



greater WELLINGTON
REGIONAL COUNCIL
Te Pane Matua Taiao

If calling please ask for: Democratic Services

19 April 2018

Regional Transport Committee

Order Paper for meeting to be held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on:

Tuesday, 24 April 2018 at 10.00am

Membership of Committee

Cr Donaldson (Chair)	Greater Wellington Regional Council
Cr Laidlaw (Deputy)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council
Mayor Guppy	Upper Hutt City Council
Mayor Gurunathan	Kapiti Coast District Council
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Tana	Porirua City Council
Mayor Wallace	Hutt City Council
Cr Calvi-Freeman	Wellington City Council
Emma Speight	New Zealand Transport Agency

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

Regional Transport Committee

Order Paper for Meeting to be held on Tuesday, 24 April 2018 in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington at 10.00am

Public Business

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6. Regional Land Transport Plan 2015 mid-term review – submissions and draft update document	Report 18.128 (Attachment 3 circulated separately)	9
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9. NZTA projects update (including update on the draft Investment Assessment Framework and draft State Highway Investment Proposal)	Oral	
10. Other central government developments update (Regional Fuel Tax, KiwiRail)	Oral	
11. Proposed variation to the Wellington Regional Land Transport Plan 2015: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments	Report 18.131	70



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Please note that these minutes remain unconfirmed until the Regional Transport Committee meeting on 24 April 2018.

Report 18.85

13/03/2018

File: CCAB-16-231

Public minutes of the Regional Transport Committee meeting held in the Council Chamber, Greater Wellington Regional Council, Level 2, 15 Walter Street, Te Aro, Wellington on Tuesday 13 March 2018 at 10:06am.

Present

Cr Barbara Donaldson (Chair)	Greater Wellington Regional Council
Cr Chris Laidlaw (Deputy)	Greater Wellington Regional Council
Mayor Booth	Carterton District Council (from 10:21am)
Cr Calvi-Freeman	Wellington City Council
Mayor Guppy	Upper Hutt City Council (from 10:49am)
Mayor Gurunathan	Kapiti Coast District Council (until 11:12am)
Mayor Napier	South Wairarapa District Council
Mayor Patterson	Masterton District Council
Mayor Tana	Porirua City Council (from 10:57am)
Mayor Wallace	Hutt City Council
Emma Speight	New Zealand Transport Agency
Cr Ross Leggett (alternate for PCC)	Porirua City Council (until 10:57am)

Public Business

1 Apologies

Moved

(Mayor Napier/Emma Speight)

The Committee accepts the apologies for lateness from Mayor Booth, Mayor Guppy and Mayor Tana and early departure from Mayor Gurunathan.

The motion was **CARRIED**.

2 **Conflict of Interest declarations**

There were no declarations of conflict of interest.

3 **Public Participation**

There was no public participation.

4 **Confirmation of the minutes of 21 November 2017**

Moved

(Mayor Patterson/Mayor Napier)

That the Committee confirms the minutes of 21 November 2017, Report 17.468.

The motion was **CARRIED**.

5 **Draft Government Policy Statement update**

Oral presentation

David Eyre, Principal Analyst, Ministry of Transport, updated the Committee on the Draft Government Policy Statement on Land Transport for 2018 (Draft GPS). He advised that the draft document will be released near the end of March and will be out for engagement for four weeks. The final GPS goes to Cabinet in June.

David Eyre advised the Committee that following this there will be another GPS that will incorporate even broader changes. Mr Eyre also drew the committee's attention to the Safety Summit being held by the Minister of Transport on 9 April 2018. This will discuss the GPS and the road safety strategy.

Mayor Booth arrived at the meeting at 10:21am during item 5.

6 **Let's Get Wellington Moving programme update**

Oral presentation

Barry Mein, Programme Director, Let's Get Wellington Moving, gave an oral report to the Committee advising them that a Feedback Report was being publicly released today. He also outlined the main themes arising from feedback on the various scenarios the public had been provided with.

7 **Public Transport Transformation Programme Update**

Oral presentation

Deb Hume, Public Transport Transition Programme Director, gave an oral report to the Committee. This covered the new Metlink network and the up-coming changes. It was

confirmed for the Committee that from 15 July 2018 all buses operating will be wheelchair accessible.

Mayor Guppy arrived at 10:49am during item 7.

Mayor Tana arrived at 10:57am during this item 7, as alternate Cr Leggett left the table.

Mayor Gurunathan left the meeting at 11:12am prior to item 8.

8 **NZTA projects update**

Oral presentation

Emma Speight, Regional Relationships Lower North Island Director, NZTA, gave an oral report to the Committee on NZTA projects, including an update on the National Land Transport Programme. The NZTA Board meets in April.

9 **Regional Land Transport Plan update**

Oral presentation

Helen Chapman, Senior Transport Planner, gave an oral report to the Committee on the draft GPS and a summary of RLTP submissions. Helen advised the committee that there will be a report in April with detailed analysis of submissions and that one submitter wishes to speak at the April meeting.

10 **Progress report on projects in the Regional Land Transport Plan 2015**

Harriet Shelton, Manager, Regional Transport Planning, spoke to the report.

Report 18.45

File: CCAB-16-223

Moved

(Mayor Napier/Mayor Tana)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

The motion was **CARRIED**.

11 **Proposed variation to the Wellington Regional Land Transport Plan 2015: State Highway LED Street Lighting Conversion**

Harriet Shelton, Manager, Regional Transport Planning, spoke to the report.

Report 18.46

CCAB-16-225

Moved

(Mayor Patterson/Cr Calvi-Freeman)

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to recommend to Greater Wellington Regional Council that the Regional Land Transport Plan 2015 be varied to include the proposed activities in Attachment 1 of this report.*

The motion was **CARRIED**.

The meeting closed at 11:50am.

B Donaldson
(Chair)

Date:



Report 18.110
Date 03 April 2018
File CCAB-16-240

Committee Regional Transport Committee

Action items from previous Regional Transport Committee meetings

[Attachment 1](#) lists items raised at Regional Transport Committee meetings that require actions or follow-ups from officers. All action items include an outline of current status and a brief comment. Once the items have been completed and reported to the Committee they will be removed from the list.

No decision is being sought in this report. This report is for the Committee's information only.

Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*

Attachment 1: Action items from previous Regional Transport Committee meetings

Regional Transport Committee

Meeting date	Action point	Status and comment
28 March 2017	<p>Noted</p> <p><i>Officers to investigate arranging a meeting with Horizons Regional Council RTC members to discuss inter-regional transport issues.</i></p>	<p>Status: <i>Awaiting action</i></p> <p>Comments:</p> <p>Officers from both Councils to meet to discuss mutual issues and preferred process.</p>
13 March 2018	<p>Noted</p> <p>Deb Hume (or a member of the Public Transport Transformation Programme) will provide the committee with briefings on the Public Transport impact to Otaki and the Wairarapa.</p>	<p>Status: Completed</p> <p>Comments:</p> <p>Officers have provided updates at the Combined Wairarapa Forum about the public transport impact in the Wairarapa. Information has also been provided by email to the relevant Mayors.</p>



Report 2018.128
Date 13 April 2018
File CCAB-16-251

Committee Regional Transport Committee
Author Anke Kole, Strategic Advisor
Helen Chapman, Senior Transport Planner

Regional Land Transport Plan 2015 mid-term review – submissions and draft update document

1. Purpose

This report provides an update on work carried out as part of the Regional Land Transport Plan 2015 (RLTP) mid-term review, particularly the findings of the recent targeted consultation, the draft update document and related (central government) developments.

2. Background

The Land Transport Management Act (LTMA) requires that an interim review of the RLTP is completed during the six months before the end of the third year of the RLTP. The NZ Transport Agency (NZTA) requires a variation to the RLTP, including the 2018-21 regional programme, to be submitted to the NZTA by the end of June 2018¹.

At its November 2017 meeting the RTC agreed to carry out targeted consultation on the significant prioritised activities in the draft RLTP programme 2018-21 (Report 17.458).

3. Central government direction

3.1 The new draft Government Policy Statement on Land Transport

The Government is currently consulting on its new draft Government Policy Statement on Land Transport (GPS) 2018. The draft GPS sets a new strategic direction. Safety and access (including resilience) are the key strategic priorities with environment and value for money being supporting strategic priorities.

¹ This is a change to the original timeline. In November 2017 the Minister of Transport advised his intention to revise the Government Policy Statement on Land Transport 2018. This letter was tabled at the November 2017 RTC meeting. Consequently the NZTA advised that the final RLTP updates are now due by the end of June 2018 rather than the originally planned end of April 2018 deadline, to provide Approved Organisations with an extended window to review their RLTPs in light of the redrafted GPS.

The LTMA requires that the RLTP is consistent with the GPS. Officers have carried out an initial assessment of the alignment between the RLTP and the draft GPS, and concluded that the RLTP policy framework (including updates discussed during the RLTP mid-term review) is overall well-aligned with the direction of the new GPS.

More detailed information on the draft GPS can be found in Report 2018.136, which includes a draft submission for RTC's consideration.

3.2 Redrafted Investment Assessment Framework and State Highway Investment Proposal

As a consequence of the new government direction provided through the draft GPS, the NZTA has redrafted its Investment Assessment Framework (IAF). The IAF is used to assess and prioritise projects and programmes for inclusion in the National Land Transport Programme. It is reflected in the Regional Programme Prioritisation Methodology, which is used to prioritise the significant activities in the RLTP. Officers will reassess the activities in the regional programme, using the guidance provided by the NZTA.

The new government direction also led to a redraft of the NZTA's State Highway Investment Proposal (SHIP).

The NZTA will provide a high-level update on the draft SHIP and draft IAF at the meeting.

3.3 Impact of these changes on further work on the draft regional programme

Changes to the GPS, the IAF and the SHIP will have an impact on the Wellington regional programme for 2018-21. The draft IAF and draft SHIP were not available in time for officers to reassess the activities and update the draft regional programme for the April RTC meeting. The updated draft programme will be available at the additional RTC meeting on 29 May 2018.

NZTA has advised that given the tight timeframe between reviewing the draft GPS and submitting RLTPs, RTCs are encouraged to adjust their regional programmes where possible by 30 June, to align with the Government's new transport priorities. The NZTA notes that the RLTP can be varied at any time, and more substantial changes can be made through variations.

4. Consultation

Targeted public consultation took place from 12 February to 12 March 2018. A summary of submissions is provided in [Attachment 1](#). It includes officer comment responding to or clarifying submission content where appropriate.

4.1 Consultation process

As agreed by RTC in November 2017, a targeted consultation approach was used which focussed on the draft programme of significant activities.

Consultation included the following key elements:

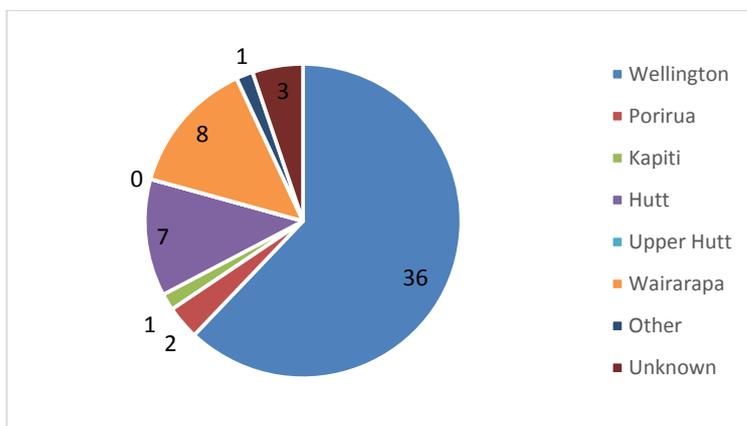
- Information about the mid-term review and the draft programme was placed on the GWRC homepage and the Have Your Say website.
- Emails were sent to the key stakeholders that had already been involved earlier in the mid-term review and to resident associations.
- Social media was used to inform the public about the consultation and to link to the relevant websites.
- The public was invited to complete a feedback form (online or hardcopy).

4.2 Submissions received

58 submissions were received. Of these, 34 were received from individual members of the public. 24 submissions were received from local councils and stakeholder organisations, including advocacy and community groups.

Eight submitters have indicated that they wish to speak to their submissions. They will have the opportunity to speak to their submission as part of this agenda item (see [Attachment 2](#) for a schedule of speaking slots).

Of the 58 submitters, over half were located in Wellington City but other parts of the region were represented, as shown in the following chart:



4.3 Submission analysis

4.3.1 Significant prioritised activities

Submitters were asked which three of the large improvement projects they would give the highest priority to and why. They were also asked if there was anything else they wanted to tell us.

Not all submitters chose to provide a top three ranking. Seventeen submitters, largely organisations, chose to provide comments instead, or identified more than three projects they thought were important.

The following five significant activities were most ranked by submitters as one of their top three priorities (see the summary of submissions for more details):

- Ngauranga to Airport/Let's Get Wellington Moving
- Additional rail services to the Wairarapa
- Integrated fares and ticketing
- New diesel-electric multiple unit trains

- Wellington to Hutt Valley cycleway/walkway/Resilience project.

While the top three ranking provides some indication of the projects that submitters considered to be important, it does not provide a representative picture of the community's views. It also reflects a relatively small number of submissions.

4.3.2 Key themes

The following key themes were identified during the analysis of submissions:

(a) General comment

Overall the significant activities with a public transport focus received the highest level of support. Many submitters commented that public transport and/or active modes should have higher priority than roading. Reasons provided included health benefits of active modes, decongestion, environmental benefits/addressing climate change, and the need to increase the resilience of the region's transport network.

(b) Ngauranga to Airport/Let's Get Wellington Moving

Submitters recognised the Ngauranga to Airport corridor as a clear priority. Reasons given included the key role it plays for the region's economic wellbeing and issues with increasing congestion and modal conflict. Further comment on this project included:

- strong support for mass transit to the airport and other key destinations like Wellington hospital, with some submitters voicing a preference for light rail
- strong support for Let's Get Wellington Moving (LGWM) by some supporters, which was seen as likely to produce a comprehensive improvement to the public transport, walking and cycling network
- some support for roading improvements
- concern about the poor quality of cycling infrastructure on sections of this corridor.

(c) Rail

A significant number of submitters wanted the Wairarapa service improvements and Electro Diesel Multiple Units to be given a higher priority in the regional programme. Reasons provided for Wairarapa service improvements included:

- current Wairarapa line reliability issues and limited scheduled services
- resilience benefits.

The Electro Diesel Multiple Units were expected to:

- take pressure off the congested state highway network

- reduce emissions to improve the transport system’s sustainability
- enable long-term growth in the lower North Island.

(d) Public transport

There was strong support for public transport. Many submitters commented on:

- its role in reducing emissions
- its ability to move people more effectively than private cars.

Improving the ticketing system received the second highest level of support of individual projects. It was seen as a critical enabler of improved public transport services.

