



# ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

## Submission of the Onslow Resident's Community Association for the Draft Regional Land Transport Plan 2021

The Onslow Residents Community Association represents the areas of Khandallah, Broadmeadows and Kaiwharawhara. Our purpose is to act as a conduit between the community and local authorities, represent the views and interests of our three communities, promote, develop and improve the public services and facilities for our community and foster a sense of community. We are a voice for our community.

### Overview

The Onslow Residents Community Association is pleased to make a submission on the Draft Regional Land Transport Plan. This is based upon local knowledge and discussion with our residents at a public meeting on March 16<sup>th</sup> 2021 with about 70 residents in attendance.

We thank the contributors for producing such a quality plan. However,

***We suggest that the current plan is not achievable within an affordable budget and that you produce a more authentic plan targeted at all aspects of the Transport Outcomes Framework.***

We also wish to present our submission on the RLTP in person to Greater Wellington Councillors in a formal hearing.

We will first make some general comments and then focus on the key questions in the submission documents. Finally, we will present recommendations for action for consideration by the Council.

### Limitations of the Draft Land Transport Plan

The Land Transport Plan's three targets are laudable but by themselves insufficient to meet our community's needs. We believe that an effective transport plan is based on understanding who needs transport, for what purposes and under what constraints.

***User needs must be characterised and addressed in the Plan.***

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

***Reducing time to get to destination must be a quantified target in the plan.***

It is our observation that Wellington transport is becoming increasingly overloaded, congested and therefore inefficient. Four examples of this are:

1. The many longer times required to get to destinations on public transport verses using private transport as shown on Google and Apple maps,

2. The lack of direct public transport connectivity to hospitals and universities and between major centres except via Wellington Railway and Bus Stations.
3. Long standing times on public transport during commuting peak hours,
4. Congestion of roads and parking in social peak hours,
5. Complaints from local business about access for deliveries and for their customers.

**Reducing congestion of all transport modes must be a quantified target in the plan.**

### Answers to the Questions in the Submissions Questionnaire

These responses are made in our online submission also.

1. Lawrence Collingbourne
2. Our email address is onslowcommunityassn@gmail.com
3. We are submitting for a group
4. The Onslow Residents Community Association
5. How we rate your three targets:

Target	Not ambitious enough	About right	Too ambitious	Don't know
Safety		X		
Reduce emissions			X	
Mode-share			X	

6. Highest priority project: No 6 LGWM
7. Why we chose this as #1: These are inappropriate questions due to the diversity of spend and the dependencies between projects, but as No 6 is almost half the budget, why would you spend this much money if it is not the most important?
8. Second highest priority: No 16 Real-time systems upgrade
9. Why we chose this as #2: It will provide the information we need to make effective transport choices
10. Third highest priority project: 2 National ticketing system
11. Why we chose this as #3: Integration of the full transport system, but it is of limited use without integrating the bus and train timetables
12. Our further feedback is provided in the rest of this submission.
13. Would we like to submit our submission in person: Yes
14. What is the best phone number to contact us on: 021750633
15. What part of the region do we live in: Wellington City
16. Do we wish to keep the whole or part of our submission private: No
17. N/A

Specific submission on Broadmeadows, Khandallah and Kaiwharawhara

### Johnsonville Railway

The most important part of our submission is to address the statement in the Plan that the Johnsonville Railway Line is a “Rapid Transit System”. It is not. It fails to meet the definition. Furthermore it is improper if officials attempt to change the definition to fit the railway. For example, the average speed from Johnsonville is about half that on the Kapiti and Hutt Valley lines. That it is not a “Rapid Transit System” is in line with statements from Chair of the Regional Council, Daran Ponter, and the Mayor of Wellington City, Andy Foster, at our public meeting held on 16 March 2021. Nor will it become a “Rapid Transit System” in the foreseeable future because unlike the other lines, there is no plan to improve its performance. This was the overwhelming view of our public meeting.

***The statement that the Johnsonville railway is an RTS must be removed from the Plan.***

### Mode-Share Target

We suggest that increase the public transport mode-share requires:

1. Quick public transport journey times
2. Frequent services at 10-minute intervals so we can just turn up
3. Safe and comfortable travel – driving with passenger comfort and safety uppermost in mind (e.g., not taking corners fast and no heavy braking) and no standing for long periods
4. Integration of the modes in one journey – car-train-bus-cycle-walk
5. Well-considered, statistically based surveys asking a variety of open (not closed) questions of users and potential users to assess their needs in order to plan routing and timing of services; other non-rigorous and untargeted surveys (such as anecdotes from whoever turns up to a public meeting) should not drive planning of public transport.

