resilience issues. Accidents can block the network for long hours at a time due to lack of alternative routes. In a major event, such as an earthquake, having an alternative east-west link at the southern end of the Western corridor could be vital in providing access to Wellington City from the rest of the North Island.
- Within the life of this Corridor Plan it is hoped that a solution to this issue can be found.
- The Key Objectives on page 12 does set out ways and improvements to achieve a solution.

Climate Change and Hazards.

- Potential risks are covered in this section and recognition of the significant impacts over time.
- These include increased maintenance costs, and reduction in reliability of roads and rail networks during storms.
- The maps on pages 10 and 11 provide an overview of travel growth and hazards.

Key objectives for this corridor:

The seven objectives stated respond to the significant issues and opportunities relating to this specific transport corridor and are supported by KGP.

Plan Of Action:

- A list of multiple projects and packages has been prepared by the responsible agencies to address the various issues.
- Strategic road network projects such as RONS are noted, the decision from the EPA is awaited.
- East-west investigation package is detailed along with the proposed Johnsonville Triangle improvements.
- These Strategic road projects and East-West investigation package are detailed in the chart on pages 15-16 of the document.
- The improvements to KCDC major community connector local roads in order to support the RONS, is noted.
- KGP support investigating walking, and safe cycling commuter links along the RONS.
- SH1 optimisation package regarding Milne Drive/Te Roto Drive intersection in Kapiti Rd to improve operation and alleviate significant congestion is supported by KGP, as well as the optimisation of north bound off-ramp at Johnsonville.

Strategic road safety projects.

- KGP supports the road safety improvement packages, especially those relating to Kapiti including the provision of a new roundabout at the SH1 intersection with Otaihanga Road.
- The present road safety construction currently in place appears to be working; a full wire rope barrier may not be needed, depending on investigation results.
- Necessary widening around the curves will be welcomed by vehicle drivers.

The Action Table on pages 18 ~~and~~ details the proposed Strategic road safety improvements, with the responsible agency and costs.

Strategic Public Transport projects.

Will there be any changes in relationship with KiwiRail becoming a SOE? Is there any effect on GW ownership of stations and rolling stock as decided last year? It is noted GW has the responsibility for a number of item in the chart on page 21. The projects are all supported with a further gentle reminder about the provision of a Raumati Station.

- The most important objective for Rail is to have trains reliably running on time.

The trial with HOPS in Auckland may have some lessons for GW regarding electronic ticketing systems. This project was first muted in 86-92 when I was chair of the Regional Transport Committee.

Strategic walking and cycling projects.

- These improvement projects are well supported throughout the region. (*See the submissions on Regional Land Transport Programme 2012-15*).

Indicative programming diagram.

- The diagram sets out the timing of project/package in an easily absorbed way.
- Timing is in 3 year blocks, the Kapiti elements are supported.

Thank you for the opportunity to make comments on the Draft Western Corridor Plan 2012.

The well written and concise Plan appears to have covered all the issues that effect Kapiti, KGP have added a few extra that are of concern to our community.

Kia Ora Tatou,

Betty van Gaalen
Local Body Affairs Spokesperson
For Kapiti Coast Grey Power Association Inc.

Betty van Gaalen.

Submission from Paekakariki Community Board on the draft Western Corridor Transport Plan 2012

The Paekakariki Community Board is extremely concerned that the intersection between Beach Rd and State Highway 1 at Paekakariki is not mentioned in the draft Western Corridor Transport Plan.

The intersection is dangerous and complicated. The Board is currently in discussions with NZTA about possible minor improvements, but without a presence in the Western Corridor plan, there is no guarantee of a real solution.

We support KCDC's submission, which recommends the intersection be included in the plan. The intersection has previously been identified as needing improvements, but progress has stalled in recent years.

Though we are aware of the possible future mitigation of the problem with the construction of Transmission Gully, that is a long way away, and it is our view that a significant number of vehicles will continue to travel along State Highway 1 after Transmission Gully is built.

Yours sincerely
Janet Holborow
Chair, Paekakariki Community Board
Ph 04 905 7368
027 296 1628
Janet.holborow@kapiti.govt.nz



THE NEW ZEALAND
AUTOMOBILE
ASSOCIATION
INCORPORATED

342-352 Lambton Quay
Wellington
New Zealand
PO Box 1
Wellington
New Zealand

11 July 2012

T. +64 4 931 9999
F. +64 4 931 9960

**Greater Wellington Council
Draft Western Corridor Plan
Submission from the Wellington District Council of the NZ Automobile Assn**

Introduction

The Wellington District Council of the NZ Automobile Association represents the District's 160,000 motorist members and as such is pleased to make this submission on the draft Western Corridor Plan. These members use a variety of modes to travel including walking, motorcycling, light vehicles and public transport. As such the draft Western Corridor Plan is important to our members.

