

20 February 2015

Draft RLTP Submissions
Freepost 3156
Greater Wellington Regional Council
P.O. Box 11646
Wellington 6141
info@gw.govt.nz

cc. mayor@wcc.govt.nz
cc. andy.foster@wcc.govt.nz

Re: Draft Regional Land Transport Plan 2015

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design. We acknowledge that these transport issues are the concern of both GWRC and WCC, and so have cc-ed in the WCC mayor (Celia Wade-Brown) and WCC transport portfolio leader (Andy Foster) into this submission.

We generally agree with many of the issues raised; but not all of the conclusions generated. We make the following recommendations and comments, organised in accordance with the NLTF activity types:

POLICY FRAMEWORK, CORRIDOR STRATEGIES, NETWORK PLANS, OTHER ACTION AREA [pp 11-130]

A. Other Activities

1. Lobby government to create a new categories/activity type in the National Land Transport Fund of "Active Modes" at the same hierarchical level as "Local Roding," "State Highways," and "Public Transport."
2. Advocate for walking and cycling to be allocated a higher share of the National Land Transport Fund (NLTF).

Cycling

3. Prepare a costed urban cycling network plan/s (including priorities, and network hierarchy), including an e-bike (and motorbike?) strategy (p. 104) to complement the council existing cycling policies.
4. Design and implement a CBD cycle network for Wellington. This could be a shared (walking/cycling) space network, but must address the current difficulties cycling through the Wellington CBD **[C1]**
5. Replace one car lane in each direction along the Wellington waterfront (Wakefield St to Waterloo Quay) with a generous cycle lane.
6. Work with WCC to mandate bike parks and showers in work places.
7. Provide rental bikes (preferably free for the day) at the Wellington Railway Station (as well as secure bike parks at train stations, p. 106)
8. Increase the capacity of trains and buses to carry bikes; and guarantee their carriage (rather than the current "first come, first served" approach on trains and lack of facility on buses (pp. 101, 106))
9. Replace car parks with bike parks and rental bike stands (E7/8)
10. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53)
11. Fix Karo Drive so cyclists have a continuous bike lane (i.e. not interrupted by kerbs/roads); shared paths only work when they don't cross roads **[C2]**

Walking



the architectural centre inc.
PO Box 24178 Wellington

12. Complete the Te Aranui o Pōneke/Great Harbour Way between Wellington City and Hutt City (via Ngauranga) (p. 53, 94)
13. We support the aim to address insufficient pedestrian crossing facilities and commend the council for identifying locations of these so they can be addressed (p. 94). We would also include the Onslow Rd intersection on the list of "lack of safe and direct pedestrian crossing points." With the removal of the 43/44 bus loop as proposed, residents of lower Onslow Road and associated streets will need to walk to and cross Hutt Road to take buses. There is currently no ability for pedestrians to do so safely. **[W1]**
14. Connect Garrett Street to Victoria Street as a pedestrian/cycle thoroughfare.

Travel Demand Management (TDM)

15. Invest in regional and cities PT, cycling and walking transport models to better understand these modes and how to increase their mode share. **[TDM1]**
16. Actively discourage private car ownership, and promote car co-ops, car rentals, taxis, public transport, cycling and walking as replacements for private car travel (e.g. lobby to increase registration costs of private cars). Set specific targets (with timeframes) related to reducing car ownership.
17. Lobby central government to require all schools to have a school travel plan, and establish specific targets related to walking and cycling (c.f. p. 40, 129) (<http://www.stuff.co.nz/motoring/news/9974512/School-holidays-cut-Auckland-commute-times>; <http://www.3news.co.nz/nznews/len-brown-puts-focus-on-school-traffic-congestion-2010092815#axzz3PuA2elzY>; <http://schoolrides.blogspot.co.nz/2011/02/congestion.html>). Set targets to increase the use of walking, cycling and PT by schools students.
18. Include working with local businesses and workplaces regarding flexible working hours for employees in E3 (p. 45, also p. 129)
19. Increase the cost of car parking, and progressively limit inner-city car parks, make car parking inconvenient (p. 128). Convert carparking buildings into affordable apartments and social housing.
20. Work with WCC to: (i) encourage communal parking/garage facilities in developments as this is more efficient (in terms of both space planning and energy-use); (ii) facilitate alternative uses for existing garages (e.g. encourage existing to be remodelled as suburban apartments); (iii) review residents' parking on-street provisions where there are existing off-street parks in inner-city suburbs. Residents' on-street parking should only be available to households without existing off-street parking; and (iv) exclude parking provision on the ground floors of apartment developments in accordance with good urban design practice regarding active edge design. Related to these issues of parking design and provision, we commend the WCC for its removing the requirement to provide carparking in apartment developments. While this initiative occurred a number of years ago, it is an important and progressive aspect of our building regulations.
21. Make Wellington a net zero-emissions city and region (including a measure of embodied energy).
22. Targets should not be constrained by "expected future scenario" (pp. 40, 41) reliant on trends not proactive strategy and action. Setting targets to match what is likely to happen regardless of action is unimpressive.
23. We recommend that it is noted in I11 (p. 44) that the economic impacts (including health and environmental economic benefits) of new major transport projects need to be *comprehensively*, rather than narrowly, evaluated.