(e) Active modes

Increased priority of walking and cycling also received a high level of support. It was the third most commented on type of activity. Submitters noted that:

- increased levels of walking and cycling would have significant health benefits
- improving cycling infrastructure would increase safety and incentivise more driver to shift modes.

The most supported project here was the Wellington to Hutt Valley cycleway/walkway/resilience project. This was seen as a critical missing link in the regional transport network and a key commuter route with many benefits including:

- positive contribution to health, safety and environmental outcomes
- opportunity for tourism and recreation
- resilience benefits.

(f) Other areas

Other areas that received some support, but to a lesser extent than the areas covered above, were:

- resilience
- some roading projects.

4.3.3 Other comment made

Six submitters raised some concerns about the consultation process. Issues raised included:

- concerns that no detailed scope of all projects was included in the consultation documents

- some lack of clarity of how this consultation process related to the recent LGWM engagement
- a view that the RLTP engagement should have been delayed until the outcomes of the LGWM engagement were available or even until the LGWM process was completed.

The attached summary of submissions document contains officer comment on submission content where appropriate, including the concerns raised about the consultation process.

4.3.4 Matters referred to other agencies

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

Where submitters raised detailed issues related to specific projects, the submissions have been forwarded to the relevant implementing agency for their consideration:

Comments related to...	have been forwarded to...
a specific local road	the relevant local council
operational issues related to the state highway network	the NZTA
the operation of the public transport network	GWRC's Public Transport Group
operational issues related to the rail network	KiwiRail
Let's Get Wellington Moving	the LGWM team

5. Iwi engagement

Officers met with representatives from the following recognised Tāngata Whenua in the Wellington region: Ngā Hapu o Otaki, Ngāti Kahungunu, Ngāti Toa, Port Nicholson Block Settlement Trust and Rangitāne O Wairarapa. The meetings covered the RLTP mid-term review and a more general conversation about transport matters and working in partnership with Iwi on strategic transport matters in the future, including the development of the RLTP 2021.

Iwi representatives stressed the importance of transport for their whanau and from an environmental perspective. Support for environmentally friendly transport modes (public transport, walking and cycling) was expressed. It was acknowledged that these modes are not always an option and that many people don't want to give up their cars. Public transport is important and there is a link between public transport, climate change and air quality. Places that are growing (e.g. Otaki) need an efficient public transport network to meet demand.

Increasing congestion in Wellington and coping with increasing demand were mentioned as major issues that will require considerable infrastructure investment. Rail was seen as important in this context, as were investments in roading projects. Rail was seen as a good mode to get people into Wellington,

and there was comment on a lack of rail investment in the past. Interest in LGWM was expressed.

From a Wairarapa perspective the train connection with Wellington was seen as high priority that needs more attention and funding. There was concern that there is no backup route for the Rimutaka Hill Road. This could leave the Wairarapa cut off from Wellington/the Hutt Valley in case of an emergency.

6. Draft RLTP update document

Officers have drafted the policy-section of the RLTP update document for RTC’s consideration and feedback (see [Attachment 4](#)). The document:

- summarises our region’s investment story for the funding sought from the National Land Transport Fund for the 2018-21 period
- reflects the new government direction set out in the draft GPS
- summarises the main findings of the RLTP mid-term review, including:
 - significant changes since 2015 to the pressures and issues affecting the Wellington region’s transport network
 - areas of focus for the 2018-21 regional programme
 - areas of future work noted for the RLTP 2021 development
- will contain the 2018-21 regional programme (once agreed by RTC).

The attached draft will require further amendments to sufficiently reflect the change of direction provided by the draft GPS and associated information (like draft IAF and draft SHIP) throughout the document.

However, officers seek RTC’s initial feedback on the general direction of the draft document. This will allow officers to make any required amendments and present an updated version at the May RTC meeting.

7. Next steps

The adopted RLTP update, including the 2018-21 regional programme, must be submitted to the NZTA by the end of June 2018. The key steps leading to the end of June are as follows:

Step	Timing	Comment
RTC updates the 2018-21 regional programme and reviews the latest version of the draft update document	29 May 2018	Taking into consideration the feedback on the draft programme received through the consultation process and Iwi engagement as well as the information collated during the RLTP mid-term review
RTC considers the final RLTP update document, including the regional programme, and recommends to GWRC	19 June 2018	Approved Organisations may make further changes to their activities between now and June 2018

Step	Timing	Comment
for adoption		
GWRC considers the RLTP update, including the regional programme, for adoption	26 June 2018	The RLTP update is a variation to the RLTP. GWRC can decide to either approve the variation or refer it back to the RTC with a request that the RTC consider 1 or more aspects of the variation (LTMA, s18B(3))

8. Communication

No external communication is proposed at this point as an outcome of the consideration of this report.

9. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002.

9.1 Significance of the decision

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

The decision-making process is explicitly prescribed for by section 18 of the LTMA.

9.2 Engagement

Targeted engagement on the draft regional programme has been carried out as summarised in this report.

10. Recommendations

That the Committee:

1. **Receives** the report.
2. **Notes** the content of the report.
3. **Notes** the full submissions and summary of submissions with officer comment (**Attachments 1 and 3**).
4. **Notes** that the draft regional programme will be considered at the 29 May Committee meeting.
5. **Endorses** the general direction of the draft update document, as described in section 6 of the report (**Attachment 4**).

Report prepared by:	Report prepared by:	Report approved by:	Report approved by:
Anke Kole Strategic Advisor	Helen Chapman Senior Transport Planner	Harriet Shelton Manager, Regional Transport Planning	Luke Troy General Manager, Strategy

Attachment 1: Summary of submissions

Attachment 2: Schedule of speaking slots

Attachment 3: Submissions on the Regional Land Transport Plan 2015 mid-term review
(circulated separately)

Attachment 4: Draft RLTP update document

Summary of submissions Regional Land Transport Plan mid-term review

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Attachment 1 to Report 2018.128

Introduction

This document summarises the submissions received as part of the public engagement on the Regional Land Transport Plan (RLTP) mid-term review. It also contains officer comment, which responds to or clarifies submission content where appropriate.

This summary of submissions will be provided to the Regional Transport Committee (RTC) for its consideration at the RTC meeting on 24 April 2018, together with the original submissions. RTC will consider this information when finalising the regional programme 2018-21, particularly the list of prioritised significant activities.

Consultation process

Public consultation as part of the RLTP mid-term review took place from 12 February to 12 March 2018. As agreed by the RTC at its November 2017 meeting, a targeted consultation approach was used which focussed on the draft programme of significant activities.

Consultation included the following key elements:

- Information about the mid-term review and the draft programme was placed on the GWRC homepage and the Have Your Say website.
- Emails were sent to the key stakeholders that had already been involved earlier in the mid-term review, and to resident associations.
- Social media, including Greater Wellington's Facebook page, was used to inform the public about the consultation and to link to the relevant websites.
- The public was invited to complete a feedback form (online or as hardcopy).

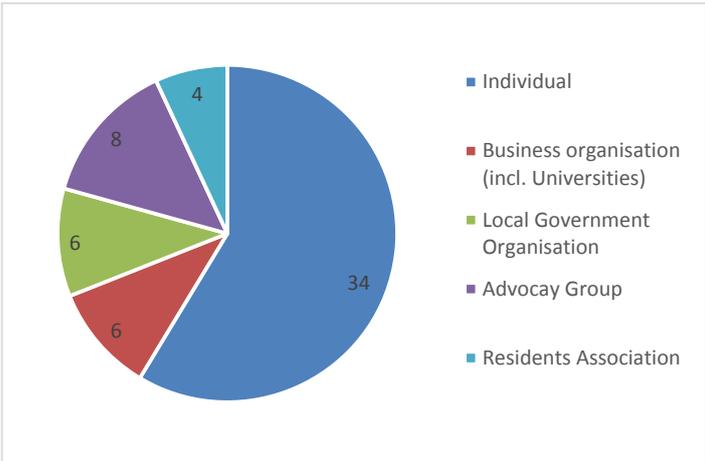
The feedback form sought views on which projects should be at the top of the list of significant prioritised activities and why, as well as any other comments.

Overview of submissions

In total 58 submissions on the RLTP mid-term review were received. The majority were from private individuals submitted through the online format, but 24 were from organisations including other councils, residents associations, advocacy groups and businesses (including the Wellington Chamber of Commerce, CentrePort and universities).

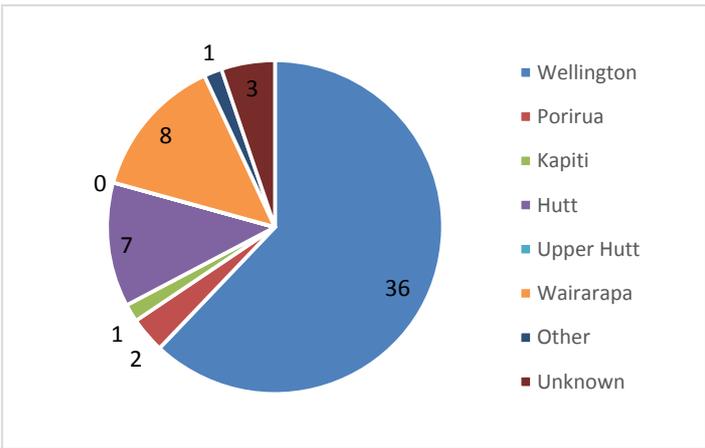
Attachment 1 to Report 2018.128

Figure 1 Submitters by individual, or organisation type



The majority of submissions were from Wellington City and suburbs with 20 individual submitters and sixteen organisations providing addresses in Wellington City. Six individual and one business organisation submitted from the Wairarapa (three from Masterton, one from Carterton, and three from South Wairarapa). Six individual submitters and one organisation were from Lower Hutt, and one individual from Porirua. No individual submissions were received from Upper Hutt City or Kapiti District. Kapiti District, Horowhenua District, South Wairarapa District and Porirua City Councils submitted. For three submitters their location is unknown.

Figure 2 Submitters by location



Responses via social media

An invitation to provide feedback on the RLTP mid-term review was published on the Greater Wellington Facebook page on 12 February and again on 23 February. Two responses were received to the 12 February post, and 12 responses to the 23 February post. While these are not formal submissions, this feedback has been taken into account in looking at the key themes and priorities.

The majority of the comments received via Facebook related to matters that are outside the scope of this consultation process, notably the operation of the existing public transport network. This feedback has been provided to Public Transport staff at Greater Wellington for consideration.

Attachment 1 to Report 2018.128

Table of priorities

As part of the submission form submitters were asked to identify their top three priorities from the list of significant activities.

Not all submitters chose to provide a top 3 ranking. Seventeen submitters, largely organisations, chose to provide comment instead, or identified more than three projects they thought were important. The table below ranks the 26 significant activities according to how often they were mentioned as a top 3 priority. General comments from submitters are not reflected in this table. While the table provides some indication of the projects that submitters considered to be important, it does not present a representative picture of the community's views; it also reflects a relatively small number of submissions.

Table 1: Draft table of prioritised significant activities (current draft programme and submitters' preferences)

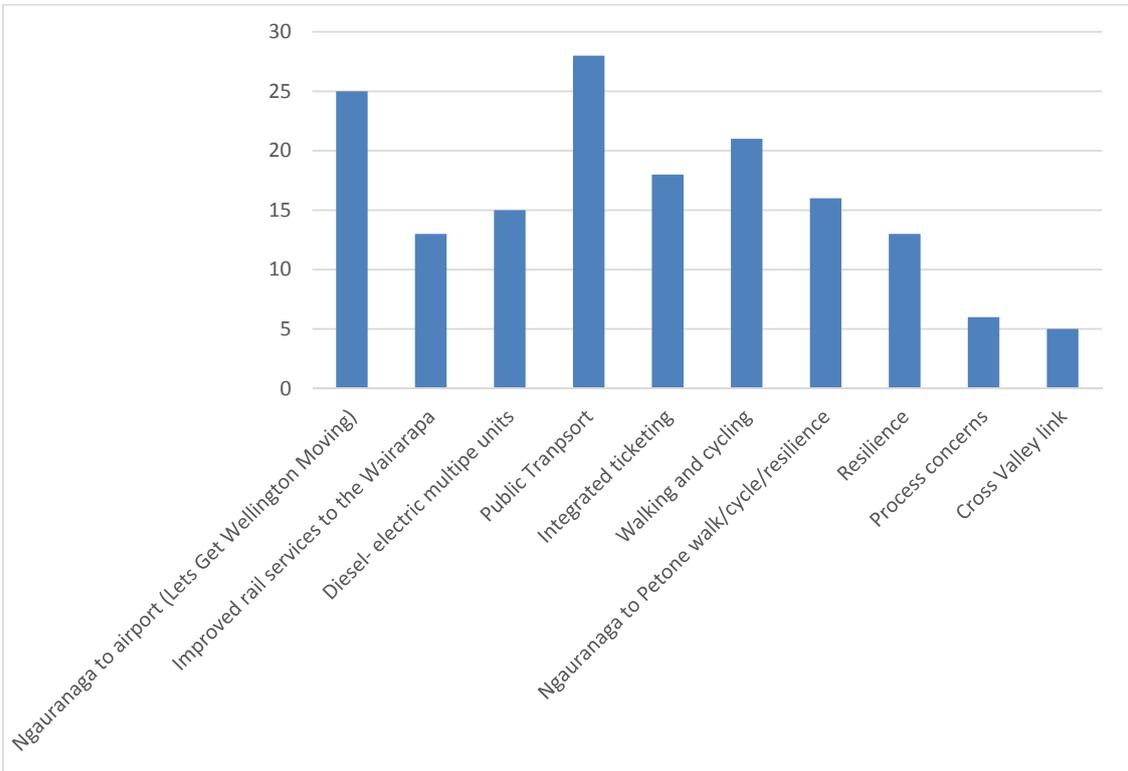
Priority in current draft programme	Project name	Ranked as top 3 priority
1	Ngauranga to Airport / Let's Get Wellington Moving	23
2	Aotea Quay upgrade	1
3	New bus hubs	5
4	Adelaide Road improvements	4
5	Suburban Bus Priority Phase 1	2
6	SH1 Tawa through CBD Interim Optimisation Measures	2
7	SH2 Ngauranga to Haywards/Upper Hutt Optimisation Improvement	3
8	Wellington to Hutt Valley cycleway/ walkway/Resilience project	10
9	Cross Valley Link	3
10	Rail station upgrades – safety and accessibility	3
11	Kent and Cambridge Terraces roading improvements	1
12	Park and ride development	1
13	SH2 Masterton to Carterton safety improvements	1
14	New diesel-electric multiple unit trains	12
15	Additional rail services to the Wairarapa	13
16	Wellington Region Accelerated Resilience Project	3
17	Wellington Demand Management	1
18	Eastern Bays Shared Path	1
19	The Beltway cycling facilities	2
20	Addressing level of service gaps for rail facilities	2
21	Real time information about public transport	6
22	Integrated fares and ticketing	13

Attachment 1 to Report 2018.128

Priority in current draft programme	Project name	Ranked as top 3 priority
23	SH2 Totara Park Road intersection walking and cycling improvements	0
24	East West connectors - Relief Route	0
25	Bus stop and shelter improvements	3
26	Northern Growth Roads	0

Submitters were also asked to comment on why they chose those priorities. These comments are covered in the section on key themes, and reflected in Figure 3, which shows the number of submitters who commented in support of particular themes or activities.