General Comments

The Wellington Council of the NZAA generally support the Plan's strategic content and the noted significant transport issues. We agree with the predominance given to the package of works relating to the Roads of National Significance and the proposed construction programme. The council believes our earlier comments relating to both the Hutt Corridor Plan and the Wellington Regional Land Transport Programme remain significant.

Specific Comments

- Page 14 SH1 East West Investigation Package

Our view remains that a wider investigation into this critical link is required and we repeat our earlier submission;

Last year we commented on the draft Hutt Corridor Plan, emphasising the need for a much wider detailed investigation of the options to service the Industrial activity at Seaview over the long term. Of particular significance is our view that a full comparison of the cross valley link via State Highway 58 to meet up with the Transmission Gully Motorway and the proposed Grenada Petone Foreshore Seaview is required.

We contend that the key objectives for the Corridor are not difficult to identify; there is a hierarchy of needs where priority should be given to identifying an efficient north/south route and then east/west routes to support this. Measures that hang off the Transmission Gully development by linking SH58 to SH2 at Haywards, along with a long term efficient route within and across the Hutt



Valley would best achieve this. We argued the Hutt Corridor Plan needed to be amended to bring a sharper focus and planning to these transport needs.

Our view is that once built, Transmission Gully will provide the prime access to Wellington from the North for heavy vehicles along with a significant proportion of north south commuting demand. A cross valley link coupled with four laning of the eastern portion of SH58 should be carefully considered and the two options properly costed prior to the long term provision of this vital piece of infrastructure. As such, this causes the AA to question some of the current assumptions behind the thinking to date around design and capacity parameters for the Grenada to Petone link and the continued reliance of a constrained esplanade as the prime access route to Seaview.

- Page 15

We believe you have correctly identified limited East - West connections between SH1 and SH2 as an issue. The limited East – West connections also extends across the Hutt Valley with the Petone Esplanade attempting to cope with increasingly heavy traffic numbers. A Granada – Petone route would do little to ease this cross valley flow. However, with the assurance of the construction of the Transmission Gully route, the possibility of linking SH58 development from Transmission Gully to SH2 at Haywards and associated cross valley connections does warrant a thorough investigation. Such a link could achieve much of that claimed for the Granada – Petone Link Road and furthermore, offers the possibility of improvement of cross valley connections away from the Petone Esplanade. From our perspective without the benefit of the investigative knowledge that would be gained from examination of East – West connections; the SH58 development does appear the preferred option. Our very strong recommendation is that further analysis of the Hutt Corridor Plan in relation to the Grenada to Petone link is required before committing any further funding to the development of this link.

- Page 17 Otaihanga to Waikane Safety Improvements

The AA would like to see property purchase and construction given more urgency. Earlier programmes indicate that this is expected to commence within the next 10 years, some 4 years after its design period. We believe this is too long for this important safety project.

Conclusion

We do not wish to be heard in support of our submission.

Michael Gross
On behalf of the Wellington District Council
New Zealand Automobile Association



Cycle Aware Wellington

Cycle Aware Wellington
Inc.
PO Box 27 120, Wellington
Tel: 04-463 5785
info@caw.org.nz
<http://www.caw.org.nz>

Submission to Greater Wellington Regional Council DRAFT Western Corridor Plan 2012

Cycle Aware Wellington represents 600 members and supporters.

Cycle Aware Wellington appreciates the opportunity to comment on the draft Western Corridor plan.

Our key points:

- Corridor plans, including this one, must have a much stronger focus on active and public transport modes.
- Investment in active transport modes can be built in with very little cost impact and considerable benefit.
- The lack of a continuous, safe cycling route through the Western Corridor is a glaring omission and this plan must include provision to create a continuous, safe cycling route through the corridor.
- The language regarding pedestrians and cyclists in the plan should be stronger and more positive.

Our Submission

Our submission on the draft Western Corridor plan refers to sections of the plan. For each comment we give the title of the section and the page we are referring to.

Strategic Context (page 2)

"Corridor plans organise a multi-modal response...". We are worried that this and other corridor plans tend to largely focus on cars and trucks as well as high-cost highway projects. These plans should have a much stronger focus on active and public transport modes rather than on private cars and the RoNS.

Significant transport network issues (page 5)

The plan states *"About 7,000 journey-to-work trips per day are made to the Wellington CBD from the Western Corridor during the AM peak. These AM peak journey-to-work trips are projected to increase 9% by 2031 due to population and employment growth. This increase may impact congestion and journey time reliability without mitigating investment."*

and

"... worst peak congestion occurs are through the Ngauranga Gorge..."

Investment in active modes could be built into the RoNS framework with very little cost impact. If active transport modes such as public transport and/or cycling/walking were perceived as safe and attractive alternatives, more people would use them. This would bring huge improvements to peak journey time reliability on the road corridor. At the moment, alternative transport modes are either not safe or are not perceived as safe.

