

# Report of the RLTP Hearing Subcommittee

April 2015

## 1. Introduction

We are pleased to present this report on the Regional Land Transport Plan (RLTP).

We have considered the views of all submitters and have sought additional information on a number of issues that were raised with us.

This report outlines the key issues raised through the consultation process and shows how these have been considered. Our recommendations to the Regional Transport Committee propose amendments to the RLTP, to enable it to be adopted by the Committee and forwarded to the Greater Wellington Regional Council (GWRC) for approval.

### **RLTP Hearing Subcommittee:**

- Paul Swain, Deputy Chair Greater Wellington Regional Council (Chair)
- Andy Foster, Councillor Wellington City Council
- Nick Leggett, Mayor Porirua City Council
- Wayne Guppy, Mayor Upper Hutt City Council
- Adrienne Staples, Mayor of South Wairarapa District Council
- Raewyn Bleakley, Regional Director (Central) New Zealand Transport Agency

## 2. Background

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

The Wellington RLTP sets out the policy framework and the strategic case for development of the region's transport network over the next 10-30 years. It also contains a programme of all the land transport activities proposed to be undertaken throughout the region for the next six financial years, the regional priority of the significant activities, and a ten year financial forecast.

The proposed transport activities in the RLTP are put forward by the New Zealand Transport Agency (NZ Transport Agency) and 'Approved Organisations' in the region (including the eight local councils and Greater Wellington Regional Council).

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

## 2.1 Consultation Process

At its meeting on 2 December 2014, the RTC approved the draft RLTP for public consultation.

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

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

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

Of the 572 submissions 79% (454) originated from postcodes inside the region and 69% (395) came from within the Wellington City Council area.

Area	Number	Percentage
<b>Inside Wellington Region</b>	<b>454</b>	<b>79.37%</b>
WCC	395	69.06%
PCC	6	1.05%
KCDC	21	3.67%
HCC	26	4.55%
UHCC	2	0.35%
MDC	3	0.52%
CDC	0	0.00%
SWDC	1	0.17%
<b>Outside Region</b>	<b>55</b>	<b>9.62%</b>
Unknown	63	11.52%
<b>Total</b>	<b>572</b>	<b>100.00%</b>

## 2.2 RLTP Hearing Subcommittee

The RLTP Hearing Subcommittee (Subcommittee) was established by the Regional Transport Committee on 2 December 2014.

The Subcommittee received a hard copy of all written submissions as well as a summary of the key themes and officer comments.

The Subcommittee met on the 9 and 10 March 2015 to hear 53 oral submissions and to commence deliberations. It then reconvened on 7 April to

continue discussion of the issues raised in both the written and oral submissions and to agree on its final recommendations. This report forms the record of those deliberations and the recommendations of the Subcommittee to the Regional Transport Committee.

### **3. Key Issues considered by the Subcommittee**

A significant number of issues were raised with us in written submissions, at the oral hearing and directly from Approved Organisations.

This section provides a record of the issues we considered, our understanding of those and how we resolved them. We have organised them into twelve key issues, starting with the broader strategic issues and narrowing down to more specific points.

#### **Key Issues:**

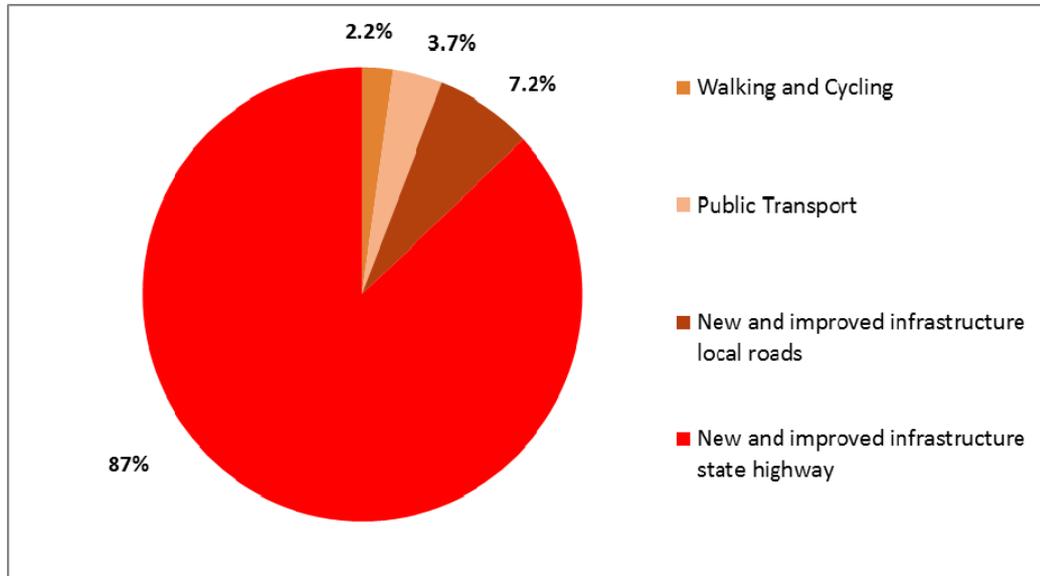
- 3.1. The allocation of funding to different modes and activities and a perceived bias towards roading solutions
- 3.2. The role of the various agencies involved in transport within the region and the role of the RLTP
- 3.3. Proposed targets to 2025
- 3.4. Travel demand management measures
- 3.5. Rapid transit and electric public transport vehicles in Wellington City
- 3.6. Cycling
- 3.7. The role of urban form in creating good transport options and liveable cities
- 3.8. Inter-regional connections
- 3.9. Changes to activities in the 6 year programme requested by Approved Organisations
- 3.10. Prioritisation of significant activities
- 3.11. Detailed amendments sought by submitters
- 3.12. Matters to refer to other agencies

#### **3.1 The allocation of funding to different modes and activities and a perceived bias towards roading solutions**

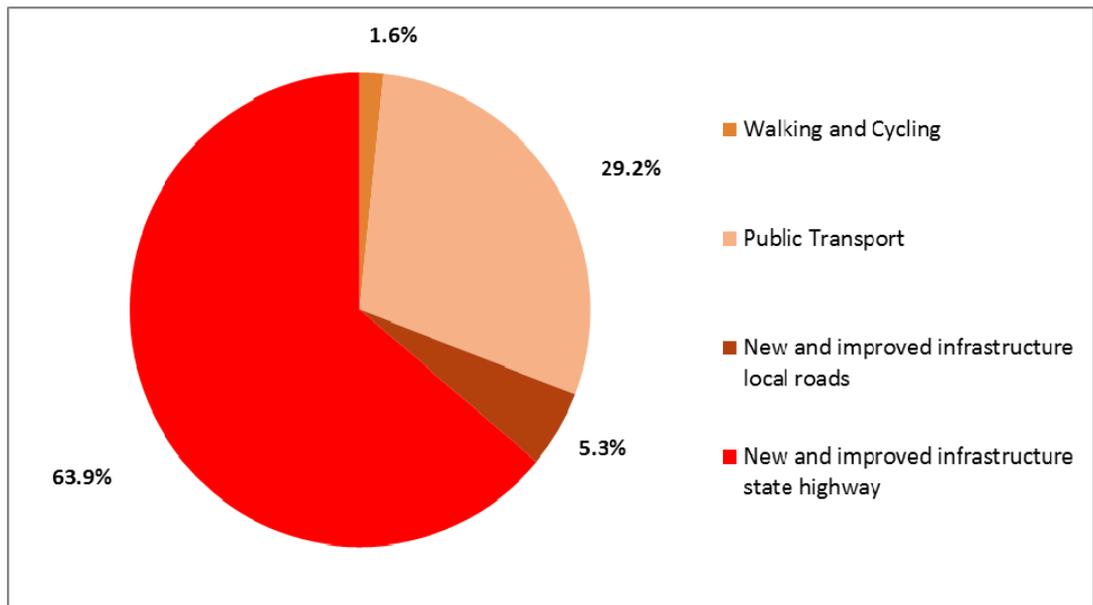
A common theme amongst the submitters was that more emphasis and priority should be given to public transport, walking and cycling and less priority to new and improved roads and particularly the RoNS projects. This was coupled with a strong belief that funding should be re-allocated from roading projects towards public transport, walking and cycling projects. Much of the rationale for this was based around responding to climate change and the promotion of healthy lifestyles. Some submitters suggested that the RTC lobby government for more funding to be allocated to public transport, walking and cycling. Many submitters commented that whilst they supported the RLTP vision and

objectives they considered that the ability to deliver this vision was not reflected in the projects that were contained within the 6 year programme.