Urban design

24. Respect the built environment when making infrastructure changes, whether implementing bus priority systems or motorways, or road widening. Wellington's unique character and qualities shouldn't be ill-affected by out-of-scale infrastructure, undermining the appeal of the inner city neighbourhoods

as places to live, work and walk through. This is not to say that we are opposed to all infrastructure proposals, but that some places cannot accommodate large scale infrastructure - smarter thinking about how space and time can be used is sometimes needed. Capacity and efficiency are not simply about more space, for example: information technologies can also increase transport efficiencies through information sharing (pp. 128-130), TDM can produce more efficient mode share (pp. 125ff), tidal flow lanes can make more use of road space (p. 128). Sophisticated transport modelling of all modes is needed, and may need to be better developed for active modes and PT.

25. Land use relationships to transport are not restricted to the ideas underpinning the transport spine (i.e. the ambition to co-locate high density housing and centres of employment with public transport) (pp. 128-129). Increase roading efficiency has land use implications because this encourages urban sprawl. Specifically there is a well established international average of 30min commute time; faster journey times do not result in reduced travel time (and so efficiency), but rather they encourage people to buy cheaper houses further out, because people can travel further in 30 minutes. This is to say that compact urban form is dependent on an inefficient transport infrastructure at this threshold. We consequently strongly encourage the council to document and maintain a consistent 30min travel radius for private car commuting from the CBD.

B. Public Transport

1. Implement an integrated ticketing system now (p. 78). It is embarrassing that this has not been done. It is incomprehensible that transfers are not automatically implemented in Snapper cards, surely within the bus system to achieve this is a matter of programming (and perhaps negotiations between competing transport providers), rather than a difficult technical issue or needing supply of physical infrastructure of any kind. We consider this to be an extremely high priority and must include a daily cap on expenditure for users, and an automatic 2 hour intermodal transfer.
2. Advocate for public transport to get a higher share of the land transport money.
3. Price PT to reflect the public good of its de-congestion benefits (We have the highest and least subsidised bus fares in NZ (<http://www.stuff.co.nz/dominion-post/news/wellington/10090979/Bus-fare-rise-ruled-out-as-patronage-increases>)). We note, with respect to PT fares, that consideration of cost needs to occur beyond the individual passenger to consider comparative costs between PT and other modes at a couple and family unit scales. Currently it is cheaper and much more convenient for a couple to take a car into the CBD and pay for parking, than it is to pay for two bus fares from many parts of the city.
4. Extend the PT priority spine (from Wellington Railway Station to Newtown/Kilbirne) to Wellington Airport (p. 75) **[PT1]**
5. Buses and trains need to be far superior and attractive than cars to effect mode shift - the current muddling around the edges won't work. Link the GWRC's Chair's salary to mode shift targets, remove all council car parks, and give councillors bus/train passes for travel related to council business. The decision-makers need an intimate awareness of the system.
6. Include a policy ambition regarding the design and interior of the PT (beyond "safe, comfortable"). Coffee carts, free wifi and furniture and cabin/car design could improve the attractiveness of PT (p. 42).
7. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
8. Provide real-time information and route maps at all transport stops (e.g. bus stops).

Buses

9. We do not support the proposal to buy diesel hybrid buses, and see this as a step back from the current electric system (for reasons of embodied energy as well as sustainable operational energy-use) (p. 77). In addition to global environmental issues, diesel is bad for the health of nearby cyclists and pedestrians, and diesel engines are noisier than other bus engines.
10. Get better bus stops (which are positioned to shield patrons from the dominant wind direction); who wants to die of pneumonia waiting for a bus in the Wellington wind and rain? Perhaps the GWRC and WCC could jointly run a design competition, or commission different architectural and design firms to design bus shelters around the city. A recent example of innovative bus stop design can be seen in high profile Kulture Krumbach initiative in Krumbach, Austria. While this project aimed to promote tourism (rather than weather-protection), a similarly structured proposal aimed at improving the quality of our bus shelters could be productive.
11. Ensure bus frequency along the Golden Mile between the Embassy and the Railway Station is 3-5minutes. We do not support a reduction of frequency through the CBD below this.
12. We support bus priority measures, dedicated bus lanes and high quality, and excellently-designed bus stops and interchanges (p. 76) **[B1]** We note that in Melbourne tram priority is also evident at tram stops, where cars stop to allow passengers to cross the street from central median tram stops.
13. Schedule the airport bus to align with the time period that planes arrive and depart. Currently many planes arrive/depart outside the airport bus' hours of operation.