Commuting trips through the Ngauranga Gorge are typically under about 20 km (Wellington CBD or Petone/Hutt to/from Porirua or Wellington's Northern suburbs). These trips are too far to walk but are easily cycle-able if the infrastructure exists. Improvement to cycling infrastructure between Wellington, the Hutt Valley and Porirua should be an important part of the Western Corridor plan.

The plan acknowledges that *"Community severance is currently an issue along SH1, particularly where the road passes through town centres. High volumes of through traffic make crossing the state highway difficult for local traffic, cyclists and pedestrians and leads to safety issues. The significant percentages of local journey-to-work trips necessitate high quality local connections between residential areas and town centres."* However, this local connectivity is only addressed, for pedestrians and cyclists, with investigation work of undetermined cost. We would like to see more detail here.

Walking and cycling (page 7)

The trip numbers quoted here are from 2006 but we suggest they are likely to be considerably higher. Mode share of cycling is increasing across the country. WCC's cordon count data shows an average of 1,733 cyclists entered the CBD over the two hour peak in 2012, up from about 800 in 2006.

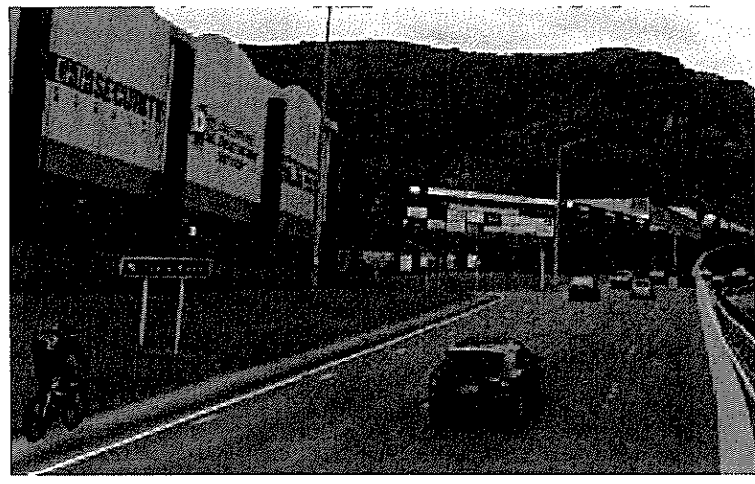
The plan states "While various sections of the cycling network have undergone piecemeal investment, there is currently no continuous, safe cycling route through the Western Corridor." This is a glaring omission and this plan should include provision to create a continuous, safe cycling route through the corridor.

The plan lists some significant safety black spots such as Ngauranga Gorge, around the Porirua CBD, Grays Road, Paekakariki and on both edges of Waikanae's urban area. We would like to see each with an entry under investigate/improve.

CAW's black spot map indicates places that CAW members see as problems for cycling in the region: <http://tinyurl.com/cpz35ke>

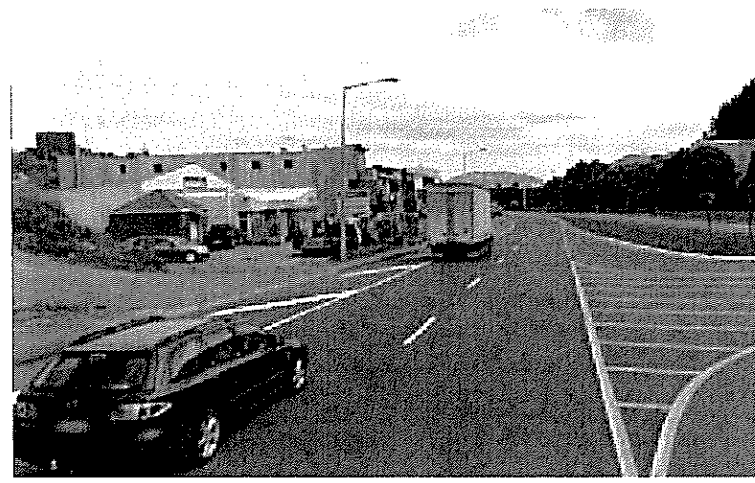
For example, these are some of the cycling hot spots that need to be addressed.

The path up Ngauranga Gorge crosses motorway exits with no safety highlighting or other measures.