A number of submitters used the following illustration created by Generation Zero in order to illustrate their points in relation to the amount of spending on roads.

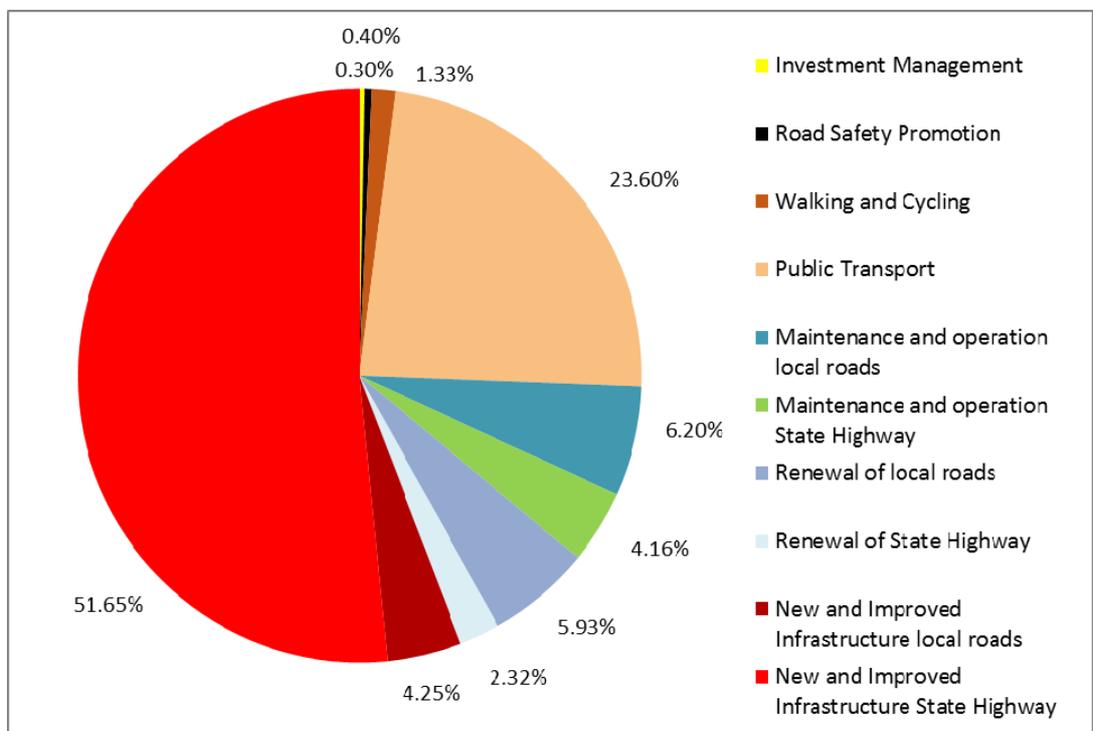


This graph reflects the relative forecast expenditure in the next 10 years (from Figure 60, Page 176 of the draft RLTP) for new infrastructure activity classes but excludes all other activity classes (road renewals and maintenance, public transport services, transport planning road, and safety promotion). As such we did not consider this to provide a helpful overall picture of proposed investment. It fails to recognise the large investment in the provision and operation of public transport services and the contribution this makes to enhancing public transport (e.g. through new and enhanced services and improving bus fleet quality). When the public transport service elements are included, this substantially changes the representation of the balance of investment, as shown in the chart below.



Another important point is that the Crown funded elements of public transport infrastructure in the Wellington region, through KiwiRail, are not reflected in any of these graphs. These are multi-million dollar investments as part of the government rail package (\$88million) and future funding expected to be required to implement the Regional Rail Improvements RS1 (\$50million).

In our view the most accurate representation of the 10 year forecast expenditure should include all of the activity classes listed in Figure 60 in the draft RLTP, including maintenance, operation and renewals. This changes the representation of the balance of investment as shown in the chart below.



This overall programme graph shows the expected expenditure in each of these activity classes funded from the National Land Transport Fund (NLTF). However, it should be noted that within some investment categories, funding may be directed to multiple outcomes. For example, projects funded from the new and improved road infrastructure categories often provide dedicated walking and cycling facilities as part of the overall outcome. Improved footpaths and crossings are also provided from within the local road maintenance category.

We also note that the forecast expenditure for cycling in the region has increased significantly since the draft RLTP was published, as a number of additional cycling projects have been identified as a result of new funding available from the Urban Cycleway Fund. As a result we anticipate that the forecast expenditure on cycling will increase by approximately 75% from that shown in the draft RLTP.

With regard to the request for the RTC to change the balance of funding, we also noted that most submitters did not fully appreciate how the land transport funding system works and the draft consultation document could have been clearer on this. The role of the various transport agencies was also not well understood. It is a complicated system and we think it is important to spell this out as clearly as we can. Central government provides funding for land transport activities through the NLTF. This fund distributes revenue primarily from petrol taxes and road user charges to activities approved for funding through the National Land Transport Plan (NLTP), administered by the NZ Transport Agency. The Government provides direction as to how this funding is to be allocated through the Government Policy Statement (GPS). This establishes activity classes (i.e. state highways infrastructure, walking and cycling, public transport) and a funding allocation range for each class. NZTA is required to work within these funding allocation ranges when funding activities through the NLTP. This means that different types of activities are funded from different funding 'buckets' on a national basis - for example, cycling projects do not compete for funding against state highway or public transport projects, but they do compete against other cycling projects across New Zealand.

The GPS includes a specific activity class for new state highway infrastructure and it is from within this class that the RoNS projects have been funded. All state highway activities are funded 100% from the NLTF.

Funding for local roads, public transport, walking and cycling is provided from a wider set of sources. The NLTF provides funding for around 50% of the costs of approved activities, with the balance being made up from a combination of local council rates, user charges (i.e. public transport fares), and other funding sources such as development contributions and the Urban Cycleway Fund.

The RTC does not have a role in allocating funding to state highway projects and is not able to change the funding allocated to state highway projects through the NLTF, nor can it re-allocate funding from one activity class to another. This is a decision made solely by central government. The RTC is also unable to change the government co-funding (approximately 50%) allocated to

public transport, walking and cycling projects through the NLTF (this is a decision of central government). However individual councils can alter the amount of local co-funding provided to these activities through rates. The role of the RTC is limited to deciding which projects to include within the Regional Land Transport Plan and the relative priority of those projects (note: more on roles is covered in section 3.2 below).

On the issue of the overall balance of the RLTP we concluded that the RLTP does propose a suitably balanced approach to the development of the region's transport network. A safe, effective, and efficient transport network requires investment across all modes of transport to provide good travel choices. The RLTP seeks to provide a high quality, reliable public transport network and an attractive and safe walking and cycling network and a reliable and effective strategic road network. It sets out a strong strategic case for why we need to continue investing in all of these important modes as part of an integrated transport network.

The RTC and GWRC have advocated for additional government funding through the GPS for walking, cycling and public transport on many occasions in the past and will continue to do so.

However, the Subcommittee were also clear that investment in the region's strategic roading network was still urgently required to catch-up on the historical under-investment in this area over the last few decades. Many submitters pointed to examples of cities in Europe, North America or Australia (i.e. Freiburg, Portland, Melbourne, Zurich, London, Copenhagen) that have invested significant funding in recent years into public transport and cycling networks rather than roads. However, closer analysis of the transport network in and around these cities and in their hinterland, reveals that all of them, without exception, already have an extensive network of high-capacity grade-separated motorways connecting to other regional and sub-regional centres and indeed providing access into the centre of the city. It is simply not practical to rely solely on public transport and cycling and walking to provide access to major urban areas. An effective transport network (as demonstrated by these international examples) is composed of an integrated network of high quality strategic roads, high quality public transport, and walking and cycling infrastructure.