Figure 3 Submissions by comment themes



Key themes

The following section summarises key themes that were identified during the analysis of the submissions. These include:

- comments made by submitters as part of their selection of the top 3 projects (the feedback form asked submitters to provide information why they gave their selected projects the highest priority)
- any other comments submitters made.

Attachment 1 to Report 2018.128

General comment

Many submitters commented that active modes and/or public transport should have higher priority than roading. Reasons provided included health benefits of active modes, decongestion, environmental benefits/addressing climate change, and the need to increase the resilience of the region's transport network.

Ngauranga to Airport (Let's Get Wellington Moving) a clear priority

Submitters recognised the Ngauranga to Airport area as a clear priority. Reasons given were the current congestion and issues with modal conflict, and the key role this corridor plays in the economic wellbeing of the region. A number of submitters commented on the scope of the LGWM project.

The lack of high quality alternatives to the car and unreliable travel times along this route were identified as a brake on economic growth, and a deterrent to visitors trying to access Wellington.

There was strong support for mass transit to the airport and other key destinations (e.g. the hospital), with some submitters having a preference for light rail. Some submitters were strongly supportive of LGWM as they saw it as likely to produce a comprehensive improvement to the public transport, walking and cycling network.

Submitters noted that anecdotally congestion on this corridor, particularly State Highway 1 between the Terrace Tunnel and Cobham Drive, has been increasing. The number of traffic lights through the route, and multiple side streets and points of entry to the state highway, leads to increasing conflict between traffic flows. Some submitters noted that this causes issues on nearby streets, and can result in drivers trying to dodge the congestion by using alternative routes. This affects residents living in these streets.

It was noted that congestion is not just an issue at peak times, but also on weekends and during the inter-peak.

Some submitters expressed support for roading improvements. In some cases roading improvements were supported as a means of achieving better outcomes for other modes, e.g. to enable grade separation for pedestrians and cyclists. Other submitters commented that the proposed package of projects should be balanced and not negatively impact on the delivery of goods and services.

Concern was expressed about the poor quality of cycling infrastructure on many sections of this corridor. Several submitters commented specifically on the issues with the narrow shared pedestrian/cycle path through the Mount Victoria tunnel.

Several submitters wanted the Adelaide Road and Kent/Cambridge roading improvements to be considered as part of the LGWM programme, rather than being treated as separate projects. There was support for considering grade separation and ensuring better connectivity for pedestrians and cyclists particularly on Kent/Cambridge Terrace.

Officer comment

A proposed package of interventions for LGWM is being developed separately and will be informed by the consultation undertaken as part of that process. Resolving the problems on this corridor will also have a number of flow-on effects for the wider transport network.

Many submitters commented specifically on the scenarios and possible interventions for the area which are outside this process. These submissions have been referred to the LGWM team for consideration as part of their decision making on the programme of interventions.

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Officers noted concerns from submitters that improvements to Adelaide Road and Kent/Cambridge Terrace are closely linked to LGWM. The draft Wellington City Council Long Term Plan proposes to roll these activities into the wider LGWM programme.

Rail improvements

Improving rail to the Wairarapa

A significant number of submitters want the Wairarapa service improvements and Electro Diesel Multiple Units¹ to be given a high priority in the programme. This is in part driven by the current issues with the Wairarapa line reliability, and limited scheduled services. Most submitters who gave these projects a high priority felt that these needed to be addressed as a matter of urgency.

The railway line is seen as an essential link for commuters and visitors to the Wairarapa. There was strong support for more services, including off peak and weekend services, to provide more capacity and journey time choice. Some submitters noted that improving rail reliability could help improving resiliency of transport connections to the Wairarapa.

The Wellington Chamber of Commerce commented on the need to ensure that investment in rail benefits the ratepayers within the Wellington region and that costs are apportioned on a basis that reflects the distribution of benefits.

Officer response

Many submitters commented on aspects of rail upgrades that were outside the scope of this consultation. The activity being consulted on as part of this process is additional scheduled rail services. It does not include upgrades to carriages (addressed below under Electro Diesel Multiple Units), integration with buses (part of the Public Transport programme) or track infrastructure issues.

The current reliability issues are strongly linked to the deterioration of the track. Currently rail track upgrades are outside the RLTP process, as these are Crown funded through KiwiRail. In the draft Government Policy Statement on Land Transport 2018 (GPS), which has been released by government in April 2018 for consultation, government proposes a new activity class called “Transitional rail”. We understand that passenger rail initiatives like the Wellington metro rail track renewals and capacity improvements would be able to seek National Land Transport Fund funding through this new activity class.

Electro Diesel Multiple Units

There was support for purchase of new rolling stock to replace the existing diesel locomotive pulled to improve regional services to the Wairarapa and Palmerston North. This was seen as providing many benefits including taking pressure off the congested state highways network and reducing emissions to improve the sustainability of the transport systems. Enabling long-term growth in the lower North Island through better access to health, social services and employment was another benefit mentioned. The Horowhenua and Kapiti Coast District Councils both submitted in support of improving public transport to the north, including support for double-tracking the rail line to Otaki and potentially Levin.

Some submitters, while supporting the extension of rail services, felt that these services should be fully electric, using the same rolling stock as the rest of the Metlink rail network. Some of these submitters also requested an extension to the electrification of the network.

¹ The name of this activity has changed to reflect further development of the business case.

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Officer comment

Electrification of the track infrastructure is currently out of scope of this process. KiwiRail is responsible for transport infrastructure. Any decision to electrify further parts of the network would sit with the KiwiRail Board. Officers have passed relevant submissions onto KiwiRail.

Improving public transport

There was strong support for public transport. Many submitters commented on its role in reducing emissions, and its ability to move people more efficiently than private cars. There was a desire to change the modal hierarchy to focusing on public transport and walking and cycling.

There was support for improvements to bus hubs and bus infrastructure, although some submitters commented unfavourably about the current bus hub work at Johnsonville and Kilbirnie.

Submitters also wanted improvement to public transport information with easier to understand timetables, better signage and improved real time information. Real time information was seen as part of an attractive public transport system and important in the context of Greater Wellington's interchange plans.

Officer comment

Many of the submissions related to operational matters that are outside the scope of this consultation process, which focussed on the prioritised list of significant activities. These are discussed below in [Out of scope submissions](#). This in part reflects that the bulk of public transport provision in the region occurs through the Public Transport Programme, which is automatically included in the RLTP, and which is consequently not prioritised as a significant activity.

Separate consultation on improvements to the Metlink network provided through the Public Transport Programme occurs during the review and development of the Regional Public Transport Plan and for specific initiatives as required.

Integrated ticketing

Improving the ticketing system had the second highest level of support of individual projects, after LGWM. Ticketing was seen as a critical enabler of improved public transport services.

Comments expressed frustration with the current situation where many users had two or more public transport tickets. Paper ticketing on the rail network was seen as outdated, and the lack of one ticketing system across all services was perceived to be out of step internationally. Submitters wanted proven technology from overseas to be implemented to improve the customer experience. Wellington City Youth Council submitted that integrated ticketing stood out as a key wish young people had when asked what they would like to see improve in Wellington.

Officer comment

The implementation of the Snapper Interim bus ticketing solution will address some of the comments made by submitters, but will not address concerns around rail ticketing in the short term.

A higher priority for walking and cycling

There was a high level of support for increasing the priority for walking and cycling. This was the third most commented on type of activity. Particularly the [Wellington to Hutt Valley cycleway/walkway/ resilience project](#) received significant support. There was support for increasing the share of funding that goes to active modes, both to improve infrastructure and to the drive behaviour change. Submitters noted that increasing levels of walking and cycling would have

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significant health benefits. Improving cycling infrastructure would increase safety and incentivise more drivers to change modes.

Living Streets submitted in support of having two separate categories for walking and cycling to recognise the different needs of the two groups. They noted that while they supported the walking and cycling projects in the programme these projects are all cycling focused and not addressing key pedestrian issues. One submitter commented that greater consideration should be given to pedestrian access to public transport stops and stations.

There was some support for the Eastern Bays and Beltway cycleway projects in the Hutt Valley. These projects would provide connections to enable people to travel locally and link to the Ngauranga to Petone cycleway for journeys into Wellington. They were seen as potentially transformational for Hutt City, improving health and liveability.

Submitters wanted the scope of some roading projects, including Kent Cambridge and Adelaide Road, to have a strong focus on improving cycling provision as they had concerns about the current layout of cycle paths around the Basin Reserve.

One submitter sought a safe cycle link between Tawa and Ngauranga. Another submitter sought upgrades to pedestrian infrastructure on Onslow Road.

Officer's comment

The draft programme includes other cycling projects that do not appear on the significant activities list as they are under \$5million or are underway. These include:

- the Wellington City cycle network programme
- the Wainuiomata Hill Road Cycleway
- Ngauranga to Melling Cycleway
- a Ngauranga Gorge cycleway
- Porirua Riverside/Stream side walking and cycling path
- Wellington City Cycleway promotion
- low cost/low risk improvements under \$1million
- Road Safety promotion and Network user information programmes.

Wellington to Hutt Valley cycleway/walkway/resilience project

A significant number of submitters supported the Ngauranga to Petone cycleway/walkway/resilience project and wanted it to have a higher priority. This includes submitters who did not provide their top 3 list. This project was seen a critical missing link in the regional transport network. It is a key commuter route. A number of people are cycling on the State Highway 2 shoulder, which has significant safety issues.

Development of a safe route here was seen as potentially leading to a step change in cycle commuting along this corridor with a positive contribution to health, safety and environmental outcomes.

A number of submitters identified this project as a way to shift to a more sustainable carbon neutral region. Victoria University noted that it had the potential to enable more affordable travel options for their students.

Completion of this route was seen as an opportunity to open up tourism and recreational opportunities as part of the Great Harbour Way. It would help providing better access between Wellington and the Hutt Valley to existing important recreational cycling routes like the Rimutaka cycleway.

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This project was also seen as having significant resilience benefits, both to the railway line and through adding in the 'missing modes'. This would enable people to walk and cycle in the event of a disruption that affected the railway line or state highway.

Several submitters were concerned about delays to the project and how it links to the Petone to Grenada (roading) project. A preference was expressed to split consideration of the Ngauranga to Petone route from consideration of Petone to Grenada. There was a desire for this project to be completed urgently and for cycling advocates to be involved in the design process. Concern was expressed about the decrease in priority from previous RLTP programmes. The Hutt Cycle Network recommended that a coordinated, cross agency governance structure be implemented to drive the coordinated design and implementation of this project.

The Chamber of Commerce, while supporting the project, wanted to introduce a charging mechanism for cyclists.

Resilience

The Wellington Region Emergency Management Office (WREMO) strongly supported projects intended to improve the resilience and the short term focus of the regional programme for 2018-21 on transport network resilience. This included the Cross Valley Link, Wellington Region Accelerated Resilience Project and addressing level of service gaps for rail facilities.

Other organisations also supported increasing resilience, particularly through the [Wellington to Hutt Valley cycleway/walkway/resilience project](#).

WREMO queried why ferry and port improvements were not identified on the significant activities list.

Officer comment

Officers clarified with WREMO that, while important to the resilience of the regional transport network, the Cook Strait ferry terminal upgrades are not included on the significant activities list as they are not currently funded through the National Land Transport Programme and are consequently currently not included in the RLTP programme². Harbour ferry services form part of the Public Transport Programme which is automatically included in the RLTP. Decisions about how harbour ferry services are provided are made as part of the Regional Public Transport Plan development.

Roading improvements

Cross Valley Link

There was support from WREMO, Centreport and the Chamber of Commerce for a higher priority for the Cross Valley Link. Reasons provided were that it significantly improves access to the Seaview and Gracefield industrial zone and improves resilience on a critical lifeline route. Two individual submitters also supported the Cross Valley Link as a way of improving amenity and beach access on Petone Esplanade.

The Chamber of Commerce also submitted that the Cross Valley Link should be considered alongside the Petone to Grenada road to provide improved east west connections across the region. The Chamber supported this project being ranked in the 'top five', as it improves access to an industrial area with significant potential. Freight and commuter traffic conflicts in this area were also noted.

² In the draft GPS the government has indicated that a second-stage GPS will consider investigating funding for modes like rail and coastal shipping.

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Other roading improvements

CentrePort and the Chamber of Commerce supported a higher priority for improvements to Aotea Quay as a key freight link. It was noted that the scope will need to consider the redevelopment of the Cook Strait ferry terminal at Kaiwharawhara and changes to the Port operations. The Chamber of Commerce also noted the need to ensure good linkages to other parts of the regions, such as including the industrial area at Seaview.

Two submitters, including Wellington International Airport, supported the State Highway 1 and State Highway 2 optimisation activities. They noted that, while not as important as LGWM, these routes are still key corridors that need to function effectively. The Churton Park Residents Association wished to include improvements to the alternate route for State Highway 1 through Takapu to Willowbank roads in the scope of the State Highway 1 optimisation measures. The Kapiti Coast District Council supported optimisation on State Highway 1, as while the Roads of National Significance programme has had many benefits it may add to existing peak congestion between Tawa and Wellington.

The Kapiti Coast District Council submitted in support of the East West connectors projects as it believes these projects are important to prepare for growth in the District.

The Chamber of Commerce supported Wellington Demand Management as part of the wider programme of change required through LGWM.

One submitter identified Masterton to Carterton safety improvements as a priority project as they perceived the road condition to be poor due to trucks. They expressed a desire to get all the road works done at one time. CentrePort also noted that this project is important for access to Waingawa industrial area and rail hub, which is planned to be expanded to accommodate increasing log volumes.

Some comments made in support of roading improvements were made by submitters who indicated that their interest in these projects was as a cyclist rather than a motorist.

Concerns about the consultation process

Six submitters expressed concern about the consultation process.

For example, Cycle Aware Wellington were concerned that detailed scopes of all projects were not included in the consultation and they had to approach individual councils to try and get more detailed information.

Comment was also made there was some lack of clarity how this consultation process related to the LGWM consultation that recently took place. Many submitters provided comments on which of the LGWM scenarios they supported, while others through the RLTP should have been delayed until the outcomes of the LGWM consultation were available. There were several comments that consultation on this process should have been delayed until the LGWM process was completed.

Concern was raised about the timing of the consultation, as it did not allow the work to be informed by the new draft GPS, which was yet to be released while consultation took place.

Officer comment

In many cases Greater Wellington does not hold detailed information about specific projects. This depends on what information councils and the NZ Transport Agency provide during the development of the regional programme. Some projects are in an early phase of their lifecycle, which means that the detailed information sought by submitters may not yet be available.

Some of these concerns may have been caused by a lack of clarity about the role of the RLTP relative to other planning processes. There seems to have been a view that the RLTP could influence the

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scope of projects, add projects and that the priority order of the prioritised activities affected the timing of the projects.