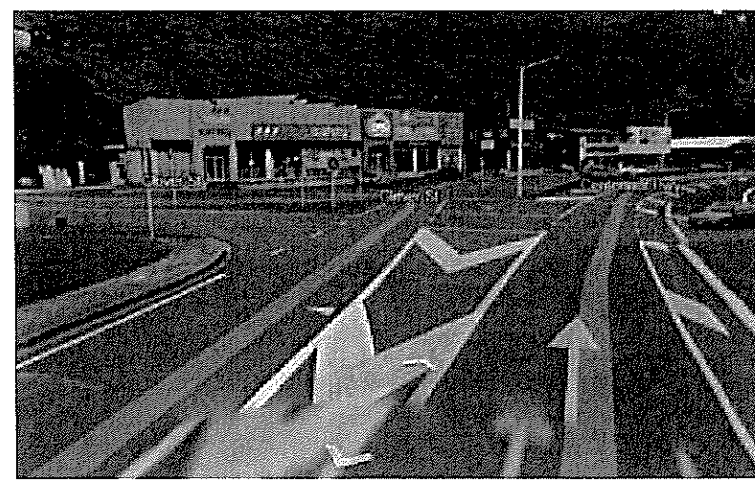


The cyclist crossings are not marked and are before the 50 km/h zones begin e.g. <http://tinyurl.com/bw8urot>

Commuting cyclists descending Ngauranga Gorge and heading towards Wellington have to cross one or more lanes of high-speed traffic (all the traffic transferring from Ngauranga Gorge to SH2 north) with no provision. This is at Ngauranga Gorge Road. <http://tinyurl.com/bqtsu32>



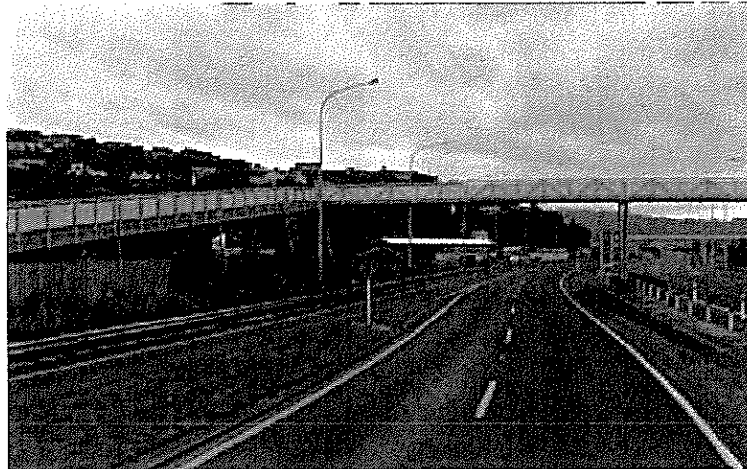
Bike path stops suddenly at junction Centennial Highway and Glover St, where traffic crosses to get into Glover St.



Cyclists have to rejoin the main road (with traffic that has just left the motorway at 80+ km/h) and watch for cars turning left or right into Glover St at the same time.

<http://tinyurl.com/d2fu4mb>

SH1 / SH58 junction requires cyclists to cross fast-moving traffic as lanes merge with no shoulder or path. <http://tinyurl.com/bowvn62>



Pedestrians and cyclists have been identified as vulnerable users. The risk (both perceived and real) to these users is a barrier to the shift-to-active transport that is needed. Compared to the Wellington CBD, there are more separated path options in the corridor, such as the Ara Harakeke shared path, but where cyclists and walkers must use the road corridor, there are higher traffic speeds and many dangerous junctions.

Key objectives for this corridor (page 12)

We support the objective of improving the mode share of walking, cycling and public transport, however, a stronger commitment to infrastructure for walking and cycling will be needed to make this happen. For example: "Wherever possible...improve safety for all road users including pedestrians and cyclists" Statements like this should be much stronger, i.e., Improvements WILL be designed to improve safety for all road users rather than "Wherever possible".

Plan of action: Roads of National Significance package (page 13)

Walking and cycling commuter links are also part of the RoNS package and include east-west connections across the upgraded SH1 and north-south commuter links. These are scheduled to be included in the next three RLTP periods. This is too slow, walking and cycling commuter links are obviously gaps in the Western Corridor that need immediate attention.

Johnsonville Triangle improvements (page 14)

".... in order to accommodate increased private vehicle, freight, public transport as well as walking and cycling trips."

Cycling and walking need to be integrated into these improvements. As written they appear to be an afterthought.

SH58 safety improvements package (page 17)

The language regarding pedestrians and cyclists leaves the option for them to be ignored.

For example "Wherever possible...improve safety for all road users including pedestrians and cyclists" Make this a stronger statement, ie Improvements WILL be designed to improve safety for all road users rather than "Wherever possible".

In the table "Improvements should include features that also improve safety for pedestrians and cyclists wherever possible" change to "Improvements MUST include features that also improve safety for pedestrians and cyclists."

Strategic walking and cycling projects (page 20)

Cycling provision along/across RoNS apart from Tawa/Porirua is investigation only. This corridor plan runs to 2018. This should be plenty of time for investigation **and** improvement.



25 July 2012

Patrick Farrell
Transport Planner, Corporate Planning
Greater Wellington Regional Council
PO Box 11646
Manners Street
WELLINGTON 6142

Dear Patrick

Submission on the draft Western Corridor Plan 2012

Please find enclosed the Kāpiti Coast District Council submission on the draft Western Corridor Plan. It was presented to our Environment and Community Development Committee on 19 July 2012 and subsequent amendments approved by the chair Councillor Penny Gaylor.