In the Wellington region we don't currently have a high quality strategic road network of the same standard as seen in all the international city examples raised by submitters. SH1 is of a motorway standard for some sections but there are significant sections that are not, including:

- between the northern border of the Wellington Region and Raumati
- between Paekakariki and Plimmerton
- between the Terrace Tunnel and Cobham Drive.

On SH2, all of the highway through the Wairarapa and through to Upper Hutt is considerably less than a motorway standard, and is rated as a Regional Road (rather than a National Road) under the NZTA's One Network Road Classification system. Whilst sections of the highway between Upper Hutt and

Petone are of a higher standard, this is compromised by the many at-grade intersections and limited capacity.

Bringing the strategic road network in the region up to a higher standard is considered essential to provide access to and from our major regional centres and indeed between the north and south islands from a national perspective. As the RLTP makes clear, most freight within the region relies on our roads for access. Around 46% of the total regional freight task is to/from outside the region. Of this inter-regional freight, the Manawatu is the biggest origin/destination for freight and only a small proportion of that will be suitable for rail transport. Many residents who live outside of our major centres or away from the rail lines also rely on private vehicles for access to employment, education and recreation. A further key reason for proposing new and upgraded state highways is to improve the resilience of key routes into and out of the region in the event of an emergency.

We also noted all of the RoNS projects (perhaps with the exception of Mackays to Peka Peka which replaced the previously supported Western Link Road project and Peka Peka to Otaki) had been first identified as priorities through regional transport planning processes before later becoming part of the RoNS package. They address important needs in relation to road safety, resilience, reliability, freight access and improving links between key communities and destinations within the region, and links between the region and the rest of New Zealand.

#### **Recommended amendments to the RLTP**

*Include new text in the 'Introduction' to the RLTP (page 5) to explain the funding allocation process.*

### **3.2 The role of the *various* agencies involved in transport within the region and the role of the RLTP**

Many submitters raised concerns with the allocation of funding between projects and activities, particularly in relation to the perceived bias towards roading projects. Others identified additional projects that they wanted to see included within the 6 year programme. Some submitters felt the draft RLTP was too focused on transport problems and should have wider objectives relating to environmental, landscape, health, and heritage. During the oral hearings a number of submitters identified the regional council as the author of the draft RLTP.

Overall the Subcommittee concluded that there was considerable confusion about the role of the various agencies in transport and the purpose of the RLTP itself. The aspects in relation to funding have been covered above (under section 3.1). However, we believe that it is worthwhile setting out the statutory position in relation to a number of other aspects as well.

The RLTP is a requirement of the Land Transport Management Act (the Act). It is prepared by the Regional Transport Committee, which is a joint committee

made up of two regional councillors, the mayors of the local councils and the regional director of the NZ Transport Agency.

The RLTP must be consistent with the Government Policy Statement and must contribute to the purpose of the Act ‘an effective, efficient, and safe land transport system’. There is also a statutory link to the Regional Policy Statement – which sets out the region’s policies for management of land, air, water, soil, energy and ecosystems under the Resource Management Act.

The RLTP includes within the programme component, projects proposed by approved organisations in the region (i.e. local councils, the regional council or NZTA). The Act requires the RTC to automatically include many of these projects, including projects relating to: local road maintenance, renewals and minor capital works, existing public transport services and all committed activities (i.e. those for which funding have already been approved). For all other activities put forward by an approved organisation, the RTC could choose not to include them, but would have to document and provide the reasons to the relevant organisation for doing so. The RTC is also required to prioritise the ‘significant activities’ that have been put forward into the programme. The RTC cannot add activities to the RLTP - for a project to be included it must be put forward by an approved organisation.

As such the RTCs discretion in terms of projects included within the draft 6-year programme is limited to:

- i. whether to include a project proposed by an approved organisation in the 6-year programme
- ii. what priority to give to a significant project.

We also believe it is important to understand the long-term focus of the RLTP. It is intended to have a long term horizon of up to 30 years – reflecting the long time it takes to plan, consent and construct major transport infrastructure. The projects contained in the ‘programme’ part of the RLTP have a 6 year timescale – they are short term priorities. It is expected that over the life of the RLTP (i.e. 30 years) a range of projects will be progressed that will work towards the achievement of the longer-term objectives of the plan.

It is also important to note that the RLTP forms just one step in the overall funding process. In most cases, activities are included in the RLTP because they require some funding through the National Land Transport Fund (NLTF). While the NZ Transport Agency will take account of the activities and priorities in the RLTP it does not have to include any activities or projects in the National Land Transport Programme (NLTP), nor is it bound to follow the RLTP when considering detailed funding applications. However, an activity must be in the RLTP to be considered for funding from the National Land Transport Fund. Many activities also require local funding that is approved separately through each council’s Long Term Plan (LTP) and Annual Plan processes.

<b>Recommended amendments to the RLTP</b>
<i>Include new text in the 'Introduction' to the RLTP (page 5) to explain the role of the RLTP, the RTC and Approved Organisations.</i>

### 3.3 Proposed targets to 2025

Submitters had a range of views about the targets in the draft RLTP including some supporting the proposed targets, and others suggesting amendments to the targets or proposing new targets. More ambitious targets for carbon emissions and public transport, walking and cycling use were suggested. The concept of a zero target for road casualties under the road safety objective was also raised.

Overall, the Subcommittee concluded that there is a need for targets to be aspirational but also achievable and affordable. It was noted that the proposed targets are the product of a robust and consultative process with stakeholders and the RTC. They are reflective of the best available datasets and information, with consideration of the expected future by 2025 in relation to the travel patterns and transport network that is anticipated by this date, current and past trends and future population and employment growth. We were mindful that simply making the targets more challenging without identifying additional interventions to achieve these would not be helpful.

We noted that the targets for increased public transport use had been developed in consultation with the GWRC and reflect an ambitious view of the growth that could be achieved over the next 10 years based on planned investment activities. This assumes growth in patronage of around 15% over the 10 year target period, in the context of 7% forecast population growth. These targets have been included in GWRC's draft Long Term Plan and are considered appropriate for the RLTP.

However, it was considered that there was the potential for the cycling mode share/use targets to be increased further, based on the proposed additional investment activities in cycling in the region (refer section 3.9 below). In addition, Wellington City Council's submission to the draft RLTP specifically noted that it had recently agreed to include a significant programme of investment for cycling over the next three years in its draft Long Term Plan to align with funding available through the Urban Cycleway Fund.

It is recommended that these targets be increased to:

- 4.6% of journeys to work will be made by bike (3.7% in draft RLTP )
- 4.6% of trips crossing the Wellington CBD cordon are cycling trips (3.6% in draft RLTP)

This corresponds to a substantial 75% increase in the number of cycling trips from the 2013 baseline.

We considered that the targets in the draft RLTP for reduced transport generated CO<sub>2</sub> emissions of a 15% reduction per capita and a 10% reduction in total annual emissions were sufficiently ambitious in the context of forecast population growth.

The targets seeking a reduction in the numbers ‘killed and seriously injured’ and ‘total casualties’ were also discussed. We agreed that no death or serious injury should be considered acceptable, and noted that the targets wording seeks ‘*at least* a 50% reduction’ to reflect working towards this aim. It was noted that the road safety targets are consistent with the national level targets and with the overall goal of the national road safety strategy ‘Safer Journeys’ which seeks ‘A safe road system increasingly free of death and serious injury’. The draft RLTP supports steps towards the ‘Vision Zero’ concept through ambitious safety targets and a holistic ‘safe system’ approach to road safety interventions, which recognises that people make mistakes.

<b>Recommended amendments to the RLTP</b>
<i>Increase the cycling mode share targets for journey to work mode share and mode share of trips across the crossing the Wellington CBD cordon from 3.6% to 4.6% by 2025.</i>

### 3.4 Travel demand management measures

A number of submitters suggested the use of measures to manage demand for travel through road pricing, parking levies and tolling. Some submitters opposed any measures that would limit access to the Wellington CBD. For those that supported demand management measures a key rationale was to reduce private vehicle use and increase public transport and walking and cycling mode share. This was linked to the overall objective of reducing emissions in response to climate change and increasing public health through active transport.