While ideally the RLTP update would occur after the LGWM process had concluded and options were available, the Land Transport Management Act 2003 sets legislative timeframes for the development and review of the RLTP and it was not possible to delay the consultation. As part of this process, the Transport Agency requires that the 2018-21 regional programmes are submitted to them by the end of June 2018. It is anticipated that the LGWM process will require a variation to the RLTP once decisions on a work programme have been made.

The same timing issues apply to concern related to the release of the GPS.

Out of scope submissions

A number of submissions were received that were out of the scope of this consultation process. This process is not able to influence the scope or timing of projects, and cannot add projects that have not been put forward by territorial authorities, the Department of Conservation, Greater Wellington or the NZ Transport Agency.

Where appropriate these comments have been passed on to officers at the organisations responsible for projects, or those parts of the network for which new projects are proposed.

A significant number of comments were received on the scope and options for the LGWM project. These have been made available to the LGWM joint Greater Wellington, Wellington City and NZ Transport Agency project team.

Many submitters expressed concern about the timing of the Wellington to Hutt Valley cycleway/walkway/resilience project. These have been passed onto the project manager at the NZ Transport Agency.

Suggested new projects and initiatives

Some submitters suggested the inclusion of projects that are not on the significant activities list. These included:

- a new state highway tunnel for State Highway 2 under the Rimutaka range connecting the Hutt Valley and Wairarapa, to replace the Rimutaka Hill Road.
- an east west tunnel connecting State Highways 1 and 2.
- changes to parking charges.
- the introduction of congestion charging.

Attachment: Feedback form



PRIORITISED LARGE IMPROVEMENT PROJECTS

The Regional Transport Committee has ranked the following list of large improvement projects to reflect our regional priorities:

Ranking	Activity	More information	Agency proposing activity
1	Ngauranga to Airport / Let's Get Wellington Moving	Implementing a multi-modal transport solution through the Wellington central city; details will depend on the final option chosen.	NZTA, Wellington City and Greater Wellington Regional Council
2	Aotea Quay upgrade	Upgrade Aotea Quay to improve access to CentrePort and ferry terminals.	Wellington City Council
3	New bus hubs	Development of new bus hubs and interchanges to support the changes to the Metlink bus network in Wellington city.	Greater Wellington Regional Council
4	Adelaide Road improvements	Capacity and intersection improvements to manage congestion in the corridor between the Basin Reserve and the regional hospital.	Wellington City Council
5	Suburban Bus Priority Phase 1	Investigation of bus priority measures across Wellington city that will support the public transport spine.	Wellington City Council
6	SH1 Tawa through CBD Interim Optimisation Measures	Interim measures to partially address a significant gap in mismatched demand and capacity, and journey time reliability. The activities include optimisation of State Highway 1 between Tawa and Ngauranga, which includes minor efficiency improvements for on/off ramp merges and other activities to improve traffic flow.	NZTA
7	SH2 Ngauranga to Haywards/Upper Hutt Optimisation Improvement	Optimisation of State Highway 2 between Ngauranga and Upper Hutt, which includes minor efficiency improvements for on/off ramp merges, optimisation of intersections and other activities to improve traffic flow.	NZTA
8	Wellington to Hutt Valley cycleway/ walkway /Resilience project	Improving safety and connectivity for walking and cycling between Wellington and Hutt Valley. The project aims to provide dedicated walking and cycling facilities between the Petone and Ngauranga Interchanges, supported by dedicated facilities to the north and south of these interchanges. The proposed seaward side walkway/cycleway between Ngauranga and Petone will also provide increased resilience from storm surges for the Hutt railway line and State Highway 2.	NZTA
9	Cross Valley Link	Investigation and design of an improved east-west connection across the Hutt Valley.	Hutt City Council
10	Rail station upgrades – safety and accessibility	Improvements to shelter, access and safety at rail stations to support Regional Rail Plan developments; to improve passenger rail frequency at peak times, supporting network enhancements for which Crown funding is being sought, such as double tracking Trentham to Upper Hutt.	Greater Wellington Regional Council
11	Kent and Cambridge Terraces roading improvements	To improve travel time reliability and safety, reduce congestion and provide for multi-modal travel along these Wellington city roads.	Wellington City Council
12	Park and ride development	Development of park and ride facilities	Greater Wellington Regional Council
13	SH2 Masterton to Carterton safety improvements	To improve the accessibility into the commercial/industrial area in Waingawa and the urban fringes of both towns, and improve road safety. The project extends from the Carterton urban area along State Highway 2 and includes the urban fringe of Masterton to Buchanan Place. A range of upgrades are proposed, including upgrading key intersections, side barriers, and other minor safety improvements.	NZTA

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Ranking	Activity	More information	Agency proposing activity
14	New diesel-electric multiple unit trains	To provide additional capacity, resilience, reliability and growth on the Metlink rail network, including improved services to Wairarapa, and north of Waikanae to Levin and Palmerston North.	Greater Wellington Regional Council
15	Additional rail services to the Wairarapa	Delivering additional rail services to the Wairarapa.	Greater Wellington Regional Council
16	Wellington Region Accelerated Resilience Project	Package of activities to improve the resilience of the state highway network, including slope stabilisation on Ngauranga Gorge and State Highway 58. Smaller scale risks may also be accelerated pending investigation, including Southern Rail Overbridge and Shell Gully Overbridge.	NZTA
17	Wellington Demand Management	Enabling technology and intelligent transport systems solutions, (e.g. managed highways) to improve state highway safety and efficiency.	NZTA
18	Eastern Bays Shared Path	Shared walking and cycling path around Wellington Harbour's eastern bays, from Point Howard to Eastbourne. The project also forms a key part of the Te Aranui o Pōneke (the Great Harbour Way), a walking and cycling route around the harbour.	Hutt City Council
19	The Beltway cycling facilities	Cycling facilities to the east of Lower Hutt city, running adjacent to the Hutt Valley/ Wairarapa railway line. The Beltway will link into both the Hutt River Trail in the north and the Wainuiomata Hill Shared Path in the south, with connections to major public transport hubs, workplaces, the CBD and neighbourhood shopping areas.	Hutt City Council
20	Addressing level of service gaps for rail facilities	Including seismic strengthening of buildings, bridges and subways; improving customer signage and information; upgrading Wellington Station's public address systems; and improving shelters and toilets at Wellington Station.	Greater Wellington Regional Council
21	Real time information about public transport	Upgrades to the current system used by Metlink to reflect improved technology and changes in customer expectations.	Greater Wellington Regional Council
22	Integrated fares and ticketing	A permanent public transport solution for regions outside Auckland, including Greater Wellington. It is expected to provide a central capability that will be designed to enable each region to participate, while maintaining the local control and identity that its regional fares policy and ticketing activity requires.	Greater Wellington Regional Council
23	SH2 Totara Park Road intersection walking and cycling improvements	To provide safe, connected journeys and improve traffic flow on this part of State Highway 2 in Upper Hutt. Potential solutions include an underpass.	NZTA
24	East West connectors - Relief Route	Development of a new urban link between Ihakara Street and Arawhata Road in Paraparaumu.	Kapiti Coast District Council
25	Bus stop and shelter improvements	More new stops and shelters; improving seating and signage; improving accessibility by adding braille and tactile surfacing improvements.	Greater Wellington Regional Council
26	Northern Growth Roads	Road capacity works to serve current and future urban growth in Wellington city's northern suburbs.	Wellington City Council

- The project list is still a draft and may change, as councils receive feedback over the next months on their draft Long Term Plans.
- The programme contains other activities which are not part of the above list of large improvement projects. These are activities that are ongoing, underway or under \$5 million. The complete draft programme can be seen at www.gw.govt.nz/rltp

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WHAT'S MOST IMPORTANT TO YOU?

Which three projects listed on overleaf would you give the highest priority to and why?

# X	Why?
# Y	Why?
# Z	Why?

Is there anything else you would like to tell us?

In what part of the region do you live? City/town/suburb

Submissions can be sent to:
RLTP Mid-term Review
Freepost 3156
Greater Wellington Regional Council
PO Box 11646
Wellington 6142

For more information or to give feedback online go to:
www.gw.govt.nz/rntp

 <p>greater WELLINGTON REGIONAL COUNCIL Te Pono Matua Toiao</p>	<p>Contact Us Ph: (04) 384 5708 or freephone 0800 496 734 info@gw.govt.nz www.gw.govt.nz</p>	<p>Follow the Greater Wellington Regional Council</p> 	<p>February 2018</p>  <p>Heiara Wharekohe Pre-owned partnership</p>
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Attachment 2 to Report 2018.128**Schedule for considering feedback on the mid-term review of the RLTP – as at 13/04/18**

Session times: 10:10 to 11:20am

Submitter	Presenter	Submission Number	Page Number	Allocated time	Time Start	Time End
Wellington International Airport Ltd.	Mike Brown	25	49	10 mins	10.10	10.20
Living Streets Aotearoa	Mike Mellor	55	139	10 mins	10.20	10.30
Hutt Cycle Network	David Tripp	46	105	10 mins	10.30	10.40
Wellington City Youth Council	Laura Somerset	52	129	10 mins	10.40	10.50
Cycle Aware Wellington	Ron Beernink	30	59	10 mins	10.50	11.00
Congestion Free Wellington	Paul Bruce	35	73	10 mins	11.00	11.10
Doctors for Active Safe Transport	Dr. Marion Leighton	47	111	10 mins	11.10	11.20



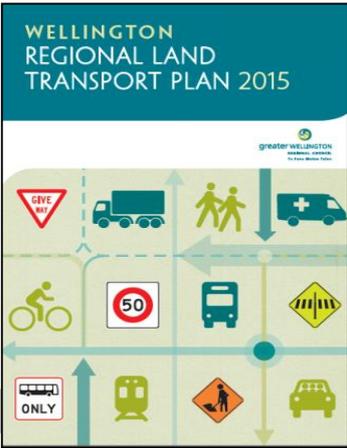
Note: The layout of this document will be professionally designed once the content is finalised.

Introduction

We have undertaken a mid-term review of the **Regional Land Transport Plan 2015** (RLTP) to ensure it still meets the Wellington region’s needs for the next 3 years (2018-21).

In this document you can find out more about:

- the RLTP itself and what work we did as part of the mid-term review
- highlights of what we learned
- what this means for the RLTP between now and 2021 and future work on the next RLTP 2021.



What is the RLTP?

The RLTP is our **blueprint for a regional transport network** that will keep our region vibrant and on the move, enable it to grow and meet future needs.

The current RLTP 2015 was developed collaboratively by Greater Wellington Regional Council on behalf of the **Wellington Regional Transport Committee** (RTC).

An important part of the RLTP is the **regional programme of transport activities** which are proposed for funding. This is our region’s bid for funding from the National Land Transport Fund, which co-funds many of our region’s transport activities.

➤ You can find the 2018-21 programme from **page 20 onwards**.

The RLTP also sets out the **strategic direction** for the region’s land transport network over the next 10-30 years – the **policy framework**. Amongst other things it contains a high level **vision** and **8 strategic objectives** that support the vision.

The current RLTP was **adopted** in **April 2015**.

➤ Interested to find out more about the RLTP? Have a look at the [RLTP](#) itself.

We have done much more work than what we have summarised for you here. If you are after more detail, have a look at the **background report**, which you can find on the **Greater Wellington website**.

Who is on the Regional Transport Committee?
The members of the RTC are representatives of Greater Wellington Regional Council, the region’s 8 local councils (mayors or councillors) and the NZ Transport Agency.

The **RLTP vision** is “To deliver a safe, effective and efficient land transport network that supports the region’s economic prosperity in a way that is environmentally and socially sustainable.”

What is the RLTP mid-term review?

Legislation requires us to carry out a **mid-term review** of the RLTP. The main **goal** was to check that the RLTP **remains valid and fit for purpose** for the second half of its duration, from 2018 to 2021.

Our main **focus** for the review was on the **regional programme**.

The **programme** contains the activities that local councils, Greater Wellington Regional Council, the Transport Agency and the Department of Conservation have proposed. It responds to the **problems identified** in the RLTP and reflects the RLTP's **8 strategic objectives**.

The programme reflects the **national direction** provided in the draft **Government Policy Statement on Land Transport (GPS)**.

We reviewed the **policy framework**. It has a **long-term** focus, but as things change over time we need to make sure that it is still valid and fit for purpose.

Some **things have changed** since 2015. For example the 2016 earthquake has changed how we think about resilience. From the review we concluded that despite the changes the current strategic long-term direction in the RLTP **remains relevant** for the 2018-21 period.

- Keen to find out more about the review? Have a look on **page x**, or at the **background report**.
- Want to find out more about what has changed since 2015? Go to **page 5**.
- Interested in our areas of focus for the next 3 years? Have a look at **page 15**.
- Want to see what activities are in the 2018-21 programme? Go to **page 20**.
- Keen to know more about how the RLTP aligns with the new Government Policy Statement on Land Transport? We have summarised this for you on **page x**.

How is the regional programme put together?

Local councils, Greater Wellington, the Transport Agency and the Department of Conservation propose activities through their Long Term Plans, based on local and regional transport needs and the agencies' priorities.

The Transport Agency takes the RLTPs and the regional programmes from across New Zealand into account when developing the National Land Transport Programme.

The Transport Agency determines which projects receive funding, in a way that gives effect to Government priorities.

The RLTP's 8 strategic objectives

- * An increasingly resilient transport network
- * A high quality, reliable public transport network
- * An attractive and safe walking and cycling network
- * A safe system for all users of the regional transport network
- * A well planned, connected and integrated transport network
- * An efficient and optimised transport system that minimises the impact on the environment
- * A reliable and effective strategic road network
- * An efficient network for the movement of freight

Why is transport so important for our region?

We are very **proud** of our region! It’s a great place to live, learn, work and play. Wellington is the **key hub** for people and businesses on the lower North Island.

Our region is **thriving**: the projected **population** increase is from around 504,000 in 2017 to 538,000 by 2027 and 596,000 by 2047. This is **faster** than what we anticipated when we developed the RLTP (see **page 9**).

Economic projections suggest the Wellington region will maintain its **importance** for the **national economy**. **Employment numbers** are expected to increase by 3,000-4,000 per year. **Tourism** will be another source of economic growth.

These developments will **increase demand** for **transport** services and infrastructure in the region.

At the same time we are facing **resilience** and **climate change** challenges. Our transport network will need to help **mitigating** the **risks** these challenges are posing and contribute to making our region more **sustainable**.

Wellington already has the highest **public transport** usage per capita in New Zealand and the highest **active mode** share of the main urban areas in New Zealand. That’s something to be proud of!

But we are not resting on our laurels. A lot is happening to make our transport system and services **even better**. For example the transformation of our public transport network Metlink, the Urban Cycleway Programme, and crucial infrastructure projects like Transmission Gully.