Yours sincerely

Sue Johnson
Strategic Projects Analyst-Transport



Submission to Greater Wellington Regional Council

On the draft Western Corridor Plan 2012

From Kāpiti Coast District Council

July 2012

For further information

Sue Johnson
Kāpiti Coast District Council
P.O. Box 60601
Paraparaumu

T 04 2964 700
F 04 2964 830

Introduction

The Kāpiti Coast District Council welcomes the opportunity to provide feedback on the draft Western Corridor Plan (WCP) 2012.

The Council generally supports the document, but has concerns that it does not adequately reflect the projected population and economic growth and subsequent transport needs of the Kāpiti Coast District in regards to public transport, the impact of the RoNS on public transport, and the current State Highway. There are major implications for transport in the District and the Council would like to see more emphasis on planning for these wide ranging changes. The Council believes that a full review of the Western Corridor Plan will be required once there is a decision on the RoNS projects.

Key transport issues for the Kāpiti Coast District

Strategic priority issues that the Kāpiti Coast District Council sees as essential for inclusion and emphasise in the Western Corridor Plan are:

1. Public Transport for Ōtaki

The Council expects the Western Corridor Plan to endorse the need for improved public transport provision and electrification of rail to Ōtaki. This is a top priority for the Kāpiti Coast District Council. The Council understands that this will be explored in the upcoming review of the Regional Rail Plan. It is in the current Rail Plan in the last scenario 5. The Council wants to see it emphasised in the Western Corridor Plan as a realistic prospect that should be brought forward in the programme. In the context of the Western Corridor Plan, the quote below from Greater Wellington Regional Council on the Regional Rail Plan emphasises the need for it to complete electrification of the rail network to Ōtaki and ensure future rail services to this part of the Wellington region.

The plan recognises and encourages the increasing popularity of rail as a sustainable transport choice for passengers and freight, a trend that is evident across the globe. It also recognises that rail is an essential service underpinning the effective functioning and economic development of the greater Wellington region. By providing a convenient and competitive rail service, users are attracted from cars and road congestion is reduced - a "win-win" outcome. (Greater Wellington Regional Rail Plan 2009)

2. Capital Connection rail service

The Council acknowledges the work being done between Horizons and Greater Wellington Regional Council on funding options for the Capital Connection commuter service from Palmerston North to Wellington. This is the only rail service to stop at Ōtaki Railway Station and the Council wants to see it continue to run, offering a choice in rail services for Kāpiti commuters. It contributes to congestion relief along with the Metro rail services and continuing commitment to regional support is essential.

- 3. The regional significance of the Kāpiti Coast Airport**

The Kāpiti Coast Airport has a long term future as a strategic regional asset and as a gateway to the Kāpiti Coast and the Wellington region. As such it has the capacity to reduce pressures on the regional road network and contribute to the alleviation of congestion along the Western Corridor. The airport is developing a range of services supported by increased commercial activity and will serve as a freight hub in this part of the Wellington road corridor. With daily flights to and from Auckland since October 2011, and plans for services to other destinations, the Kāpiti Coast Airport must be factored into the Western Corridor Plan.
- 4. Upgrading the cycle network along the Western Corridor**

The plan for the cycleway link through QE Park, will link Paekākāriki to with the rest of the Kāpiti Coast District in parallel with the roading network. This needs to be detailed in the Western Corridor Plan, and covered by the RoNS McKays to Peka Peka Expressway project.
- 5. The State Highway 1 intersection at Paekākāriki**

The Council and the Paekākāriki Community Board have long held concerns about the inadequacy of the SH1 / Beach Road intersection. It is not fit for purpose, it is dangerous and cannot wait a possible seven to eight years when RoNS projects may or may not deal with it. The Council expects this be included in the Western Corridor Plan. It is of concern that it is not identified as the have been continued local efforts advocating for safety improvements.

Key operational matters the Council wishes to see included in the Western Corridor Plan are:

- 1. State Highway One flooding issues**

The Council wishes to see acknowledgement of the flooding issues that have been problematic along State Highway One at Paekākāriki and at Te Horo. There has been no effective work done to address these problems which will sever the State Highway and North Island Main Trunk Line in the event of a flood, and there is no other alternative route. This cannot wait for the Expressway, and needs to be fixed now. These risks must be identified and clear provision made for dealing with them included in the Western Corridor Plan.
- 2. The design and use of the existing State Highway when the Expressway is in place**

There needs to be mention made of the existing State Highway and what plans there are post the Expressway subject to its approval. If the MacKays to Peka Peka Expressway is approved the current State Highway One will be the alternate North / South route and arterial. This is a core part of the Western Corridor and cannot be ignored.
- 3. The impact of the Expressway on public transport**

If the Expressway is approved through the Kāpiti Coast District, it will have far reaching impacts on the way people travel within and through

the District. It is necessary for work to be done on what these impacts are likely to be, particularly for the public transport network. The Council expects a focus on this in the Plan.