Submitters noted that addressing congestion and journey time variability was crucial for: connectivity and productivity of region; network resilience and emergency situations; freight access; access to the CBD for people who live in the outer suburbs and areas in the region. Submitters also noted that freight is being affected by congestion and slow journeys times on SH1 and SH2.

The Subcommittee supports the use of travel demand management measures (TDM) as a key tool to ensure an efficient and effective transport system. We note that the use of travel demand management strategies and initiatives (such as influencing travel behaviour, network management tools, pricing measures, technology and innovation and land use policies) is critical to the vision within the draft RLTP and current strategies and priorities are already detailed in section 14 of the draft RLTP. This includes behaviour change programmes, the use of modern traffic management systems and advocating for the ability to consider and implement road pricing schemes. It is not however designed to restrict access to urban areas. We fully support the extensive range of TDM

measures proposed in the RLTP and the importance of continuing to implement these activities across the region.

Background work carried out to support development of this draft RLTP suggests that parking charges have the potential to contribute significantly to a number of the outcomes and targets in the RLTP, including significantly increasing public transport patronage.

We noted that Melbourne was identified as an example by submitters. A congestion levy (on parking) was introduced in Melbourne's CBD in 2005 to reduce traffic congestion and encourage greater use of public transport. The levy is an annual fee imposed on off-street parking spaces (with a number of exemptions).

Such approaches must be considered in the context of other local objectives and impacts. The use of long stay commuter parking charges and parking supply as a demand management tool is proposed to be investigated further for Wellington CBD within the next three year programme period. In other sub-regional centres, the availability and cost of parking (particularly long stay commuter parking) should be reviewed regularly by local councils with particular consideration given to the demand management benefits.

One of the key issues we identified was that approved organisations within the region have very little power to implement demand management measures at present. Our understanding of the current situation is outlined below:

<b>Demand Management Tool</b>	<b>Statutory context</b>
Congestion charging/road pricing	There is no legislative ability to implement congestion charges or road pricing
Tolling	New (not existing) state highways can be tolled where there are reasonable alternative routes. Any funds gained from tolling are returned to the national NLTF and not retained in the region. There is no ability to toll local roads
Parking Charges	The responsibility for car parking policies and charging regimes lies with the district and city councils but often the district and city council owned parking is short stay rather than long stay and the amount of parking controlled by the public sector is often a small percentage of the overall market available.
Parking levies	Councils have limited powers to apply targeted rates on particular land uses under the Local Government (Rating) Act. However it is unclear whether there is a legislative mandate to apply a specific levy on car parking charges.
Regional fuel tax	There is no legislative ability to implement a regional fuel tax. This provision was removed from the LTMA in 2013.

We note that Auckland Council is currently consulting the public as part of its Long Term Plan on the application of either a motorway user charge (i.e. road pricing) or a regional fuel tax (and a rates increase), primarily to enable additional funding to be raised for public transport projects. Both options involve revenue tools which require legislative change before they can be utilised. The RTC and GWRC has consistently advocated to Government for additional pricing tools to enable travel demand management. This is reflected in the existing policy in the RLTP. We support this position and recommend that the RTC Chairperson write to Government on this matter.

<b>Recommended amendments to the RLTP</b>
<i>Recommend to RTC that it asks the Committee Chairperson to write to Government requesting consideration of additional road pricing and demand management tools through legislative changes.</i>
<i>Recommend to RTC that it approach Auckland Council to discuss a joint approach to the Government on road pricing and demand management tools.</i>
<i>Notes that the proposed project in the draft RLTP programme 'Travel Demand Management in Wellington CBD – Programme Business Case' will be an important project to progress the potential use of long stay commuter parking charges and parking supply as a demand management tool for vehicle trips to and from the Wellington City CBD in the next 3 years.</i>
<i>Supports the continued implementation of a comprehensive travel demand management programme across the region.</i>

### **3.5 Rapid transit and electric public transport vehicles in Wellington City**

A number of submitters commented on their preference between Light Rail Transit and Bus Rapid Transit, often commenting the Light Rail would better meet capacity and sustainability objectives. A number of submitters sought retention of the trolley bus fleet as part of an electric public transport fleet.

The Subcommittee referred back to the decisions previously taken by the RTC on the preferred option for public rapid transit in central Wellington. We noted that this decision was taken following an extensive joint study - the Wellington Public Transport Spine Study (PTSS) - carried out from 2012-2014, which included consultation with stakeholders and the public. This took a comprehensive look at the options for a high quality public transport spine through central Wellington City. The RTC agreed in 2014 that Bus Rapid Transit (BRT) was the appropriate solution. The RLTP reflects this decision and there is no compelling new reason to change this.

We noted that the RTC decision makes reference to ensuring that any corridor created for BRT through central Wellington is also designed to be suitable for LRT, if at a future date there is a decision to introduce this mode. We also noted that the formal business case process for BRT would need to confirm that this option is economically viable and the best solution for Wellington before construction funding is committed. Further detailed design and analysis

will also enable the concept for BRT in a Wellington context to be refined and more clearly explained to the community to assist in improving the public understanding of what BRT is and how it will be delivered in Wellington.

The options for the future Wellington bus fleet, including whether to retain the trolley bus fleet, was considered as part of the Regional Public Transport Plan (RPTP) process in 2014. Through this process, GWRC resolved not to renew the trolley bus contract when the contract expired in 2017 and to move towards an all-electric bus fleet (introducing hybrid buses as a transitional step). The draft RLTP reflects this decision and there is no new reason to change this.

<b>Recommended amendments to the RLTP</b>
<i>No change required</i>

### 3.6 Cycling

A number of submitters commented on the need for infrastructure improvements to encourage more people to cycle. Submitters noted that the need to address real and perceived safety was crucial. This could be tackled in a number of ways with submitters advocating for fully segregated facilities and the adoption of international best practice design guides. Submitters also called for the development of a regional view of cycling that recognises that cycling journeys, like other modes, cross council boundaries. A number of submitters also felt that the establishment and application of road hierarchies had a role to play in addressing transport conflict and urban form issues.

The Subcommittee recognises that safety is undoubtedly a significant barrier to the uptake of cycling. Addressing this isn't easy given the wide difference in perceptions of safety between existing cyclists and potential cyclists and the need to consider this alongside other transport modes on the network. A key barrier to providing dedicated cycle facilities within urban areas is constrained space and the demand for this space by general traffic, public transport, cycling, walking and on-street parking. We note this is an important matter that local councils need to continue to work through. We also noted that Wellington City Council is currently working on a robust plan for its local cycling network and that the new significant activity proposed for inclusion in the RLTP programme by Wellington City Council called 'Road space reallocation corridor programme' will result in new cycling facilities along key corridors.

We also noted that while the introduction of segregated facilities is appropriate for many situations, international best practice also suggests a number of complimentary approaches before cycling facilities are provided. Measures such as traffic management, on street parking controls, speed management and road space reallocation all have a role to play in how the wider transport network is operated with all road users in mind. Alongside a physical network is the need to establish a broader culture of sharing the road and road user understanding. Integrated promotion and advocacy campaigns are equally critical to creating a safer more pleasant environment for all transport users.

We noted the intention of the NZTA (in partnership with Wellington City Council, Greater Wellington Regional Council and Hutt City Council) to finalise a Network Operating Framework and plans for central Wellington and some suburban centres and the intention to broaden the application of this process to other urban networks in the region. This would define the role and priority of the road network for the different modes and establish a hierarchy of use. This will be of considerable assistance in projects that seek to reallocate road space to one or more modes and to enhance integration of transport and urban form. We encourage other local councils to consider the use of this approach for key sub-regional centres.

We noted that since the draft RLTP had been published the Government's Urban Cycleway Fund had encouraged a number of approved organisations to review their proposed cycling programmes. This has resulted in the proposed addition of a number of significant new cycling projects. These are discussed further in section 3.9 below.