But we need to do even more to make a **step change** towards a world-class transport system that is safe, accessible, sustainable, integrated and resilient and helps us achieving the envisaged **community outcomes**. That’s what the **regional programme** of transport activities on **page 20** onwards is about. For this change to happen we need financial contribution from the National Land Transport Fund.

Our region’s vision
An extraordinary region – thriving, connected and resilient

The community outcomes we seek to achieve
Strong economy – a strong and thriving economy supported by high quality infrastructure that retains and grows businesses and employment
Connected community – people are able to move around the region efficiently and communication networks are effective and accessible
Resilient community – a regional community that plans for the future, adapts to climate change, and is prepared for emergencies
Healthy environment – an environment with a clear air, fresh water, healthy soils and diverse eco systems that supports community needs
Engaged community – people participate in shaping the region’s future, take pride in the region, value the region’s urban and rural landscapes, and enjoy the region’s amenities

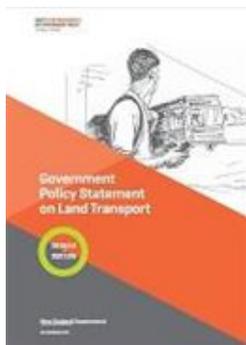
Transport has an important role to play!

What has changed since 2015?

Based on the work we have carried out we have concluded that **some things have changed** since 2015. Here are some of the changes that have taken place over the last couple of years:

For information on...

see page...



Government Policy Statement on Land Transport 2018

7



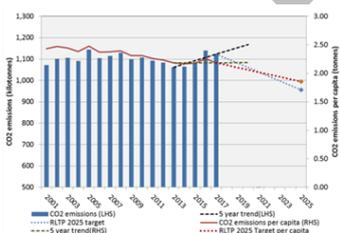
Resilience

8



Population growth

9



Climate change

10



Technology and its impact on how we live and work

11



Safety

12



Congestion

13



Ngauranga to Airport – Let's Get Wellington Moving

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Government Policy Statement on Land Transport 2018

In April 2018 the Minister of Transport issued a new draft Government Policy Statement for Land Transport (GPS) for consultation.

The GPS outlines the government’s strategy to **guide land transport investment**. It provides guidance about where the government will focus its funding to achieve its **national objectives** and the **results** it wants to achieve.

Legislation requires that RLTPs must be consistent with the GPS (we have summarised our assessment of how the RLTP aligns with the draft GPS in Appendix 3 on page x).

The draft GPS 2018 signals a **change** in the **strategic direction** the government takes:

It sets **4 strategic priorities** for what the Government **wants to achieve** in land transport. **Safety** and **access** are the key strategic priorities, which are supported by the priorities of **environment** and **value for money**. Each priority has associated objectives, which provide direction for how these priorities should be achieved.

Three themes have been introduced to which sit alongside the objectives and provide guidance for how the objectives should be delivered.

Government has signalled that it wants to introduce more significant changes and plans to introduce a **second stage GPS**. It hopes to release this second stage GPS in 2019. Government has indicated that it will work with the broader transport sector to develop it.



Strategic priorities draft GPS 2018

- * **Safety** – due to concern about the rising level of death and serious injuries on New Zealand’s roads
- * **Access** – a land transport system that provides increased access to economic and social opportunities, enables transport choice and access and is resilient
- * **Value for money** – a land transport system that reduced the adverse effects on the climate, local environment and public health
- * **Environment** – a land transport system that delivers the right infrastructure and services to the right level at the best cost

Themes

- * **A modal neutral approach to transport planning and investment decisions** encourages looking across the whole land transport system for the best solutions
- * **Incorporating technology and innovation into the design and delivery of land transport investment** technology can support the creation of a safer, more effective and efficient transport system
- * **Integrating land use and transport planning and delivery** acknowledging the significant impact they have on each other

Resilience

The draft GPS 2018 identifies **access** as one of the government’s four strategic priorities. Resilience has an important role to play. A **resilient transport system** helps in securing access to economic and social opportunities and providing improved transport choices and accessibility.

Resilience is already one of the four problems defined in the RLTP 2015, but it has gained even more traction since the November 2016 **earthquake** and **flooding**. These events impacted on people’s **ability to move** around the region – for ourselves and the goods we need. The aftermath of the earthquake changed our **travel patterns** – some people had to work from home for a while, while others commuted to new offices that had shifted from the Wellington CBD to other parts of the region. Many of these impacts were short term, but others took some more time to fully re-establish.

The November 2016 events also raised our **awareness** for, and our **expectations** about, the need to be prepared for the future. The community expects the councils in our region and the Transport Agency to improve the resilience of our core transport infrastructure.

Our **response** to the wide-ranging transport resilience issues needs to cover a range of measures, including:

- identifying and improving sections of the infrastructure that are prone to disruptions
- making sure that alternative routes are available; particularly improving the regional east-west connections
- providing high quality alternatives to car usage, particularly public transport (including passenger rail) and active modes
- soft measures like good communication before, during and after an event.

Improving the resilience of the transport network comes at a cost. It creates **affordability issues** for councils and – through the rates we pay – for people living in the Wellington region.



What do we mean when we talk about ‘resilience’?

The term resilience covers a wide range of aspects, including...

- *... major natural events like earthquakes and severe weather events; these are happening more often and sooner than previously anticipated and have more severe consequences for the transport system (like flooding or slips)
- *... longer-term climate change related impacts (like sea level rise and how we adapt to it)
- *... the ability of our region’s transport network to cope with day-to-day ‘incidents’ such as road traffic accidents
- *... how susceptible our transport system is and how we prepare for these different events.

Dealing with resilience requires...

- *... protecting the current infrastructure as well as preparing for the future
- *... investing more to just maintain the status quo.

Population growth

The population in our region is **growing**. This growth is happening **faster** than anticipated at the time that the RLTP was developed. At that time, predicted growth **between 2013 and 2031** for the region was about 10%. Now the prediction is about **13%** - an additional 20,000 people for the Wellington region.

At a local level, the predicted growth is not evenly distributed. Main growth areas are Wellington City, Porirua, and the Kapiti Coast. Compared with previous projections, particularly Porirua, Upper Hutt and the Wairarapa will grow more than previously expected.

Population growth increases the **demand** for accessible transport **infrastructure** and **services**.

The actual change in population and its distribution will depend on a range of external factors, including central government policies, economic development and housing affordability.

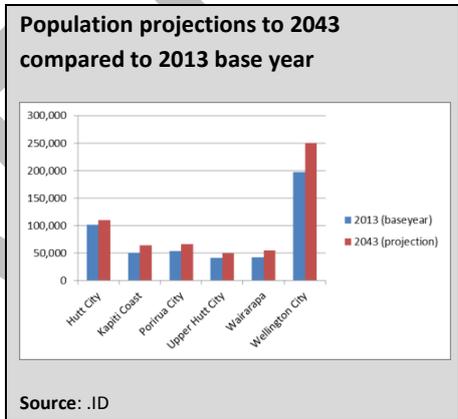
Our region’s population is also **aging**.

How we prefer to travel in the future is **difficult to predict**. It will depend on factors like **technological developments** and **lifestyle choices**. Questions to think about include:

- Will the trend of young adults not getting drivers licences continue?
- Will more people live in the inner-city?
- Will we work more from home?
- Will we use more ride sharing services and when will we start using autonomous vehicles?

➤ Want to find out more how our population is developing, and related information? Have a look at the [Greater Wellington community profile](#).

➤ More examples of how technology can change transport demand can be found on **page 11**.



Climate change

Climate change is another area where the sense of **urgency** has increased since the RLTP was adopted.

The 2017 NIWA **Climate Change Report** predicts an annual temperature increase of up to **1°C by 2040** for the Wellington region. It predicts more **extreme weather** for our region and identifies several climate change impacts that will have implications for the transport network. For example, **sea level rise, slips** and **flooding** events may become more widespread, causing damage to infrastructure.

Transport has an important role to play in addressing climate change: in 2014/15 transport contributed about **39%** of our region’s total gross greenhouse gas emissions.

Since the RLTP was adopted, **commitments** have been made to address climate change, both on a **national** and **regional/local** level.

In 2016 the New Zealand Government signed up to the **Paris Agreement**. This is a joint international effort to combat climate change and adapt to its effects. The New Zealand target is to lower greenhouse gas emission levels by **30% by 2030**, compared with 2005 levels.

In 2017, many of our region’s local government leaders signed a **Climate Change Declaration**. It includes a commitment to develop and implement ambitious action plans that reduce greenhouse gas emissions and support resilience within our councils and communities. This includes promoting walking, cycling, public transport and other low carbon transport options, and supporting the use of renewable energy and uptake of electric vehicles.

➤ Keen to learn more about climate change and what it means for our region? Have a look at the Greater Wellington website on [climate change](#). It contains links to a lot of information, including the [2017 NIWA report](#) and the [2016 Greenhouse Gas Inventory for the Wellington region](#).

How are we tracking?

Since the RLTP was adopted in 2015 the regional **absolute CO2 emissions** have increased. This means that we are trending away from the RLTP target.

The trend **per capita** over the last 5 years has been neutral. This means that we are currently not making progress towards the RLTP target:

Source: Greater Wellington’s 2016/17 Annual Monitoring Report on the Regional Land Transport Plan (AMR)



Technology and its impact on how we live and work

Our **society** is **changing** quickly. **Technological** developments will have impacts on where, when and how we travel. We have already started seeing these changes, for example the uptake of commercial ride-sharing services. We are also seeing fewer young people getting their **drivers licence**. How will this further change in the future, when **autonomous vehicles** will be more common?

Since the RLTP was adopted, a wide range of technological developments and innovations have gained **momentum**. Some of these were already flagged in the RLTP, others are **emerging** as we speak.

Other examples are:

- Electric vehicles – bikes, passenger cars, light and heavy commercial vehicles, buses and ferries
- Mobility as a Service
- Smart roads.

How these developments will influence our **lifestyle** and **working patterns** in the future remains to be seen. We also don't know for sure what this will mean for our **future transport demand**, both in terms of transport infrastructure and services.

We will keep an eye on these developments!

Interested in finding out more about some of these developments and innovations? Here are a few places where you can find more information:

- The Government's website on [electric vehicles](#).
- Transport Agency information on [Mobility as a Service](#).
- Information on [autonomous vehicles](#) on the Ministry of Transport website.

What is Mobility as a Service?

Mobility as a Service (MaaS) connects people with transport service providers, offering **people-centred services**.

It offers an opportunity to change the way different transport modes work together.

A first step is to create a **single place** for all transport providers to offer their services to us. This is called a **mobility marketplace**. This market place will allow all of us to **view, compare, book** and eventually **pay** for any transport service – all in one place through a mobile app.

To test the concept, mobility marketplace pilots are currently running or being planned in Queenstown and Auckland.



What are smart roads?

The term 'smart roads' covers a wide range of ideas and concepts. Smart roads use technology to help improvements in different areas, for example to make roads safer, more sustainable or to better manage road capacity (for example by automatically adjusting speed limits to traffic flows or by prioritising certain transport modes at certain times of the day).

Safety

Road safety is an **important** part of our RLTP and one of the 8 strategic objectives.

Our region experienced a downwards trend in casualties for a number of years. However, in 2016 the **accident** numbers **increased**. This seems to be more in line with the national trend, where the road toll has been trending upwards for the last few years. We don't know yet if the 2016 increase was an anomaly or the beginning of a change in the current trend.

Parts of our region have an issue with **high speed rural roads** and councils are taking action to tackle this, including implementation of the [Speed Management Guide](#). A significant part of our region is **highly urbanised** and faces challenges like conflicts between vehicles at intersections and between different modes. **Pedestrian** and **cyclist** safety in our urban networks is a particular concern, especially as we are seeing a significant uptake of e-bikes and cycling more generally.

The **draft GPS 2018** identifies safety as one of the government's key strategic priorities. The level of ambition for safety has significantly increased. The objective is now for a land transport system that is **free of death and serious injury**. The new safety strategy which the government will develop over the next 12-18 months will consider whether a "**Vision Zero**" framework should be applied in New Zealand.

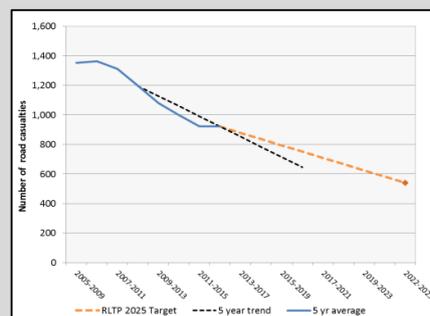
The new government has sought the support of local and regional councils to take action to improve road safety in New Zealand. We look forward to continuing to work with the government on this and will consider the impact of the new safety strategy when we develop our next RLTP.

We will continue monitoring the regional safety trends and respond accordingly. We will also continue to work with **central government** and our **partners** in the region to address safety issues.

How are we tracking?

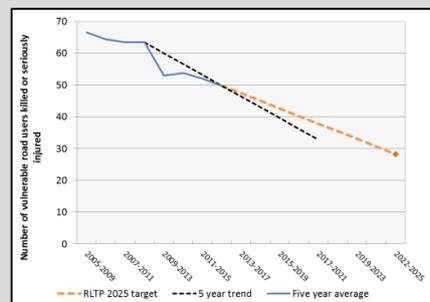
In **2016** there were **977 casualties**. This consisted of 16 deaths, 191 serious and 770 minor casualties.

The **five year rolling average** to 2016 was **921 casualties**. The five year rolling average trend-line indicates a decline in total casualties. This is still a positive result, even though in 2016 accident numbers increased:



Source: AMR 2016/17

For **pedestrians** and **cyclists** casualty numbers have fluctuated since 2010. The overall trend is for decreasing numbers of casualties. There were 25 seriously injured cyclists (no fatalities) and 28 seriously injured and 1 fatally injured pedestrian during 2016 in the Wellington region:



Source: AMR 2016/17

Congestion

There is a **perception** that congestion has **increased** since the RLTP was adopted in 2015. This includes more **weekend congestion** and a **wider spread of peak time** congestion.



Congestion impacts on a range of road users including commuters and business-related vehicle travel, bus passengers, visitors to our region and trucks transporting freight. It impacts on our ability to get to school and university and places where we play and relax.

Congestion also has a **negative impact** on the **economy** and the **environment**.

The sense of increasing congestion is currently difficult to support with long-term evidence, as a new monitoring regime only started in 2015.

Data from the new monitoring regime paints a somewhat **inconsistent picture**, making it difficult to determine whether congestion is a **network wide** issue or only for certain network capacity **pinch-points**. The overall short-term trends are developing **away from** the **RLTP targets**.

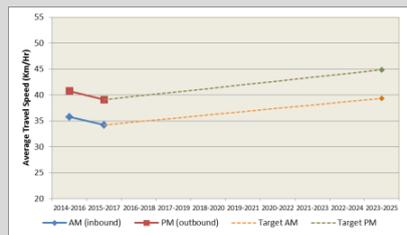
How are we tracking?