4. Waikanae integrated public transport hub

Whether the Expressway is built or not, the public transport hub at Waikanae is not working effectively. It is both an opportunity and a problem. Further planning must be included in the Western Corridor Plan to ensure that the opportunities are maximised and the problems are eliminated, including: improved bus frequency to rail services; improved direct bus routes; planning for improved parking provision e.g. Park and Ride at Waikanae Beach and Waikanae North; and safer pedestrian access across State Highway One.

Other matters - Railway Station: Raumati

The Council notes that a railway station has been previously planned at Raumati. The Council seeks clarity as to whether or not there is an intention to programme the establishment of the station. This matter needs to be made clear in the upcoming review of the Regional Rail Plan.

SUBMISSION ON DRAFT WESTERN CORRIDOR PLAN

Paula Warren

4713118

Pwarren58@yahoo.co.nz

Yes, I would like to be heard

RONs

RONs does not fit with the overall objectives of the plan, and should not be incorporated.

Looked at over the long term, RONs has no net benefits for the region, because:

- It is diverting funds from higher priority projects
- It will generate significant modal shift from sustainable modes (contrary to the objectives of the Corridor Plan and the RLTS)
- It will generate increased traffic in urban areas that are already facing problems
- It will not provide a long term reduction in congestion (because we now know that road capacity increases never do)
- None of the RONs has a BCR high enough to suggest that there would be any economic benefits
- It will greatly increase the transport environmental footprint, contrary to the RLTS and the RPS

If new roads are to be built for specific reasons, the overall project must be designed to prevent traffic induction and modal shift to private car use, by:

- Ensuring that the road does not create new capacity, but rather replaces existing capacity. For example if Transmission Gully Motorway is to be built (which would be economically and ecologically stupid and so should not occur), measures should be taken to remove equivalent capacity from the existing road network.
- Ensuring that the road does not reduce the attractiveness of other modes. For example TGM would create considerable increases in hazard for cyclists at Kenepuru and Pauatahanui.
- Ensuring that the road does not further reduce the objective of having public transport transit times comparable to car transit times. So if TGM was to be built, work should also be done to reduce the transit times for rail, for example by straightening curves and doing the double tunnel option between Muri and Paekakariki.
- Putting in place TDM measures, such as restrictions on parking capacity, reductions in PT fares, congestion charging, etc.

RONs does not include these sorts of elements. Nor are they likely to, given that NZTA are not interested in looking at a balanced package. For example in the case of TGM, NZTA even refused to agree to conditions to ensure that any roads that were not motorway would meet NZTA's own guidelines for cycling and walking provision. They also refused to offer to improve regional cycling routes to compensate for the effect of increased traffic on cycling and walking.

Even NZTA are beginning to realise that RONS is a white elephant idea. The Levin-Otaki section is now being replaced by the sensible approach – a lower cost focus on key safety improvements and fixing bottlenecks so existing capacity can be used effectively. The Corridor Plan should take the same approach to the whole RONS, including putting Western Link 1 in to match the RLTS.

Petone Grenada

This is another road which is not justified, and should not be included. If there is money for a transport link for commuters, it should go into providing a new rail link.

This should be replaced by investigations of a new rail link between Porirua and Hutt, providing a loop that will significantly reduce PT travel times, and potentially also provide for improved freight links to Seaview and the ferry from NIMT.

It is the lack of a PT link that is the major gap in the transport network, and that should be solved before any new road capacity is considered.

Johnsonville

I put in an objection to the Johnsonville Mall development proposal, because it would create transport problems. Those transport problems arise because someone, sometime in the past, privatised parts of the roads through that block of land. That leaves the buses needing to get to the station across private land, and the mall intending to block walking access between the main shopping street and the station. The first thing that should be done in this area is the use of the Public Works Act to take those roads back. The Mall can be given air space above the road that would cut through their proposed development, and that road need only be wide enough for walking and cycling.

The next priority must be to correct the walking safety problems in the area. I was involved in a street audit as part of the WCC town centre work, and they would not allow us to assess the roundabout area because it was too unsafe for a group of supervised people in high vis vests to enter. This is the route that pedestrians have to use every day.

The third priority is the railway station area, which needs to be made into a highly attractive transport hub.

We need to get past this idea that intensification of landuses around a PT corridor automatically equals more cars. A major part of the point of encouraging transit oriented development is to remove the need for people to commute by car. So such developments should be accompanied by TDM measures and improvements to PT, not by providing more roads and carparks.