<b>Recommended amendments to the RLTP</b>
<i>Add new text in the Cycling Network chapter of the RLTP which emphasises the importance of a consistent regional approach to addressing cycling needs and development of the cycling network, recognising that many cycling trips cross city and district boundaries.</i>
<i>Add as a priority in the Cycling Network chapter (and other relevant network plans) the application of the Network Operating Framework to assign the role and priority of modes in different urban transport networks for all regional and sub-regional centres.</i>

### **3.7 The role of urban form in creating good transport options and liveable cities**

A number of submitters commented on the need for transport networks to contribute to the liveability of cities. This was particularly mentioned in the context of Wellington City, with pedestrian priority, safe cycling, and electric vehicles being cited as components of a liveable city.

The influence that urban form and land use patterns have on travel patterns and choices was also raised. The Subcommittee noted the importance of integrating land use and transport planning and the role that compact, well designed urban form plays in supporting an efficient and effective transport system.

We noted that the draft RLTP already includes the strategic objective 'A well planned, connected and integrated transport network' and the outcome 'improved land use and transport integration' with an associated measure and target. Also under this strategic objective are a group of policies that specifically support land use and transport integration, compact urban form, and denser development around centres, public transport nodes and key public transport corridors, consistent with the principles in the Regional Policy Statement.

The Subcommittee notes that the region's land use policies seek greater intensification around centres and transport nodes and that this should result in improved land use and transport integration over time.

<b>Recommended amendments to the RLTP</b>
<i>No change required</i>

### 3.8 Inter-regional connections

A number of submitters mentioned the need to retain and strengthen connections to the edge of and across regional boundaries. This was a particular concern for Horizons Regional Council, Kapiti District Council and CentrePort. Requests were made to:

- Support the retention of the Capital Connection
- Investigate the option for a bus service from Levin to Waikanae (via Otaki)
- Support the proposed improvements to State Highways 1 and 2
- Improve public transport links to Otaki

The Subcommittee recognises that the transport network provides for journeys across regional boundaries and issues affecting one region's network can have a significant impact on communities and businesses in other regions. Coordination between regions is important to facilitate safe, effective and efficient inter-regional journeys.

We strongly support the proposed improvements to SH1 and SH2 – this is discussed in section 3.1 above. This is imperative for freight moving to and from the region as well as for other vehicle trips.

We also support KiwiRail retaining the Capital Connection. We do, however, note that the service is not currently returning a profit and the carriages are due for a major overhaul, for which no budget provision has been made. Due to its inter-regional nature, this service is unlikely to qualify for funding from the National Land Transport Fund administered by NZTA. We understand that the Government is currently discussing the future of this service alongside Horizons Regional Council and GWRC.

The desire to strengthen public transport links between Waikanae and Otaki has been a long-standing concern for the local community. The Capital Connection is currently the only rail connection, as the metro rail services terminate at Waikanae (along with the electrification of the rail lines). However, it is noted that a 7 day a week bus service, which offers both peak commuter trips and off-peak trips, is already available between these destinations.

We note that the Regional Rail Plan does consider two longer-term options for this section – (a) electrification to Otaki; and (b) diesel shuttle services to Waikanae, and concludes that option (b) is likely to be preferable due to cost.

Rail Scenario B (RSB), which is currently not funded, anticipates that the implementation of any shuttle service would be a response to demand significantly beyond current levels for public transport services along this route. Such shuttle services would be able to feed into the main network in an almost seamless manner through integrated transfers.

The consideration of this issue is appropriately dealt with by GWRC and it will be referred to them. The consideration of inter-regional bus services between Levin, Otaki and Waikanae is closely related and will also be referred to GWRC, noting that Horizons Regional Council is currently considering options for inter-regional bus services between Levin and Waikanae which includes greater use of the Inter-City coach service which already runs between these destinations and on into Wellington City.

Recommended amendments to the RLTP
<i>No change required</i>

### 3.9 Changes to activities in the 6 year programme requested by Approved Organisations

The Subcommittee have been advised by some of the approved organisations (i.e. local councils and NZ Transport Agency (Highways and Network Operations)) of a number of proposed changes to the activities included in the RLTP programme. These changes to activities are a result of further development of council Long Term Plans or other internal processes. Most of the changes are minor alterations to the individual annual financial forecasts as councils confirm their Long Term Plans. Some changes are more substantial and have been set out below.

Proposed AO amendment	Subcommittee recommendations
<p><b>Committed activities</b></p> <p>Two variations to the RLTP 2012 - 2015 have been approved by the RTC and GWRC. These bring forward projects to commence work in 2014/15.</p> <p>These projects are the:</p> <ul style="list-style-type: none"> <li>• SH2 Rimutaka Hill Guardrails</li> <li>• SH2 / SH58 Interchange Improvements</li> </ul>	<p>Add SH2 Rimutaka Hill Guardrails; and SH2 / SH58 Interchange Improvements projects to the committed activity category.</p> <p>Amend significant activities for SH2 Rimutaka Hill Programme and SH2 Corridor Programme to reflect changes in costs.</p>
<p><b>Significant activities</b></p> <p>Four new significant activities have been identified by Wellington City Council and Hutt City Council. These are the projects titled:</p> <ul style="list-style-type: none"> <li>• Road Space Reallocation Corridor Programme (Wellington)</li> <li>• Adelaide Road Improvements (including</li> </ul>	<p>Add Road Space Reallocation Corridor Programme (Wellington); Adelaide Road Improvements; Wainuiomata Hill Cycling; Eastern Bays Roding Protection (Seawall) including shared path projects to the significant activities category.</p> <p>Prioritise these projects as follows:</p>

Proposed AO amendment	Subcommittee recommendations
<p>cycling and public transport improvements)</p> <ul style="list-style-type: none"> <li>• Wainuiomata Hill Cycling</li> <li>• Eastern Bays Roding Protection (Seawall) including shared path</li> </ul> <p>Three of these projects are eligible for matched Urban Cycleway Funds (Road Space Reallocation Corridor Programme, the Wainuiomata Hill Cycling project and the Eastern Bays Roding Protection (seawall and shared path)</p> <p>These new significant activities have been assessed in accordance with the agreed prioritisation methodology (see section 3.10 below).</p>	<ul style="list-style-type: none"> <li>• Rank 8 - Road Space Reallocation Corridor Programme)</li> <li>• Rank 9 - Adelaide Road Improvements</li> <li>• Rank 14 - Eastern Bays Roding Protection (seawall and shared path)</li> <li>• Rank 15 - Wainuiomata Hill Cycling project.</li> </ul>
<p><b>LED Street lighting upgrades</b></p> <p>Six additional LED lighting schemes have been proposed for:</p> <ul style="list-style-type: none"> <li>• Carterton</li> <li>• Masterton</li> <li>• Wellington</li> <li>• Kapiti Coast</li> <li>• Porirua</li> <li>• Upper Hutt</li> </ul> <p>The Subcommittee notes that councils in the region have been encouraged to consider upgrading their existing street light systems and assets and to move towards a LED based system.</p>	<p>Add LED lighting projects for Carterton; Masterton; Wellington; Kapiti Coast; Porirua and Upper Hutt to the non-prioritised activities category.</p>
<p><b>Level Crossing Upgrades</b></p> <p>KiwiRail working with councils in the region has identified a number of level crossings across the region that requires level crossing alarm system upgrades to improve safety. As a result a number of level crossing upgrade projects have been proposed by:</p> <ul style="list-style-type: none"> <li>• Carterton</li> <li>• Masterton</li> <li>• South Wairarapa</li> </ul>	<p>Add level crossing upgrades for Carterton; Masterton; and South Wairarapa to the non-prioritised activities category</p>
<p><b>Rail station upgrades</b></p> <p>GWRC has separated the rail station upgrades element from the larger regional rail plan - RS1 significant activity and added this to the list of non-prioritised activities as a separate project.</p>	<p>Add Rail Station Upgrades to the non-prioritised activities category.</p> <p>Amend RS1 Regional Rail Plan significant activity to reflect changes in costs and scope.</p>

Proposed AO amendment	Subcommittee recommendations
<p><b>Urban Cycleway Fund</b></p> <p>A number of cycling projects are proposed to be added in response to the Urban Cycleway Fund (UCF), these include projects in the following areas:</p> <ul style="list-style-type: none"> <li>• Hutt City (4 projects)</li> <li>• Kapiti Coast</li> <li>• Wellington</li> <li>• South Wairarapa</li> <li>• Porirua (2 projects)</li> </ul> <p>In addition the “Wellington to Hutt Valley cycleway / walkway / resilience project” significant activity (joint NZTA – WCC – HCC – GWRC) has been added to the proposed UCF funded projects.</p>	<p>Add cycling projects for Hutt City (4 projects); Kapiti Coast; Wellington; South Wairarapa; and Porirua (2 projects) to the non-prioritised activities category.</p> <p>Amend the Wellington to Hutt Valley cycleway / walkway / resilience project significant activity to note proposed funding from the Urban Cycleway Fund.</p>

#### **Recommended amendments to the RLTP**

*Incorporate the changes to activities advised by approved organisations in the final RLTP programme.*

### **3.10 Prioritisation of significant activities**

The RLTP submission form asked submitters to what extent they agreed with the prioritised list of significant activities and asked them to identify what they considered to be the top three priority projects in the region. The Subcommittee also heard views on priorities through the oral submissions.