Since 2016 the Annual Monitoring Report uses two new measures to track congestion development in our region:

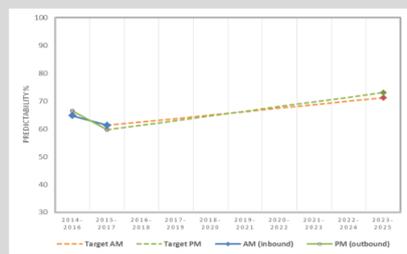
- average travel **speeds**
- average travel time **predictability**.

Both are measured during peak period on selected strategic routes.

The short term shows that both have been decreasing:



Three year rolling average travel speed



Predictability for strategic routes

Source: AMR 2016/17

Ngauranga to Airport – Let’s Get Wellington Moving

Let’s Get Wellington Moving is a joint initiative between Wellington City Council, Greater Wellington and the NZ Transport Agency. It takes a **fresh look** at our city’s transport system to ensure it supports how we want our city to look, feel and function.

The focus is the area from **Ngauranga Gorge** to the **Airport**, encompassing the Wellington Urban Motorway and connections to Wellington Hospital and eastern and southern suburbs.

To support liveability as Wellington grows, we need to move more people without more vehicles. To achieve this Let’s Get Wellington Moving has a strong focus on public transport, walking and cycling.

At the heart of this new approach are **people** and **collaboration** – designing our transport system and city around the **needs** and **wants** of people.

Getting this right is not only important for Wellington City, its people and businesses. Because Wellington City is the region’s central business district, this is important for the whole region.

When we carried out the RLTP mid-term review, Let’s Get Wellington Moving was in full swing. The Let’s Get Wellington Moving team prepared different scenarios, which were used for public engagement in late 2017.

The deadline for the submission of the RLTP update and programme by the end of June 2018 was too early for Let’s Get Wellington Moving to have finalised an agreed **implementation plan** and **projects** to feed into the programme.

This means that the 2018-21 programme will need to be amended at a later point in time to include these projects once they are agreed.

➤ Want to keep in the loop on what’s happening with Let’s Get Wellington Moving? The [website](#) is updated regularly.



Let’s Get Wellington Moving’s 12 guiding principles

-  Accessible, healthy and safe
-  Better public transport
-  Clean and green
-  Compact city
-  Demand and supply
-  Future-proof and resilient
-  Past, present and future
-  Predictable travel times
-  Set in nature
-  Growth
-  Travel choice
-  Wider view

➤ You can find an explanation on what these principles mean [here](#).

Our areas of focus for the next 3 years

Our RLTP has **8 strategic objectives**. You can find these on **page 3**. When the RLTP was developed, the RTC decided that all 8 objectives are **equally important**.

We still think they are all equally important for the longer-term, but that some of them need a bit **more focus** in the **short-term**, for the 2018-21 programme.

The 3 areas of focus for the 2018-21 programme are:

- Resilience
- Public transport
- Walking and cycling.

There are different reasons for this:

Resilience

The November 2016 **earthquake** and **flooding**, as well as the risks coming from **climate change** – including more severe weather events and sea level rising – mean that we need to be even more **proactive** in protecting our transport infrastructure and making it more **resilient**.

A lot has been achieved over the last few years in the areas of information and data availability. Now we need to focus on delivering projects that will improve our resilience out there.

A particular aspect that needs attention is the lack of **east-west connections** within the region, both in terms of alternative routes as well as a lack of public transport. Incentivising commuters to use more **environmentally friendly** transport modes, like active modes and public transport, will also contribute to making our region more resilient.

Consequently resilience is an **area of focus** for the 2018-21 programme.



Public transport

Our region already has the **highest usage** of public transport per person in New Zealand! This makes us proud, but we know that we need to do more to make it even better, more attractive and reliable, and more environmentally friendly.

We are working hard to make this happen – examples are changes to Wellington’s bus network, a new fare system, integrated ticketing, better management of park and ride, As part of the Let’s Get Wellington Moving project we are exploring mass transit options. We are also keeping an eye on how technology can improve our services, such as Mobility as a Service (see **page 11**).

Even though we are making these and other improvements, there are good reasons to make public transport an **area of focus** for the 2018-21 programme:

Public transport is a key response to address **climate change**, one of the big challenges we are facing. It is crucial to deal with the projected growing number of people in the region). Public transport can help to make our region more **resilient**, by making us less reliant on fossil fuels and providing alternative transport options when unplanned events are happening.

A specific issue that needs further attention is **rail** capacity and infrastructure, particularly on the **Wairarapa line**. We are working together with KiwiRail on business cases to get central government funding for major improvements.



Walking and cycling

Walking and cycling are increasingly important for people to get around in our region.

An increase in funding, partly by central government through the **Urban Cycleways Fund**, means that the region is in the process of improving cycle infrastructure on an ongoing basis. However, more needs to be done to implement a first class cycling network and improve the walkability of our cities. This will also help improving the **perception** we have of our walking and cycling infrastructure.

Why are active modes so important? Like public transport they will help us addressing **climate change**. They have a big role to play when it comes to reducing our greenhouse gas **emissions**, making our region even more **liveable** and **resilient**, and accommodating a growing population. And while we are at it: active modes also deliver numerous **health benefits!**

Therefore walking and cycling is an **area of focus** for the 2018-21 programme.



What’s important when we develop the 2021 RLTP?

While we worked on the mid-term review we came across a number of areas that we think will be key considerations when we develop the RLTP 2021. The current RLTP already touches on some of these, but more work will be needed in these areas in the run-up to the development of the RLTP 2021.

Note: Some of these areas have been highlighted in the draft GPS 2018 as needing further work, e.g. a government intention to consider:

- including rail funding as part of the development of a second stage GPS
- interventions to significantly improve the affordability of public transport
- whether a “Vision Zero” safety framework should be applied in New Zealand.

We will make sure that the RLTP 2021 is consistent with the latest version of the GPS.

<p>Rail</p> 	<p>More emphasis on rail and its greater integration into our region’s public transport network is desirable for the next RLTP 2021, particularly because of its importance for resilience and for the Wairarapa.</p> <p>The role of rail for passengers and freight has been highlighted by the new Government in the draft GPS. It contains a new Transitional rail activity class for investment to support urban and interregional rail services that assist passengers to access major employment and housing areas.</p>
<p>Health impacts</p> 	<p>There is a fast growing evidence base on the health benefits of walking and cycling. We also continue to learn more about other ways in which transport affects health, including air and noise pollution, health issues due to low physical activity, social isolation and barriers to accessing health services due to a lack of transport options.</p> <p>These will be considered as part of the RLTP 2021 development.</p>
<p>Costs and affordability</p> <p>\$</p>	<p>During the development of RLTP 2021 we will further investigate increasing cost pressures for councils and rate payers.</p> <p>Specific issues made as part of the mid-term review relate to:</p> <ul style="list-style-type: none"> • the financial implications of more frequent and severe weather events on transport infrastructure • affordability of infrastructure maintenance • the unavailability of national funding for footpath maintenance – this is likely to be addressed through GPS 2018, if the changes signalled in the draft GPS are going to be implemented • issues with the current funding system set by the GPS which can be a barrier to receiving funding for e.g. multi-agency, multi-modal solutions • a mismatch between public expectations of what can be delivered and the funding available.

The community would also like to see more public transport services, for example more train services to the Wairarapa or off-peak services, which require more funding.

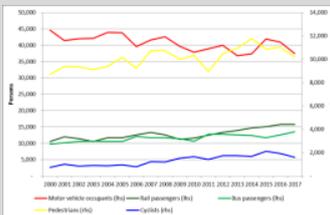
Public transport affordability is also an issue for some people in our region who find it difficult to afford public transport fares.

Freight



There are developments related to freight that we will further investigate prior to 2021. These include CentrePort’s future development and its impact on the region, the impact of Transmission Gully and other infrastructure improvements on freight movements and other changes like increased hubbing and the development of inland ports.

Lifestyle and travel patterns



We have already discussed how technology starts changing where, when and how we travel.

But we don’t know exactly how and when these changes will influence our lifestyle, working and travel patterns. We also don’t know for sure what this will mean for our future transport demand, both in terms of transport infrastructure and services.

What we do know is that behaviour change generally takes time, so we will continue to monitor the changes in this area over the coming years. This includes not only the technological developments themselves, and the opportunities they provide, but also changes in the environment, e.g. in the legislative context.

Land use



LAND USE PLANNING

A lot is happening and going to happen in the land use space. Increasing housing needs, the National Policy Statement on Urban Development Capacity and the related needs for transport infrastructure and services require well-integrated transport and land use planning. For this we will also need good data.

This is an area that will require more work over the coming years.

Air and water quality



The proposed Natural Resources Plan for the Wellington region contains changes to road run-off and water quality standards.

As part of the development of the RLTP 2021 we will look at the possible funding implications of these (proposed) changes.

There is also an expectation that over time, and as resources permit, more traffic air pollution indicators will be measured and that this information will inform the development of future RLTPs.

The regional programme 2018-21

[to be added once completed]

Appendices

[to be added]

DRAFT



Report 2018.136
Date 18 April 2018
File CCAB-16-242

Committee Regional Transport Committee
Author Helen Chapman, Senior Transport Planner
Anke Kole, Strategic Advisor

RTC submission on the Draft Government Policy Statement on Land Transport 2018

1. Purpose

This report seeks the Committee's approval for a submission being made to the Ministry of Transport on the draft Government Policy Statement on Land Transport 2018 (GPS).

2. Background

The GPS details the government's priorities and results for the land transport sector and is a requirement of the Land Transport Management Act 2003.

The GPS describes the outcomes the government expects to achieve from its investment in land transport through the National Land Transport Fund (NLTF) over the next 10 years. It sets out how it will achieve these outcomes through investment in certain areas known as activity classes (such as State highway maintenance, road policing, local roads and public transport), how much revenue will be provided and how the revenue will be raised.

In this way, the GPS influences decisions on how the NLTF is invested by the NZ Transport Agency. It also guides local government and the NZ Transport Agency on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.

A new GPS is released every three years. The next GPS will come into force on 1 July 2018 and cover the ten-year period 2018/19-2027/28 (GPS 2018).

After the change of government in late 2017, the incoming government decided to develop a new GPS 2018, which is currently being consulted on.

The new draft GPS is initiating a change in approach to the land transport system. It transforms the investment focus and sets new strategic priorities.

The four strategic priorities of the draft GPS 2018 are:

- Safety (key strategic priority) – due to concern about the rising level of death and serious injuries on New Zealand’s roads.
- Access (key strategic priority) –a land transport system that provides increased access to economic and social opportunities, enables transport choice and access, and is resilient.
- Environment (supporting strategic priority) –a land transport system that reduces the adverse effects on the climate, local environment and public health.
- Value for money (supporting strategic priority) –a land transport system that delivers the right infrastructure and services to the right level at the best cost.

Three themes have been introduced in the draft GPS to assist understanding of how to effectively deliver on these priorities. They influence how the results should be delivered to ensure the best transport solutions are achieved:

- A mode-neutral approach to transport planning and investment decisions – this encourages looking across the whole land transport system for the best solution. It includes physical infrastructure, but also e.g. better use of (transport) data or new technology.
- Incorporating technology and innovation into the design and delivery of land transport investment –technologies can support the creation of a safer, more efficient and effective transport system.
- Integrating land use and transport planning and delivery – acknowledging the significant impact land use planning and transport planning and delivery have on each other.

Full details of the draft GPS are provided on the Ministry of Transport website: <http://www.transport.govt.nz/ourwork/keystrategiesandplans/gpsonlandtransportfunding/>.

The closing date for the consultation is Wednesday 2 May 2018. The draft submission is provided as **Attachment 1**.

3. Comment

The submission expresses support for the intent of the Draft GPS 2018 and its application in the Wellington region. It identifies particular areas of change that RTC would like made to the GPS, or wider policies influencing transport investment. The submission covers the following areas:

- Support for the new strategic direction.
- The need for wider changes to funding policy to address constrained local share funding.

- Support for the new transitional rail activity classes and changes to funding ranges.
- The need to improve integration between the Land Transport Management Act 2003, Resource Management Act 1991 and the Local Government Act 2002.

4. Feedback from other forums and organisations

The RTC submission has a focus on how the draft GPS 2018 will affect strategic region-wide transport issues as reflected in the Regional Land Transport Plan.

Some of the local authorities in the Wellington region, including Wellington City Council and Greater Wellington Regional Council, are preparing their own submissions on the draft GPS, reflecting the specific issues and concerns for their respective organisations.

Sharing of common issues and concerns have been facilitated through the regional Transport Advisory Group (TAG) forum (which met on 17 April) and the Transport Special Interest Group (TSIG) forum involving regional council representatives from across New Zealand via email. Common issues are reflected in the RTC submission.

5. Communication

The final submission will be sent to the Ministry of Transport. No further communication is proposed.

6. The decision-making process and significance

Officers recognise that the matter referenced in this report may have a high degree of importance to affected or interested parties.

The matters requiring decision in this report have been considered by officers against the requirements of Part 6 of the Local Government Act 2006 (the Act). Part 6 sets out the obligations of local authorities in relation to the making of decisions.

6.1 Significance of the decision

Part 6 requires Greater Wellington Regional Council to consider the significance of the decision. The term 'significance' has a statutory definition set out in the Act.

Officers have considered the significance of the matter, taking the Council's significance and engagement policy and decision-making guidelines into account. Officers recommend that the matter be considered to have low significance because the decision subject of this report constitutes feedback to a consultation process, and the final decision will be made by an external party (government). Officers do consider that a formal record outlining consideration of the decision-making process is therefore not required in this instance.

6.2 Engagement

Engagement on the matters contained in this report aligns with the level of significance assessed. In accordance with the significance and engagement policy, no engagement on the matters for decision is required.

7. Recommendations

That the Committee:

1. ***Receives the report.***
2. ***Notes the content of the report.***
3. ***Approves the draft submission on the Draft GPS on Land Transport 2018 as set out in Attachment 1 to this report.***
4. ***Delegates to the Chair the ability to make minor editorial amendments to the submission.***

Report prepared by:

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Report prepared by:

Anke Kole
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Report approved by:

Harriet Shelton
Manager, Regional
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Report approved by:

Luke Troy
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Attachment 1: RTC Submission on the Draft GPS on Land Transport 2018



**Wellington Regional Transport Committee
submission on:**

**The Draft Government Policy Statement on
Land Transport 2018**

Submitted to:

GPS2018@transport.govt.nz

From:

Wellington Regional Transport Committee

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Wellington Regional Transport Committee

Submission on the Draft Government Policy Statement on Land Transport 2018/19 – 2027/28

Introduction

The Wellington Regional Transport Committee (RTC) would like to thank the Ministry of Transport for this opportunity to provide feedback on the new Draft Government Policy Statement on Land Transport 2018/19 – 2027/28 (Draft GPS). We acknowledge the efforts the Minister and Ministry have made to provide us with information as quickly as possible given the significant shifts in transport investments that are proposed.