Safety improvements

In the TGM hearings, the Pukerua Bay Residents Association provided a heartfelt plea for immediate improvements to the safety problems there. Even if you do TGM (which of course I strongly oppose), they can't wait that long. And it is clear from the evidence to the TGM hearing that the reduction in traffic that NZTA expect to result from TGM will not solve the safety problems anyway. But I can't see any response to that in the proposals.

Nor any fix for the problems created by the temporary closure of Muri Station. And the re-opening of Muri station should also be included in the plan.

Nor can I see any fix for the cycling problems around Paremata.

Nor for the road crossing hazard that Waikanae Station design has generated.

North-South Junction

If you can afford to put billions of dollars of roading projects in, you can afford to put the full fix of N-S junction in. This is the most significant capacity constraint left on the NIMT, so a major problem for freight as well as commuter services. The double tunnel option selected in the feasibility study should be included and planning for it commenced now. You did the planning for TGM with no funding for implementation. Let's start taking the same approach to essential projects.

Town centres

Almost all the major town centres along the corridor have terrible walking provision and connections to stations. For example:

- You cannot walk to any of the major Porirua destinations from the station without becoming trapped by a major road or mired in a carpark or going a very long way round. Research has shown that Porirua CBD is massively over-supplied with parking, because of inappropriate district plan rules.
- The direct route from the station to the mall at Paraparaumu requires passing through a subway and then a carpark.
- The obvious walking route from the Waikanae station to the shops is straight across a major highway – which is exactly what all the commuters do. The pedestrian crossing is at the south end and not very obvious from where the station building is (where the trains stop).
- Paremata is separated from its station by an uncrossable highway. The overbridges have become not only the route to the station but the only way for cyclists and walkers to get to the coast and walking routes.
- Pukerua Bay has major problems (see above).

There should be a project in the Corridor Plan to address these issues, in association with the work the cities are doing on CBD redesign, village centre design and other projects.



NZ TRANSPORT AGENCY
WAKA KOTAHI

Level 9, PSIS House
20 Ballance Street
PO Box 5084, Lambton Quay
Wellington 6145
New Zealand
T 64 4 894 5200
F 64 4 894 3305
www.nzta.govt.nz

27 July 2012

Western Corridor Plan 2012
Greater Wellington Regional Council
PO Box 11646
WELLINGTON 6142

Dear Patrick

NZ Transport Agency submission on draft Western Corridor Plan

Thank you for the opportunity to make a submission on the draft Western Corridor Plan (the draft Plan) that forms part of the suite of corridor plans under the Wellington Regional Land Transport Strategy 2010-2040.

The NZ Transport Agency (NZTA) is the crown entity responsible for planning and investing in land transport networks, managing the state highway network and providing access to, and use of, the land transport system. The purpose of the NZTA is to create transport solutions for a thriving New Zealand. We will be achieving that purpose when:

- We are all making better use of the existing transport system
- The whole of our transport system is safer
- When freight is moving around our cities and regions more freely, and is delivered on time
- There is less congestion during rush hour for commuters and public transport is reliable and easy to use
- Vehicles are more fuel efficient and we are reducing the environmental impact of transport
- Our transport system is resilient and we have more choices about how to get around, walking, cycling, using public transport or driving.

The NZTA has contributed to the development of the Western Corridor Plan and the background Gap Analysis Report prior to the Plan's release for public feedback. Consequently, our views have largely been incorporated within the Plan. Our submission focuses on a transport solution of particular importance for the region – the Wellington Northern Corridor Roads of National Significance and on several areas where we are recommending minor changes to the Plan. These include the Plan's objectives; how activities are grouped; and references to NZTA activities. Lastly, we also comment on the Capital Connection, which is referenced in the draft Plan.

Wellington Northern Corridor Road of National Significance

A notable component of the draft Plan is the Wellington Northern Corridor Road of National Significance (Wellington RoNS), which is identified in the Government Policy Statement on Land Transport Funding 2012 as a significant part of the government's National Infrastructure Plan.

The four sections of the Wellington RoNS that fall within the draft Plan are:

- Transmission Gully (statutory approvals were granted by the Board of Inquiry on 12 June 2012)
- MacKays to Peka Peka (due to be considered by a Board of Inquiry later in 2012/early 2013)
- Peka Peka to Otaki (proposing to lodge a Notice of Requirement and consent applications in early to mid 2013)

- Otaki to Levin (the scope of this project has recently been changed to target safety improvements on the existing State Highway).

The draft Plan captures the multiple benefits of the Wellington RoNS well – in short, the benefits include reducing congestion and improving safety, support for increased freight volumes, improving access to employment and markets and links to Wellington’s port, CBD, airport and hospital.

Objectives

The NZTA largely agrees with the objectives developed to respond to the issues and opportunities along the Western Corridor, but recommends a slight modification to Objective 1. It currently reads “provide for current and future growth pressures (population / employment / freight) in the Western Corridor in accordance with strategic growth plans”. A footnote then identifies the strategic growth plans as the Regional Policy Statement, Wellington Regional Strategy and the District Plans. We consider that this objective is too strongly worded and we recommend that “in accordance with strategic growth plans” be changed to “with consideration to regional and local strategies and plans”.