Of the draft list of prioritised significant activities (16 projects), the three projects collectively identified by submitters as being in the top three were:

- Ngauranga to Petone cycle / walkway
- Wellington Integrated Fares and Ticketing
- Regional Rail Plan RS1

The Subcommittee noted that these three projects reflect the strong support for cycling and public transport through many submissions. We discussed the prioritised list of significant activities and the feedback from submissions overall.

We felt that the strong support for the ‘Ngauranga to Petone cycle / walkway’ project justified elevating this to Rank 5 in the list of significant activities from its previous position in the draft list of Rank 10. This reflects the continued importance of this cycle/walking route (it was Rank 2 in the 2012/15 RLTP) which fills an identified strategic gap in the network and has significant safety

benefits. It also reflects the importance of this project for improving resilience to both Low Impact High Probability events and High Impact Low Probability events along this key transport and lifeline corridor, as well as providing an opportunity to future-proof this key transport corridor.

We also recommend that this project be renamed the ‘Wellington to Hutt Valley cycleway/walkway and resilience project’ to better reflect the outcomes sought.

As a result of advice from approved organisations (outlined in section 3.9 above), four new significant activities are recommended to be added to the list of significant activities. These are:

- Road Space Reallocation Corridor Programme (Wellington)
- Adelaide Road Improvements (including cycling and public transport improvements)
- Eastern Bays Roding Protection (Seawall) including shared path
- Wainuiomata Hill Cycling Facilities

Officers provided information to show how these new projects would be ranked within the list of significant projects when the agreed prioritisation methodology was applied. The Subcommittee discussed these four new projects and their position in the prioritised list and we agreed that the proposed position of each of these new projects in the prioritised list of significant activities was appropriate.

Our recommended list of prioritised significant activities is set out in the table below:

Priority Rank	Project name
1	Kapiti Road Relief Route
2	SH2 Corridor Improvements (Ngauranga to Upper Hutt)
3	SH1 / SH2 Petone to Grenada Link Road
4	Wellington City BRT infrastructure improvements
5	<b>Wellington to Hutt Valley Cycleway/Walkway/Resilience</b>
6	Wellington RoNS SH1 Mount Vic Tunnel Duplication
7	SH2 Rimutaka Safety Programme
8	SH58 Safe System (Grays Rd to SH2)
9	<b>Road Space Reallocation Corridor Programme</b>

10	<b>Adelaide Road Improvements</b>
11	Cross Valley Link
12	Regional Rail Plan - RS1
13	Wellington Integrated Fares and Ticketing
14	<b>Eastern Bays Roading Protection (Seawall) including Shared Path</b>
15	<b>Wainuiomata Hill Cycling Facilities</b>
16	Wellington RoNS Peka Peka to Otaki Expressway
17	Wellington Port Access Programme
18	Wellington RoNS Terrace Tunnel Duplication
19	Wellington Regional Resilience Programme
20	SH2 Moonshine Hill Rd - Gibbons Safety Programme

#### **Recommended amendments to the RLTP**

*Elevate the 'Wellington to Hutt Valley cycleway/walkway and resilience project' to Rank 5 in the list of significant activities*

*Add the four new significant activities proposed by Hutt City Council and Wellington City Council at rank 9, 10, 14, and 15 as shown in the table above.*

### **3.11 Detailed amendments to the draft Regional Land Transport Plan**

A number of detailed amendments to the RLTP are recommended by the Subcommittee as a result of consideration of submissions. These are primarily aimed at improving the clarity and accuracy of the final document. The recommended changes are set out below, listed under the section of the document to which they relate.

<b>Reason for change</b>	<b>Recommended amendments (in bold)</b>
<b>POLICY FRAMEWORK</b>	
<b>Section B) Transport network pressures and issues</b>	
Strengthen the importance of inter-regional issues in the introduction	Page 14, new para 4 and Section 19, page 171, beginning of para 19.1, ' <b>Many trips (particularly for freight and tourism purposes) travel between the Wellington region and</b>

Reason for change	Recommended amendments (in bold)
	<i>adjoining regions in New Zealand. The transport network provides for journeys across regional boundaries and issues affecting one regions network can have a significant impact on communities and businesses in other regions. Coordination between regions is important to facilitate safe, effective and efficient inter-regional journeys’.</i>
Reflect the limited local road access and vulnerability of Stokes Valley as part of the resilience discussion.	Page 16, paragraph 3, ‘In Lower Hutt, access to a number of suburbs could be severed due to limited (and sometime vulnerable) local road access – for example, Wainuiomata, <b>Stokes Valley</b> and Eastbourne’.
Recognise that access to the airport for freight is an important consideration.	Page 24, paragraph 3 - ‘ <b>While as a percentage of total freight tonnage, freight to/from Wellington Airport is currently low, the time-critical nature of air freighted goods means that effective and reliable road access to the airport for freight is important.</b> ’
Reflect the vulnerability of the rail network at Petone and at Pukerua Bay to Paekakariki and improve linkages with chapter 13 – ‘Network Resilience’.	Page 16, para 6. ‘ <b>Similarly, the NIMT railway line between Pukerua Bay and Paekakariki, and the Wairarapa railway line between Ngauranga and Petone are vulnerable to these hazards.</b> ’
<b>Section D) Objectives and outcomes</b>	
Strengthen the link between the RLTP vision and the strategic objectives and outcomes by repeating the RLTP Vision in Section D.	Page 32, add new 1st paragraph. ‘ <b>The RLTP vision is ...</b> ’  Amend existing first para ‘ <b>Figure 11</b> shows the connection between the problems faced by the region’s transport network, the benefits of addressing the problem, <b>and</b> the strategic objectives and outcomes sought <b>to move towards this vision.</b> ’  Page 33, Figure 11. Add RLTP vision to the diagram.
<b>Section E) Targets and measures</b>	
Present separately the walking targets/measures and cycling targets/measures.	Page 40, ‘Increased mode share for pedestrians and cyclists’, split the ‘measures’ into two rows.
Reflect the changes to cycling mode share targets recommended by the Hearing Subcommittee in section 3.3 of this report.	Page 40, replace bullet 4 with ‘ <b>Significant planned investment in cycle infrastructure in Wellington City and other parts of the region over the next three years to align with national funding available through the Urban Cycleway</b> ’