Key points

Overall, the RTC is very supportive of the direction of the Draft GPS. We are pleased to note that the strategic direction of the Wellington Regional Land Transport Plan 2015 (RLTP) aligns well with the strategic direction in the Draft GPS.

Table one below is a summary of our key recommendations for change. From page 4 onwards this submission identifies particular areas of support. It provides comment on and seeks clarification about some details of the Draft GPS. We also include changes we would like to see made to the Draft GPS and associated policies.

We see the draft GPS 2018 as a starting point for a new direction in land transport. We appreciate that many details still need to be finalised, including the results and targets in section 2.8 of the draft document. We would like to work closely with NZTA and the Ministry on associated policy changes and the second stage GPS. These details will be crucial to better understand the government's expectations and how these align with our aspirations for the Wellington region.

The following table presents our key recommendations for changes to aspects of the draft GPS or supporting policies. Included in the body of the document are a number of recommendation in support, these are not captured in this table.

Table One: Key recommendations	Supporting information on page...
The RTC recommends that wider funding policies, including the Funding Assistance Rate (FAR), are reviewed to address issues around constrained local share funding.	9
The RTC recommends that the government work with local government to review local government funding tools to ensure a sustainable long term approach to funding infrastructure.	9
The RTC recommends that consideration is given to changes to the Resource Management Act (RMA) to improve linkages between the GPS, RLTPs, and district plans (e.g. require district plans to be consistent with the RLTP and make the integration of transport and land use planning a specific function of the councils).	7
The RTC recommends that the Minister consider how greater alignment between Land Transport Management Act, RMA and Local Government Act processes could be achieved (e.g. changing RLTP timeframes to align	7

better with Long Term Plans.	
The RTC recommends that the GPS provides explicit recognition that public transport is one of the safest transport modes, and that modal shift from private vehicles towards public transport is also likely to contribute to safety outcomes.	5
The RTC recommends that consideration is given to how NZTA's Investment Decision Making Framework, including the Economic Evaluation Manual, could incentivise improved environmental outcomes, and other outcomes such as safety and resilience.	6
The RTC recommends that as part of the second stage GPS, the Ministry work closely with local government to consider introducing mode neutral activity classes that deliver key outcomes (e.g. resilience, safety).	8
The RTC recommends that a stronger focus on resilience for the most critical connections in the transport network and requests assurance that key resilience projects in the Wellington region will be funded.	6
The RTC recommends that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development)	8
The RTC recommends that a 100% FAR is provided for the transitional rail activity class.	10
The RTC recommends that specific reference is made to the climate change policies and urban design protocol as government policies relevant to transport.	6
The RTC recommends that the Minister consider how investment in walking activities can be encouraged.	6
The RTC recommends that the Minister provide clear expectations to NZTA that make it easier for councils to access funding for road safety promotion and behaviour change programmes.	11
The RTC requests clarity on whether the Urban Cycleways Fund (UCF) will be superseded by increases in the Walking and Cycling activity class, requiring more local share for activities (i.e. 50% local share, rather than 33% under the UCF).	11

New Strategic direction

The RTC fully supports the new strategic direction of the Draft GPS 2018. It is well aligned with the strategic direction of the RLTP which has a vision ‘To deliver a safe, effective and efficient land transport network that supports the region’s economic prosperity in a way that is environmentally and socially sustainable’.

Greater focus on safety as a key strategic priority

The RTC welcomes the significant increase in the level of ambition for delivering a land transport system free of death and serious injury, and the broadened focus to include the highest risk parts of the network, and walking and cycling safety.

We look forward to the development of a new road safety strategy as part of the second stage GPS, which will consider the introduction of Vision Zero. We note that local authorities have a significant knowledge base that should be considered when developing the strategy.

We welcome the signalled acceleration of the implementation of the Speed Management Guide. This should not just focus on speed but also recognise that speed limit changes very often need to be complemented by local safety improvement works and funded accordingly.

The increase in funding for local road maintenance and inclusion of footpath maintenance is welcomed as it will contribute to improved safety and perceptions of security. Well maintained assets provide a safer environment for transport system users.

Cyclist and pedestrian safety is a high priority for the Wellington region. Within the Wellington urban area reducing conflict at intersections and improving safety for pedestrians and cyclists is crucial to encouraging uptake of active modes.

We would like to see an acknowledgement in the GPS that public transport is one of the safest transport modes, and that the GPS result supporting modal shift from private vehicles towards public transport is also likely to contribute to safety outcomes.

The RTC is pleased to see a result focused on safer road use through appropriate education and promotion activities and regulatory changes.

Road safety promotion can support infrastructure improvements with behaviour change programmes to achieve significant safety benefits. A number of programmes are active across the Wellington region. Relatively small amounts of funding are required to implement these behaviour change interventions. However, funding policy changes are required to make it easier to access this funding. We provide more comment on this matter under the heading [“Funding ranges and policies”](#).

We also believe that increased resourcing should be made available to support the development of road safety initiatives. There is significant work required to develop and implement robust road safety promotion programmes. Previously NZTA funded a regional road safety coordinator to assist local authorities. We suggest that consideration is given to how best to assist councils to deliver effective road safety programmes.

The RTC **supports** the focus on safety as a key strategic priority and the development of a new road safety strategy.

The RTC **recommends** that the GPS provides explicit recognition that public transport is one of the safest transport modes, and that modal shift from private vehicles towards public transport is also likely to contribute to safety outcomes.

Greater focus on access as a key strategic priority

The RTC welcomes the focus on enabling liveable cities and thriving regions as part of the key strategic priority of access. We are also pleased to see how the draft GPS acknowledges the strong links between land use planning and transport (demand). We agree with the role mode shift can play in enabling better outcomes for transport and liveability.

The RTC supports the focus on increasing public transport, walking and cycling. The access strategic priority is well aligned with our RLTP short term focus areas of public transport, walking and cycling and resilience.

We embrace the important role our transport network plays in making sure that the Wellington region is well-connected and accessible and enjoys economic and social prosperity. Let's Get Wellington Moving is one of our key initiatives to make this happen. We look forward to working with the government on the second stage GPS to ensure that funding is available for the proposed transport programme agreed on as part of Let's Get Wellington Moving.

The Wellington region has some pressing transport challenges, significant capacity constraints and resilience issues. Investment to ensure continued reliable access should be given a high priority.

The RTC is supportive of the increased focus on walking and cycling, including providing critical missing links in the network. There has been increased investment in developing cycleways in the Wellington region, but significant investment is still needed in order to achieve a connected network of safe cycle routes.

Pedestrians and cyclists often have quite different infrastructure needs and the joint activity class has been dominated by cycleway projects in the past. Enabling maintenance for footpaths through the NLTP will remove one barrier to greater investment in pedestrian infrastructure. Alongside this RTC would welcome consideration of how greater encouragement for new investment in pedestrian infrastructure could be achieved.

The RTC supports the much stronger focus on public transport in this GPS. The Wellington region already has some of the highest levels of public transport use in New Zealand, but more investment is needed to address capacity constraints and accommodate further growth. For this reason we are supportive of funding increases for public transport, including moves to bring rail infrastructure into the NTLP.

The RTC acknowledges that resilience is included as an objective, but we feel this should be a strategic priority in the draft GPS. We believe that a stronger focus on resilience for the most critical connections is needed. This is based on our experience after the 2016 earthquake and the increasing number of climate change related events that impact on transport infrastructure. The Wellington Region has identified key routes with high resilience issues through the Regional Resilience programme business case.

The RTC would like assurance that funding will be available for projects aimed at improving the resilience of the network at critical points. Projects that are part of the draft RLTP include

the Petone to Grenada Link road, the Cross Valley Link from Seaview to State Highway 2 and the Wellington regional accelerated resilience project.

The RTC **supports** the focus on access as a key strategic priority.

The RTC **recommends** that a stronger focus on resilience for the most critical connections in the transport network and requests assurance that key resilience projects in the Wellington region will be funded.

The RTC **recommends** that the Minister consider how investment in walking activities can be encouraged.

Support inclusion of environment as a strategic priority

The RTC welcomes the increased focus on the environment and the broader approach that considers transport effects on local amenity values and public health as well as reducing emissions that contribute to climate change.

Climate change is a significant concern for the Wellington region. Some of our communities are already facing the effects of increased damaging storms and coastal erosion linked to sea level rise. The RTC suggests that that specific reference is made to the climate change policies and urban design protocol as government policies relevant to transport to strengthen the focus on climate change and the environment (section 1.2 of the draft GPS).

Currently the emphasis placed on cost benefit ratios in NZTA's Investment Decision Making Framework is a barrier to more environmentally friendly alternatives where these cost more. For example, electric buses currently cost more the equivalent diesel buses resulting in a lower cost benefit rating when these are considered as an improvement project. We request that consideration is given to how projects that help mitigate climate changes or have a lower environmental impact can be encouraged, including looking at how environmental benefits are treated in the Economic Evaluation Manual.

The RTC **supports** the focus on environment as a strategic priority.

The RTC **recommends** that consideration is given to how NZTA's Investment Decision Making Framework, including the Economic Evaluation Manual, could incentivise improved environmental outcomes and other outcomes such as safety and resilience.

The RTC **recommends** that specific reference is made to the climate change policies and urban design protocol as government policies relevant to transport.

Support themes of mode neutrality, better integration with land use and incorporating technology and innovation

The RTC supports the three themes underpinning the GPS.

The integration of land use and transport planning and delivery is a significant challenge. Currently the linkages between the Land Transport Management Act 2003 (LTMA), Resource Management Act 1991 (RMA) and Local Government Act 2002 (LGA) are poor and pose a significant barrier to greater integration. There is no explicit link between land use plans prepared under the RMA and the RLTP, with very limited tools to achieve integration. Given the significant benefits that can be achieved through a land form that results in a lower need to travel, improving integration is an urgent transport issue. We support its direct

consideration in transport investment, but to fully enable integration statutory barriers need to be addressed.

Spatial planning is one tool that can be used to achieve better integration. Currently there is no clear legislative mandate for region wide spatial planning.

The lack of linkages and different statutory timeframes in the LGA and LTMA can also make it challenging to prepare and agree the RLTP. Generally the RLTP has to be prepared and consulted on ahead of councils having agreed priorities and funding with their communities as part of Long Term Plans.

Multi-modal transport programmes provide opportunities for better integrating transport and land use. The RTC suggests that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development).

The RTC supports a shift to a mode neutral investment system focussed on achieving the desired outcomes through the most effective means, including where this involves non-transport interventions. We believe that the 'silo' structure of the current activity class framework does not encourage a whole system approach or consideration of a wide range of solutions. For example, improving resilience between Wellington and the Hutt Valley can involve improvements across several activity classes as the railway line, State Highway 2 and the proposed walking and cycling path all follow the same corridor. We would like to see an outcomes based approach to investment considered as part of the second stage GPS.

We are keen to understand how investment in freight movement on a mode neutral basis will be considered. We look forward to the work as part of the second stage GPS to bring coastal shipping and rail into the NTLF framework. Coastal shipping is a critical and underutilised part of the transport network and rail has suffered from significant underinvestment for many years. Putting these modes onto an equal footing with other land transport could deliver significant benefits in achieving the GPS objectives around access, safety and the environment.

We welcome the consideration of other policies to achieve mode neutrality, such as smarter pricing tools, to encourage users to consider the full costs imposed by their travel.

The focus on using technology and innovation to improve the delivery of transport is in line with the direction the region is moving in. Significant investments have been made in the smart motorway and better real time tools and information for public transport and roading. Enabling the right tools and open data means that we can work more effectively with the sector to deliver better outcomes for our customers.

The RTC **supports** the three themes in the GPS mode neutrality, better integration with land use and incorporating technology and innovation.

The RTC **recommends** that consideration is given to changes to the Resource Management Act (RMA) to improve linkages between the GPS, RLTPs, and district plans (e.g. require district plans to be consistent with the RLTP and make the integration of transport and land use planning a specific function of the councils).

The RTC **recommends** that the Minister consider how greater alignment between Land Transport Management Act, RMA and Local Government Act processes could be achieved (e.g. changing RLTP timeframes to align better with Long Term Plans).

The RTC **recommends** that the GPS provides explicit encouragement for joint programmes of investment across activity classes to develop integrated transport programmes that support land use outcomes (e.g. transit oriented development)

The RTC **recommends** that as part of the second stage GPS, the Ministry work closely with local government to consider introducing mode neutral activity classes that deliver key outcomes (e.g. resilience, safety).

Need for wider changes to funding policy to address constrained local share funding

The RTC welcomes the re-balancing of funding across activity classes. However, we are concerned that – in the absence of other changes to funding policy – this may not be sufficient to achieve the ambitious outcomes sought in the draft GPS. Currently all activities other than state highways require a council contribution of around 50%. As councils' main funding tool is rates, we are very constrained in our ability to raise additional funding. We also already experience significant pressure to minimise rates increases, while operating in an environment of increasing costs and competing priorities for funding.

The RTC recommends that changes to the Funding Assistance Rate (FAR) policy be considered. Greater use of targeted enhanced FARs in the short term could be used to accelerate investment. We believe that more fundamental changes to FAR and/or local government funding tools are needed in the longer term. Most councils have recently completed public consultation with their communities to set their budgets for the next three years, and will not be able to substantially change the funding available for transport in the short term. Changes to increase FARs or provide targeted enhanced FARs could enable projects to proceed that would not otherwise be able to.

Longer term a more fundamental review of local government funding tools is required¹. While some government initiatives such as the Provincial Growth Fund may be able to assist in the short term with meeting local share funding requirements, these do not provide long term certainty. The Provincial Growth Fund will only be available to the non-urban parts of our region, and relies on a separate set of criteria which are not yet publicly available. This still leaves an issue for our urban councils that are experiencing funding constraints.

The Regional Fuel Tax Bill may be a funding source in the future and additional tools such as congestion pricing, value capture and parking levies should also be considered.

The RTC **supports** the rebalancing of funding across the activity classes.

The RTC **recommends** that wider funding policies, including the Funding Assistance Rate (FAR), are reviewed to address issues around constrained local share funding.

¹ Local Government New Zealand has previously undertaken work looking at local government funding tools, <http://www.lgnz.co.nz/assets/Uploads/Our-work/Local-Government-Funding-Review.pdf>.

The RTC **recommends** that the government work with local government to review local government funding tools to ensure a sustainable long term approach to funding infrastructure.

Activity classes and changes to funding ranges

Transitional rail activity class

The RTC strongly supports the move to shift rail into the NLTP so that decisions can be made on an equal basis with other modes. How this shift occurs is critical to the success of the Wellington regional rail network renewals, and ongoing improvements. Currently the lack of a transparent long-term funding process for the track infrastructure owned by KiwiRail is a significant impediment to improvements to the Wellington metro rail network.

We understand that this Transitional rail activity class has been designed as an interim measure to fund immediate pressures on the rail network constraining growth. Ahead of the longer term rail review Greater Wellington and KiwiRail have jointly prepared two business cases. These are:

- Network Track Infrastructure Catch-up Renewals - To address life-expired track infrastructure on the Wairarapa Line and other critical track infrastructure on the network.
- Unlocking Network Capacity and Improving Resilience - To capitalise on the success of previous 'above rail' investments and upgrade the network to provide sufficient capacity to manage existing and future growth.