One of the challenges in regional transport planning is that forecast population, employment and freight growth in strategies may not actually occur. The current objective requires parties to provide [transport infrastructure] *in accordance with* strategic growth plans. While we support growth, and efforts of territorial local authorities to forecast what and where growth might occur, a wide of range of information (which will include strategic growth plans) must be considered before the NZTA and its partners commit to providing transport infrastructure.

How activities are grouped – the use of the term ‘packages’

The NZTA encourages Approved Organisations to undertake transport planning in a way that is outcomes focused and strategy-led so that transport solutions deliver whole of network outcomes and where possible achieve alignment between common national, regional and local priorities. Packages of transport solutions may then be identified in a strategy as a means of achieving those objectives.

We increasingly want to work with and facilitate greater collaboration amongst Approved Organisations (including Highways Network Operations group of the NZTA, which is responsible for State highways) to develop packages – and by that we mean, combinations of two or more activities, that when implemented and operated together, provide increased benefits through their interaction. Packages may often involve more than one mode and more than one organisation and incorporate more than one activity class (under the Government Policy Statement on Land Transport Funding).

The way in which packages are described in the draft Plan is different to how the NZTA defines them – the draft Plan simply groups together like activities that may or may not take place in a similar location. For the NZTA, a group of activities is not necessarily a package of activities. This differing use of the term is likely to create confusion going forward. While some of these activities may be developed together into packages in the future, it is too early to describe as them as this, therefore we recommend the following references to packages be removed:

- East-west investigations package
- SH1 safety improvements package
- SH58 safety improvements package
- Rail package
- Walking and cycling shared pathways package

We have suggested some minor wording changes to council officers.

References to NZTA activities

Some of the references to NZTA activities require modification to reflect changes to scope, approach and cost:

- **East-west investigations** – discussion of the Petone to Grenada Link Road (P2G) and the SH58 capacity investigations on page 14 and in Action Table 1 on page 15: some demand management measures such as ramp signalling may be undertaken in the short term but these don't form part of the scheme assessment for P2G, therefore changes are required to reflect this. In addition, the NZTA intends to incorporate what was termed 'SH58 capacity investigations' as part of the scheme assessment for P2G rather than undertake this as a separate study as this enables a more integrated approach to investigation of both routes.
- **SH1 safety improvements package** – page 17 and Action Table 2 on page 18: delete reference to package and zebra crossing and amend discussion of median barrier from MacKays Crossing to Centennial Highway.
- **Otaki to Levin** – this project is now a targeted series of improvements on the existing SH1 corridor between north of Otaki and north of Levin (rather than a four lane expressway). These improvements are still likely to achieve many of the benefits that would have been achieved by a four lane expressway, but at a reduced cost. Improvements may include passing lane modifications, realignments, intersection improvements and other safety improvements such as median barriers. The exact scope of works will be determined during the next phase of works but it is anticipated that this may result in a reduced project cost from previous estimates of \$140m. The cost of the project is estimated at up to \$100m, depending on the proposed scope of improvements.

We have identified some minor timing changes for NZTA activities to align with the timing noted in the Wellington Regional Land Transport Programme (RLTP) and provided these direct to council staff for inclusion. We recommend a final consistency check of the cost and timing of all projects costs and timing against the Wellington RLTP.

Capital Connection

The draft Plan refers to the Capital Connection commercial rail service that currently operates between Palmerston North and Wellington, noting "Greater Wellington continues to work with KiwiRail and Horizons Regional Council in relation to options for retaining the Capital Connection".

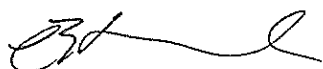
At the time of writing this submission, the NZTA has been informed that Greater Wellington and Horizons Regional Council are preparing a joint business case in application for National Land Transport Funding (NLTF) to operate the Capital Connection as a subsidised public transport rail service. The NZTA has signalled that when considering new investment in public transport services our priority is to invest in those services that provide significant congestion relief. The Capital Connection is unlikely to provide congestion relief sufficient to warrant NLTF investment when compared to other options throughout the country and region. Similarly, investment in the Capital Connection is unlikely to provide best value for money when a commercial coach service can be provided at a much lower cost.

Upon receipt of a business case, the NZTA would review it against the Investment and Revenue Strategy criteria for funding new public transport services and the Government Policy Statement priorities of economic growth and productivity, value for money, and improving road safety.

Conclusion

The NZTA looks forward to working with Greater Wellington to finalise minor changes to the Plan as well as partnering with Greater Wellington as it develops future regional transport planning documents.

Yours sincerely



Lyndon Hammond
Regional Manager Planning and Investment
Central