Reason for change	Recommended amendments (in bold)
	<p><b><i>Fund is expected to generate good increases in cycle use.</i></b></p> <p>Amend bullet 6 ‘The 2025 targets for increasing walking/cycling mode share are equivalent to the following percentage increases in trips: ... <b>75%</b> increase in cycling trips’. Amend in relation to both the journey to work trips and Wellington CBD cordon.</p>
<p>Update the text relating to the targets for ‘Improved reliability of the strategic road network’ and ‘Improved freight efficiency’ to reflect a recent notification from NZTA regarding the cancellation of their bi-annual travel time surveys, that were to form the basis of monitoring progress towards these outcomes, to be replaced with a new method of measuring travel speed and travel speed variability on the strategic road network and across important regional freight routes.</p>	<p>Page 36, 2025 Target column: Delete text ‘<del>to +/- 10.5%</del>’</p> <p>Comment/rationale column: Replace the second bullet with ‘<b><i>The six strategic routes for monitoring of this target are as follows: ...</i></b>’</p> <p>Comment/rationale column: Replace third bullet with ‘<b><i>New Bluetooth technology is likely to present the opportunity to expand the coverage of the monitoring programme, to include areas of the region such as Wairarapa, whilst also improving the quality and reliability of the data</i></b>’</p> <p>Page 37, 2025 Target column, second row: Delete text ‘<del>to +/- 7.9%</del>’</p> <p>Comment/rationale column: Amend third bullet ‘The <del>current</del> surveyed routes...’</p> <p>Comment/rationale column: Add new fourth bullet ‘<b><i>New Bluetooth technology is likely to present the opportunity to expand the coverage of the monitoring programme, to include areas of the region such as Wairarapa, whilst also improving the quality and reliability of the data</i></b>’</p>
<b>Section F) Policies</b>	
<p>Reflect the importance of consideration of cycling and walking needs within road upgrade projects in addition to new road projects.</p>	<p>Page 44, WC4. ‘New <b>and upgraded</b> roads will include appropriate infrastructure design to facilitate safe and attractive walking and cycling trips’</p>
<p>Broaden policy to cover ‘safety’ generally rather than ‘road safety’.</p>	<p>Page 43, RS4. ‘<b>Safety</b> will be an important consideration when prioritising the maintenance and improvement of the transport network.’</p>
<b>CORRIDOR STRATEGIES</b>	
<b>Ngauranga to Airport Corridor Strategy</b>	

Reason for change	Recommended amendments (in bold)
<p>Strengthen the reference to safety, particularly in regards to higher pedestrian volumes/safety issues in the Ngauranga to Airport corridor strategy</p>	<p>Page 51, section 1.1, Long term strategic vision for the Ngauranga to Airport Corridor: ‘Passenger transport will provide a very high quality, reliable and safe service along the Wellington City growth spine and other key commuter routes. <b><i>The local street network will provide a safe, attractive and accessible environment for pedestrians and cyclists, particularly through the Golden Mile and Wellington City CBD.</i></b>’</p> <p>Page 51, section 1.2: at the end of existing para: Add <b><i>‘Pedestrian and cyclist activity is particularly high along the Golden Mile, waterfront and through Wellington City CBD.’</i></b></p> <p>Page 51, section 1.5, third bullet: ‘inter-connected, <b><i>safe</i></b>, and convenient local streets, walking, cycling and passenger transport networks.’</p> <p>Page 52, figure 14, Key: ‘Activity streets – pedestrian <b><i>safety</i></b>, amenity and connectivity a priority.’</p>
<p><b>Western Corridor Strategy</b></p>	
<p>Highlight the north-south junction bottleneck on the railway network as part of the problem definition in the Western Corridor Strategy</p>	<p>Page 55, section 2.3 The Problem, second para, new second sentence: <b><i>‘The single-track steeply-graded section of the NIMT railway line between Pukerua Bay and Paekakariki presents a pinch-point in the rail network, resulting in a capacity and frequency constraint on passenger transport and freight services.’</i></b></p>
<p>Include references to inter-regional freight task</p>	<p>Page 55, section 2.2 Context: ‘This transport corridor is the primary route for inter-regional freight and tourism trips <b><i>to and</i></b> from the north, connecting <b><i>through</i></b> to Wellington City, the port and airport’.</p>
<p><b>Wairarapa Corridor Strategy</b></p>	
<p>Add missing references to Featherston and Carterton</p>	<p>Map on page 64, Figure 17 Strategic Principles – Wairarapa Corridor. Add icons to identify ‘safe and attractive walking and cycling routes, linking local networks’ in <b><i>Featherston</i></b> and <b><i>Carterton</i></b> townships.</p>
<p><b>NETWORK PLANS</b></p>	
<p><b>Public transport network</b></p>	
<p>Highlight the short term priority</p>	<p>Page 77, Figure 21. Under ‘Rail network’,</p>

Reason for change	Recommended amendments (in bold)
for expanding park and ride capacity at Waikanae and Paraparaumu.	‘Expand park and ride facilities and improve stations’, first para: ‘Short term priorities include park and ride expansions at Tawa, Porirua, Petone, <b>Paraparaumu and Waikanae</b> stations’.
Add missing reference to Ōtaki	Page 75, Figure 20 ‘Wellington’s future public transport network’, add ‘ <b>Ōtaki</b> ’ to the map.
<b>Strategic road network</b>	
Recognise the role of SH58 in providing links for traffic between Hutt Valley and Porirua/ further north.	Section 8.3, page 82, third para, second bullet ‘SH58 <b>provides links for traffic between the Hutt Valley and SH1 (Porirua and to the north). However, it</b> is located further north than the key employment and freight generating centres of Hutt City and Seaview and does not provide for efficient trips between these areas and centres in North Wellington/Porirua’.
Add missing reference	Page 80, Figure 22 Wellington Region Strategic Road Network map, add Kapiti Coast Airport map symbol.
<b>Freight network</b>	
Reflect the fact that limited connectivity between SH2 and SH2 provides limited options for longer distance freight movements.	Page 89, under heading ‘Infrastructure Constraints’, first paragraph - ‘Limited connectivity between SH1 and SH2 affects the efficiency <b>of intra-regional freight movements between regional centres as well as the options available for longer distance inter-regional freight movements. This will improve when the Transmission Gully Motorway and the Petone to Grenada Road are operational</b> ’.
Recognise that access to the airport for freight is an important consideration.	Page 90, paragraph 5 - ‘Airport capacity <b>and access</b> . Wellington International Airport currently handles a low volume of freight and, while expected to grow, it will continue to be a relatively minor part of the overall freight task. <b>However the time-critical nature of air freighted goods means that effective and reliable road access to the airport for freight is important</b> ’.
Add missing reference	Page 88, Figure 24 Wellington Region Freight Network map; add ‘Kapiti Coast Airport’ as a map symbol.
<b>Walking network</b>	
Reference the NZ Pedestrian Planning and Design Guidelines	Page 98, Figure 30, under heading ‘Network Development’, ‘Level of service’, second

Reason for change	Recommended amendments (in bold)
for development of walking facilities.	sentence ‘Improvements to the walking network will be constructed in accordance with best practice guidance...’ add a footnote ‘ <b>Refer NZTA Pedestrian Planning and Design Guide</b> ’.
Add missing reference	Page 97, Figure 29, Amend graph title to ‘Pedestrian casualties 2000-2013 - <b>Wellington region</b> ’
<b>Cycling network</b>	
Clarify that the section of Western Lake Road between Cross Creek and Featherston <u>is</u> seen as warranting improvements such as a dedicated/off-road facility to reflect growing use by families and tourists of the Rimutaka Cycle Trail.	Page 102, paragraph 6, ‘Some exceptions were identified where no specific facility is provided but where the adjacent traffic environment/speed or low level traffic volumes would make a dedicated cycle facility a lower priority in the context of the wider regional transport network. For example: [fourth bullet] - Western Lake Road ( <b>except the section between Featherston and Cross Creek</b> )’
Add missing reference	Page 105, Figure 33, Amend graph title to ‘Cyclist casualties 2000-2013 - <b>Wellington region</b> ’
Reflect new project	Page 103, Figure 32, Add a branch of the strategic cycle network to reflect the Wainuiomata Hill Road – to recognise this as a strategic link to an entire community where there are currently gaps in the network, to be addressed by proposed new cycle infrastructure projects put forward by HCC.
<b>OTHER ACTION AREAS</b>	
<b>Road safety</b>	
Improve clarity	Page 112, Figure 36 key, show ‘Total Injuries’ bars key on one side and ‘Injuries per capita’ line key on the other side.
Reflect safety issues around rail level crossings	Page 116, para 3, new bullet under heading ‘Safe roads and roadsides’ - ‘ <b>Rail level crossings - improving the safety of rail level crossing to reduce the risk of conflict between road vehicles and trains by identifying level crossings in the region that require alarm system upgrades or other safety improvements</b> ’.
<b>Network Resilience</b>	