Trains

14. Extend the current train timetable to enable people working late, or meeting friends, or seeing a film in the CBD to get home at night.
15. Explicitly consider our regional train network within the framework of a potentially more sustainable, affordable and viable national network.

Light Rail

16. Provide a light rail route from the Wellington Train Station to Wellington Airport. **[LRT1]**

Ferries

17. Introduce a regular commuter ferry route from Petone to the CBD (with park and ride, and bike locker facilities) to increase alternatives to private car commuting. **[F1]**

Taxis

18. Create a network plan for taxis, and shared cars (including the location of terminals/taxi ranks). These could be an important mode of public transport which reduces car ownership.
19. Facilitate models of shared taxis (common overseas e.g. in parts of the Middle East, rather than simply an elaboration of our airport shuttle system) to provide a service operating between the flexibility of the current taxi system and conventional public transport with respect to multi-trip destinations, including the ability for taxi drivers to pick up other passengers mid-journey.

Shared cars

20. Facilitate a car rental/car share system similar to Goget (<https://www.goget.com.au/>) to replace private car ownership (p. 129)

21. Encourage the provision of shared cars (to replace car ownership) in residential developments as a residential facility. This could be linked to any provision of car parking in residential developments.

C. State Highway Improvements

22. Include "Use by strategic traffic (primary)" in the list of Priority Focus for Strategic Road: SH1 (p. 83, fig 23). Inter-regional PT, freight and HOV should be prioritised on SH1 over other traffic.
23. Eliminate single-occupant vehicles on state highways/strategic roads during peak times (p. 125).
24. Remove car parking from strategic roads (specifically National High Volume Roads, and National Roads).
25. Support intelligent transport systems to optimise the road network

Freight

26. Study and model the impact of 3D printing on freight traffic (c.f. impact of email on postal services) (p. 129).
27. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45)

D. Local Roading

28. Support intelligent transport systems to optimise the road network
29. Fix the lack of east-west permeability from Kent/Cambridge (e.g. extend Barker St; reverse Jessie St)

Private cars

30. Include manufacturing energy-use data in the evaluation of improvement of vehicle fleet, embodied-energy is an important contributor to greenhouse gas emissions (even if they occurred on the other side of the world) (E6, p. 45).
31. Remove generic aims to reduce congestion. The evidence presented in the draft RLTP is that congestion is reducing or is at a maintained level in recent years - not increasing; and that (like our PT use) congestion levels in Wellington are better than Auckland and Christchurch (pp. 25, 26). If a target regarding congestion is to be established, and given the fact that average congestion has "remained relatively unchanged" between 2003-2013 (p. 25), with a decrease in levels from 2010-2013 (p. 26), it would appear that the current level (represented by the range experienced between 2003-2013) would be a sensible congestion level to maintain.
32. What are the deterrents to driving private cars that will be proactively pursued? (E4, p. 45)

REGIONAL PROGRAMME [pp. 133-179]

Proposed additional projects, and qualifying comments added in red.

Rank	Project
Walking & Cycling/TDM	
1.	Develop cycling and walking transport models [TDM1]
2.	CBD Cycling/Shared space network [C1]
3.	Ngauranga to Petone Cycleway/walkway
4.	Remediate identified pedestrian severance [W1]
5.	Fix the Karo Drive cycle way [C2]
Public Transport	
1.	Wellington Integrated Fares and Ticketing
2.	Implement a LRT route from Wellington Railway Station to Wellington Airport [LRT1]

3.	Wellington City BRT Infrastructure Improvements [including the extension of the PT priority spine to Wellington Airport] [PT1]
4.	Regional Rail Plan - Passenger Rail Improvements (RS1)
5.	Design & build high quality, and excellently-designed bus stops and PT interchanges (perhaps a national design competition?) [B1]
6.	Introduce a ferry route from Petone to Wellington CBD [F1]
Local Roding Improvements	
1.	Remove car parking from strategic roads [SH1]
no rank	Kapiti Road Relief Route
no rank	Cross Valley Link
State Highway Improvements	
1.	Remove car parking from strategic roads [SH1]
1.	Wellington RoNS (1) - SH1 Mt Victoria Tunnel Duplication [use tunnel for LRT; include provision for cycling; see above]
1.	Wellington Regional Resilience Programme (SH1 and SH2)
1.	Wellington Port Access Improvements
no rank	Wellington RoNS (3) - SH1 Terrace Tunnel Duplication - delay until eastbound (Vivian St route resolved)
no rank	SH2 Corridor Improvements (Ngauranga to Upper Hutt)
no rank	SH1/SH2 Petone to Grenada Link Road
no rank	SH2 Rimutaka Programme
no rank	SH58 Safe System (Grays Rd to SH2)
no rank	SH2 Moonshine Hill Road to Gibbons Street Safety Improvements
no rank	Wellington RoNS (7) - SH1 Peka Peka to Otaki Expressway

Thank you again for this opportunity to comment on this draft Regional Land Transport Plan 2015. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
 President, The Architectural Centre
 arch@architecture.org.nz