We understand that these business cases will now be considered for funding as part of this new activity class. We seek certainty that the activity class definitions and NZTA funding policies will enable these business cases to be funded.

In order for the infrastructure business cases to be funded in the 2018/19 year, certainty is needed about how the funding will be managed. The RLTP implications of adding KiwiRail activities to the programme for 2018/21 need to be clarified.

Previously, Crown funding for capital investment in Wellington and Auckland metro rail track and associated assets was provided as 100% grant funding. This acknowledged the high capital costs of most investment in rail, the catch-up nature of much of this investment and that the assets are owned by the Crown. The RTC submits that NLTP investment in rail track and associated infrastructure should be treated similarly to Crown contributions and receive a 100% FAR².

The RTC welcomes the indication that inter-regional rail commuter services such as the Capital Connection service will be supported. We look forward to continuing to work closely with NZTA and Horizons Regional Council to ensure this important service can be retained.

² Although the NZTA has statutory responsibility for setting the FAR for activities funded from the NLTF, it does this in accord with any criteria set by the Minister (s20C, LTMA).

A third business case is under development for new long-distance rolling stock, to replace Greater Wellington's aging Wairarapa fleet and KiwiRail's Capital Connection fleets with modern Electro/Diesel Multiple (E/DMU) units. We look forward to working with the government on the second stage GPS to ensure that projects like this are able to be funded under the new policy settings.

The RTC **supports** the inclusion of rail funding within the NLTP framework.

The RTC **recommends** that GPS 2018 provides for a 100% FAR for the transitional rail activity class.

Rapid transit activity class

The RTC supports a much greater focus and increased investment for rapid transit. Rapid transit is a space efficient, safe and environmentally friendly way to achieve access and place making goals in major urban areas. As part of Let's Get Wellington proposals for a rapid transit solution for Wellington City are being developed to address capacity constraints on the current bus network, particularly along the 'Golden mile', and enable future growth in a way that contributes to land use outcomes and liveability. .

We would like to work with the NZTA as they develop the funding policies and FAR to support the new rapid transit activity class. Getting these right will be critical to ensuring funding certainty. NZTA funding policies help determine what activity class an activity will be funded from. Some services may sit at the boundary between rapid transit and high capacity, high frequency public transport. For projects early in the scoping process where operational characteristics have yet to be determined it may not be clear which activity class these will fit in. What FAR is set for this activity class will also be critical in enabling projects to proceed.

The RTC **supports** the increase in funding for that rapid transit.

Funding ranges and policies

The RTC welcomes the increased funding for public transport, walking and cycling, road safety promotion and demand management, as well as local roading.

We seek clarification on whether the increase in funding for the Walking and cycling activity class will replace the Urban Cycleways Fund that is due to end at 30 June 2018. Under the Urban Cycleways Fund, cycleway projects are funded 1/3 each by the Crown, the NLTP and local share. By shifting this funding into the NLTP without changes to FAR, local government would effectively have to fund 50% of the project costs. This would put additional pressure on council budgets.

The RTC welcomes the additional funding provided in the Local road maintenance activity class which is essential to support the implementation of the One Network Road Classification. We expect local road maintenance costs to increase as a result of uptake of High Productivity Motor Vehicles by the transport industry. The increased use of these vehicles has been very successful and has improved transport efficiency. However the greater vehicle mass of HPMVs means that assets are deteriorating at a faster rate than anticipated and the renewal needs of roads and bridges are increasing accordingly.

The RTC strongly supports the inclusion of footpath maintenance in the GPS, as the lack of footpath maintenance funding has in the past been a barrier to improving pedestrian facilities.

The RTC queries the decrease in the lower limit for expenditure on local road improvements. We acknowledge that the Local road improvements activity class has been consistently underspent. RTC seeks that the government investigate the factors contributing to this underspend.

We note that the second stage GPS will consider interventions to significantly improve the affordability of public transport, such as investigating the possibility of a green transport card to reduce public transport fares for people on low incomes. The RTC supports this aspiration in principle; however the funding arrangements would need to be considered carefully so as to avoid any negative impacts on local government funding.

It is worth noting that regional councils already consider issues around affordability of fares through their fare reviews. Greater Wellington has provided some relief for people on low incomes through its recent fares review, but would welcome joint work with the Ministry and NZTA on how best to deliver more affordable fares.

The RTC is supportive of the explicit inclusion of demand management in the Road safety promotion and demand management activity class as well as the increase in funding for this class. Demand management programmes are essential to help promote behaviour change towards greater use of more sustainable transport modes. NZTA's funding policies have in the past been a barrier to greater investment in demand management. For example, regional councils have been unable to access funding through the Walking and cycling activity class for behaviour change and education programmes; these have previously been funded through the constrained Road maintenance and Road safety activity classes.

The RTC requests that consideration be given to the changes required to NZTA funding policies in order to address the barriers to investment in Road safety promotion and demand management programmes.

The changes in the GPS are likely to result in an increased need for planning and variations to RLTPs, at a cost to local government. Currently transport planning, including RLTPs is funded from the investment management activity class. We suggest consideration of an increased funding range for this activity class.

The RTC **supports** the inclusion of footpath maintenance in the GPS activity class.

The RTC **recommends** that the Minister provide clear expectations to NZTA that make it easier for councils to access funding for road safety promotion and behaviour change programmes.

The RTC **requests** clarity on whether the Urban Cycleways Fund (UCF) will be superseded by increases in the Walking and Cycling activity class, requiring more local share for activities (i.e. 50% local share, rather than 33% under the UCF).

Thank you once again for the opportunity for the Regional Transport Committee to provide feedback on the Draft GPS 2018. Please do not hesitate to contact us to discuss any of the points raised.

Cr Barbara Donaldson
Chair, Regional Transport Committee

Date:

DRAFT



Report 18.131
Date 3 April
File CCAB-16-249

Committee Regional Transport Committee
Author Patrick Farrell, Transport Planner

Proposed variation to the Wellington Regional Land Transport Plan 2015: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments

1. Purpose

To seek the Regional Transport Committee's (the Committee) support for proposed variation of the Wellington Regional Land Transport Plan 2015.

2. Background

2.1 The Regional Land Transport Programme

The current Regional Land Transport Plan 2015 (RLTP) was prepared by the Committee, and subsequently approved by Greater Wellington Regional Council (GWRC) in April 2015.

The RLTP contains all the land transport activities proposed to be undertaken throughout the region over 6 financial years, and the regional priority of significant activities (costing >\$5m).

The activities in the RLTP are submitted by the NZTA and 'Approved Organisations' (including the eight territorial authorities and GWRC).

3. Process for considering a variation

The Land Transport Management Act 2003 (the Act)¹ includes provision for changes to some types of activities without the need for a variation to the RLTP. However, this provision does not apply to the proposed new or amended activity subject of this report.

Section 18D of the Act states that if a good reason exists to do so, the Committee may prepare a variation to its RLTP during the six years to which it

¹ As amended by the Land Transport Management Amendment Act 2013.

applies. This can be at the request of an Approved Organisation or the NZTA, or on the Committee's own motion.

Section 18D(4) of the Act requires the Committee to consider any variation request promptly.

Section 18D(5) of the Act notes that consultation is not required for any variation that is not significant or that arises from the declaration or revocation of a state highway.

4. Proposed variation

The details of the proposed variation(s) to be considered by the Committee at this meeting are set out in the table below:

Name of activity: Tawa Street Level Crossing Automatic Gates and new pedestrian surface treatments

Request by: Wellington City Council (on behalf of KiwiRail)

Description of variation: To add a new, previously unidentified, activity to the six year programme

Reason for the variation: This project is required in the urgent interests of public safety. The improvements are designed to mitigate pedestrian safety risk at this location. ALCAM (Australian Level Crossing Assessment Model)² rates this crossing as high risk. Near miss occurrences are common at this crossing and train drivers rate it as the riskiest on the North Island Main Trunk rail line in the Wellington region.

NZTA funding has only recently become available from the National Land Transport Fund for local road level crossing improvements. This funding was not available at the time the six year programme was being written. In order for level crossing improvements to obtain NZTA funding, the local council is required to submit a variation to the RLTP because KiwiRail is not authorised to request National Land Transport Fund contributions directly.

Details of the subject activity: Tawa Street level crossing is being upgraded with automatic gates at all four pedestrian crossing locations. The gates close automatically when a train is approaching which prevents pedestrians from crossing the tracks. New track surfacing for pedestrians is also being installed.

Estimated total cost: The total cost of the project is \$905,000

Proposed timing and cash-flow: The subject activity is expected to commence in May 2018 and be completed by June 2018.

² ALCAM is the tool KiwiRail uses to prioritise crossing risk.

Funding sources: The project will be fully nationally funded by NZTA and will not affect any other projects in the current National Land Transport Programme.

Full details of the proposed variation(s) for inclusion in Figure 50 of the RLTP 2015 are set out in **Attachment 1** to this report.

5. Significance of variation

The significance policy for proposed variations to the RLTP is set out in Appendix B (page 191) of the RLTP 2015. Officers have assessed the significance of this proposed variation, for the purpose of consultation, against the RLTP significance policy.

A record of the key factors considered by officers in making a determination of significance is provided in the tables below:

1) Key considerations in determining significance – Would the proposed variation:		
<ul style="list-style-type: none"> Materially change the balance of strategic investment? 	No	The proposed cost variation of \$905,000 associated with this activity is not considered to materially change the overall balance of strategic investment in the context of the \$1.3 billion programme cost.
<ul style="list-style-type: none"> Negatively impact on the contribution to Government or GPS objectives and priorities? 	No	The proposed variation relates to a project that will make a positive contribution towards the Government Policy Statement objectives through the construction of improvements that will have a significant contribution to road safety and efficiency.
<ul style="list-style-type: none"> Affect residents? (moderate impact on large number of residents or major impact on a small number of residents considered to be of more significance than those of minor impact) 	No	The variation would have a relatively minor impact on a small number of residents close to the project boundaries. No properties are directly affected by the proposed activity.
<ul style="list-style-type: none"> Affect the integrity of the RLTP, including its overall affordability? 	No	The proposed variation is not expected to affect the integrity of the RLTP or its overall affordability.

2) Several types of variations are considered to be generally not significant in their own right. Is the proposed variation:	
<ul style="list-style-type: none"> An activity in the urgent interests of public safety? 	Yes
<ul style="list-style-type: none"> A small scope change costing less than 10% of estimated total cost, or less than \$20M 	No
<ul style="list-style-type: none"> Replacement of a project within a group of generic projects by another project? 	No
<ul style="list-style-type: none"> A change of the duration or priority of an activity in the programme which does not substantially alter the balance of the magnitude and timing of activities in the programme? 	No
<ul style="list-style-type: none"> The addition of an activity previously consulted on in accordance with sections 18 and 18A of the Act and which comply with section 20 of the Act? 	No

Note: A variation that is assessed as meeting any one of these criteria will generally not be considered significant, however the key considerations in the first table should still be assessed.

3) Other considerations –	
<ul style="list-style-type: none"> What are the likely impacts time delays or cost on public safety, economic social, environmental wellbeing as a consequence of undertaking consultation? 	Delays at this stage will delay the implementation of the project and the associated safety and efficiency benefits.
<ul style="list-style-type: none"> What are the relative costs and benefits of consultation? 	Due to the minor impact of the project, and the consequences of delays to the project, the associated costs are considered to significantly outweigh the benefits of public consultation on the variation.
<ul style="list-style-type: none"> To what extent has consultation with the community or relevant stakeholders been undertaken already? 	The Tawa Community Board is aware of this project and has provided their full support.

Conclusion: The variation is therefore **not** considered to be significant for the purpose of requiring consultation.

6. Next Steps

If the Committee agrees to the variation request, it will then be forwarded to GWRC for approval at its Council meeting on 9 May 2018. As is the case with the RLTP itself, GWRC must either accept the recommendation or refer the variation back to the Committee, with a request that it be reconsidered.

Once the variation has been approved by GWRC, the variation is then forwarded to the NZTA for consideration of inclusion in the NLTP for funding.

There is no obligation for the NZTA to vary the NLTP by including the new activity. However, it must give written reasons for any decision not to do so.

7. The decision-making process and significance

The matter requiring decision in this report has been considered by officers against the requirements of Part 6 of the Local Government Act 2002. Part 6 sets out the obligations of local authorities in relation to the making of decisions.

7.1 Significance of the decision

The matters for decision in this report are subject to the legislative requirements of the Land Transport Management Act 2003. Section 18D(5) of the Land Transport Management Act 2003 requires the Committee to determine if a proposed variation to the RLTP is significant, in accordance with its significance policy adopted under 106(2) of the Land Transport Management Act 2003 and included in the programme.

An assessment of the variation against the RLTP significance policy is set out in section 5 of this report and concludes the matter **does not** trigger the requirement to carry out consultation.

7.2 Engagement

Engagement on this matter is not considered necessary.

8. Recommendations

That the Committee:

1. *Receives the report.*
2. *Notes the content of the report.*
3. *Agrees to recommend to Greater Wellington Regional Council that the Regional Land Transport Plan 2015 be varied to include the proposed activities in [Attachment 1](#) of this report.*

Report prepared by:

Patrick Farrell
Transport Planner

Report approved by:

Harriet Shelton
Manager Transport Planning

Report approved by:

Luke Troy
General Manager Strategy

Attachment 1: Proposed variation(s) to RLTP 2015

Proposed variation(s) to RLTP 2015

Organisation: Wellington City Council (on behalf of KiwiRail)														
Activity Name	Stage	Expected start year	Duration (months)	Cost (\$m) 2015/16	Cost (\$m) 2016/17	Cost (\$m) 2017/18	Cost (\$m) 2018/19	Cost (\$m) 2019/20	Cost (\$m) 2020/21	6 year cost (\$m)	10 year projected cost (\$m)	Delivery against strategic objectives	Assessment Profile ***	Funding Source(s)
Tawa St Automatic Gates	Construction	2018	4	0	0	0.905	0	0	0	0.905	0	2,4,6,7	H,H,M	NZTA 100%
Significant activity? No		If Yes, what is the recommended priority ranking: n/a												

Key:

Strategic Objectives that projects are assessed against in terms of project primary delivery goals	* Estimated year 6 construction and property cost
1 = A high quality, reliable public transport network	** Estimated year 10 construction and property cost
2 = A reliable and effective strategic road network	*** Three letter assessment profile based on NZTA requirements. Strategic Fit, Effectiveness and Economic Efficiency.
3 = An effective network for the movement of freight	Significant activity definition = Any large new improvement projects that have a total cost greater than \$5million.
4 = A safe system for all users of the regional transport network	
5 = An increasingly resilient transport network	
6 = A well planned, connected and integrated transport network	
7 = An attractive and safe walking and cycling network	
8 = An efficient and optimised transport system that minimises the impact on the environment	