Reason for change	Recommended amendments (in bold)
Add reference to flooding risk	Page 119, Section 13.3, fourth para. ‘Sections of SH58 and Grays Road, which provide a strategic east-west link within the region, are also low lying and vulnerable to slips <b>and flooding</b> ’
Add reference to tunnels	Page 123, Section 13.6, key priority bullet 1 ‘Improving the security of existing strategic corridors and routes’ - ‘Carry out seismic strengthening of road/rail bridges, <b>tunnels</b> and embankments/cuttings on key strategic routes’
Add reference to Kapiti Coast Airport	Page 120, Figure 40 and 41 – change ‘Paraparaumu Airport’ to <b>‘Kapiti Coast Airport’</b> .
<b>Travel demand management</b>	
Clarify that 30% of peak period passengers, not all day passengers arrive at Wellington Railway Station during a 15 minute window.	Page 125, section 14.3, third bullet, to read <b>‘30% of rail passengers arriving at Wellington Railway Station in the morning peak period do so within a 15 minute window’</b> .
<b>REGIONAL PROGRAMME</b>	
<b>Significant transport activities</b>	
Amend project name as requested by Hearing Subcommittee	Pages 137, 156, 159, 161, 163, 165, 166, 168, 169, amend project name of the ‘Ngauranga to Petone Cycleway/walkway’ to <b>‘Wellington to Hutt Valley cycleway / walkway / resilience project’</b> .
Amend project name to avoid confusion with Takapu Link Road	Pages 138, 156, 162, 163, 165, 166, 169, amend project name of the ‘Petone to Grenada Link Road’ to <b>‘Petone to Grenada Road’</b> .
Update project funding information related to Urban Cycleway Fund	Page 175 under ‘Other Funding Sources’, reflect the updated information on the Urban Cycleway Fund and identify those projects in the region that have now been identified to benefit from this fund.
<b>Other</b>	
Correct name of Transmission Gully Motorway	Pages 56, 81, 83, 118 and 123, amend all references to Transmission Gully project to <b>‘Transmission Gully Motorway’</b>
Terminology changes to reflect	Pages 139, 140, amend references to IRS to <b>IAF</b>

Reason for change	Recommended amendments (in bold)
NZTA has replaced its Investment and Revenue Strategy (IRS) with an Investment Assessment Framework (IAF).	
<b>APPENDICES</b>	
<ul style="list-style-type: none"> <li>Update Appendix D to include a summary of the consultation</li> </ul>	
<ul style="list-style-type: none"> <li>Update Appendix E, Table C to reflect the changes between draft and final GPS 2015</li> </ul>	

### 3.12 Matters referred to other agencies

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

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

Detailed matters relating to local roads in a specific area will be forwarded to the relevant local council. Specific operational issues relating to the state highway network will be forwarded to the NZ Transport Agency. Specific matters relating to operation of the public transport network, including those about specific routes or services, will be forwarded to Greater Wellington's Public Transport Group. Details of the issues raised and to whom the referral will be directed are provided below:

Referral	Issue raised	Submitter number
<b>Referral to GWRC public transport team (Infrastructure).</b>	Weather protection of bus and train stops. Installation of a bus-stop near or outside Rita Angus Retirement Village (city bound) by relocating Stop 7327 slightly further north nearer the Coutts St intersection and adding a shelter.	3
<b>Referral to GWRC public transport team (Rail).</b>	Support for the retention of the Capital Connection service. Additional park and ride facilities at Waikanae and Paraparumu coordinated with the current town centre planning processes and revocation for the current SH1. Additional commuter parking at Johnsonville Station. Improved services to Wairarapa, weekend buses to Martinborough, rail carriage for bikes on weekends.	62, 169, 312, 440, 508, 509, 524, 531

<b>Referral</b>	<b>Issue raised</b>	<b>Submitter number</b>
	Re-opening of Kaiwharawhara rail station.	
<b>Referral to GWRC public transport team (Bus).</b>	<p>New or amended bus route and shelter to provide better access to SPCA animal welfare headquarters at 140 Alexandra Road, Newtown.</p> <p>Improved bus services in Otaki.</p> <p>Investigate joint bus service connecting Levin and Waikanae - leveraging off the existing Otaki service.</p> <p>Sunday bus service for access to regional parks, providing access to different parks each Sunday.</p> <p>Free transfers across the Snapper card network.</p>	184, 440, 509, 530, 563
<b>Referral to GWRC public transport team. (Ferry).</b>	Regular commuter ferry route from Petone to the CBD (with park and ride / bike lockers).	513
<b>Referral to GWRC public transport team. (Cable Car).</b>	Incorporating the Cable Car into the Metlink transport network (thereby permitting NLTP funding of the cable car service) by 2017.	385
<b>Referral to HCC.</b>	Improvement of cycle network and safe cycle links to and along Eastern Hutt Road, the eastern Hutt Valley and the suburbs of Stokes Valley, Wingate, Naenae, Waterloo.	306
<b>Referral to NZTA.</b>	Continuous cycle path on one side of Karo Drive.	513
<b>Referral to WCC (Cycling).</b>	<p>Prepare costed urban cycling network plan/s (including priorities, and network hierarchy), e-bike &amp; motorbike strategy</p> <p>Better cycling access to footpaths near Te Papa</p>	513, 519, 530
<b>Referral to WCC (Pedestrian).</b>	<p>Provision of safe crossing facilities at Onslow Rd intersection.</p> <p>Connect Garrett Street to Victoria Street as a pedestrian/cycle thoroughfare.</p>	513
<b>Referral to WCC (Transport Planning).</b>	<p>Better access to and from the ASB Centre in Kilbirnie for public transport, pedestrians and cyclists.</p> <p>Clarity around role and function of the local road network in and around the Thorndon Quay / Aotea Quay area.</p>	527, 530
<b>Referral to the RTC Technical Advisory Group and NZTA Central Region Asset Managers Liaison Group.</b>	DOC requested the opportunity to partner with the councils and NZTA in the region in order to develop an AMP consistent with local practices.	514

## 4. Summary of recommendations

The Hearing Subcommittee's recommendations are as follows:

- Include new text in the 'Introduction' to the RLTP (page 5) to explain the funding allocation process.
- Include new text in the 'Introduction' to the RLTP (page 5) to explain the role of the RLTP, the RTC and Approved Organisations.
- Amend the cycling mode share targets for 'Journey to work trips by bike (census)' from 3.7% to 4.6% by 2025 and 'cycling trips crossing the Wellington CBD cordon' from 3.6% to 4.6% by 2025.
- Recommend that the RTC Chairperson write to Government requesting consideration of additional road pricing and demand management tools through legislative changes, and that RTC approach Auckland Council to discuss a joint approach to the Government on road pricing and demand management tools.
- Notes that the proposed project in the draft RLTP programme 'Travel Demand Management in Wellington CBD – Programme Business Case' will be an important project to progress the potential use of long stay commuter parking charges and parking supply as a demand management tool for vehicle trips to and from the Wellington City CBD in the next 3 years.
- Support the continued implementation of a travel demand management programme across the region
- Add new text in the Cycling Network chapter of the RLTP to emphasise the importance of a consistent regional approach to addressing cycling needs.
- Add as a priority in the Cycling Network Plan, Strategic Roads Network Plan and Public Transport Network Plan the application of a Network Operating Framework to assign the role and priority of modes in different urban transport networks for all regional and sub-regional centres.
- Include the changes to activities advised by approved organisations, set out in Section 3.9 of this report, in the final RLTP programme.
- Elevate the 'Wellington to Hutt Valley cycleway/walkway and resilience project' to rank number 5 in the prioritised list of significant activities
- Include the following four new significant activities listed in section 3.9 of this report in the final RLTP programme as:
  - rank 9 - Road Space Reallocation Corridor Programme (Wellington)
  - rank 10 - Adelaide Road Improvements
  - rank 14 - Eastern Bays Roading Protection (Seawall) including shared path
  - rank 15 - Wainuiomata Hill Cycling Facilities
- Amend the RLTP to reflect the detailed amendments listed in section 3.11 of this report
- Refer submissions relating to matters outside the scope of the RTC's discretion to the relevant agency, as listed in section 3.12.

Cr. Paul Swain

**Chair RLTP Hearing Subcommittee**