***Nevertheless we think the 40% mode-share target is not possible for our suburbs.***

1. The bus service is not frequent enough when returning in the evening yet, as observed by Chair Daran Ponter at our public meeting, there are not enough people using the bus to warrant the expense of higher frequency services when personal transport is available
2. The trains only go to Wellington Railway Station, there are no direct services to Porirua, Lower Hutt, Upper Hutt, Kapiti, and the Wellington-commuter-focus is a 20<sup>th</sup> century model of travel not sustainable post Covid due to its lack of productivity. Travel to and from many places beyond Wellington CBD, such as Newtown with its numerous health facilities and a large workforce, is marred by uncoordinated interconnections.
3. Our suburbs have an average of more than 1.5 personal vehicles per dwelling according to the last census and many inquiries on Google and Apple maps show driving to take less than half the journey time than using public transport.

### Electric Personal Vehicles

We believe personal transport was a revolution that led to choice and independence in the 20th century. We see a new personal transport revolution coming through battery vehicles of all kinds that go beyond e-scooters to provide greater safety and weather protection. The challenge to the Plan is that this will decarbonise personal transport and challenge the regions regulations and infrastructure in ways unimagined in the Plan. For example, it will no longer be acceptable to drive electric personal and delivery vehicles on footpaths as there will be too much traffic going too fast.

***The Plan must address providing infrastructure for the electric personal transport revolution.***

## Mass Rapid Transport – LGWM

It is not sustainable to have a transport future with public, commercial and private transport transitioning through the Wellington CBD only to take people and goods to the other side. The Plan must provide an effective bypass that removes all transitioning mode types from the Inner City, while allowing outer suburb residents to access their own town centre.

We believe that the only affordable way to do this is to integrate the mode types and funnel traffic into a Mass Rapid Transit system for those journey purposes that it supports, e.g. travel to high volume places such as the hospital, the airport, universities and key employment centres.

***Effective aggregation of transport into the MRT must be included in the Plan.***

## Park & Ride

Park and ride enables integration of personal vehicular transport and public transport. However there are two particular problems with it and one important opportunity:

1. Users do not park and ride near to their point of departure but, rather, as close to their destination as possible, perhaps because they favour the independence and comfort of their personal vehicle., so many park & ride spaces are taken by remote users and not available to locals
2. If park & ride becomes full, or if park & ride attracts a parking fee, users will spill into nearby residential streets as they do at Wellington Airport, something also happening in Onslow suburbs
3. The new ferry terminal appears to offer the opportunity to integrate personal vehicles with an MRT in a way that funnels traffic into an MRT and reduces the number of vehicles in the Wellington CBD.

***The Plan must address using the new ferry terminal as a modal integration point.***

## What we like about the Land Transport Plan

We like that the Plan recognises the need for faster and more frequent public transport services, but want this extended to set specific targets across all modes with identified projects to deliver them.

We like that Plan proposes to integrate transport modes, but want this done more seriously by solving the park and ride conundrum and avoiding the demonisation of personal transport. The tenet of the plan must be to improve business, community and individual choice by enabling more beneficial transport. The way to persuade increased usage of public transport services is to make them more attractive, e.g. through better reliability, frequency and comfort.

## Recommendations

The recommendations we make have been highlighted throughout this submission by using ***emphasis*** at the points where the evidence for them is discussed.

1. .

## Conclusion

The Plan requires the following changes as identified in this submission:

***A more authentic plan targeted at all aspects of the Transport Outcomes Framework***

***User needs must be characterised and addressed in the Plan***

***The statement that the Johnsonville railway is an RTS must be removed from the Plan***

***Reducing time to get to destination must be a quantified target in the plan***

***Reducing congestion of all transport modes must be a quantified target in the plan***

***The 40% mode-share target is not possible for our suburbs***

***The Plan must address providing infrastructure for the electric personal transport revolution***

***Effective aggregation of transport into the MRT must be included in the Plan***

***The Plan must address using the new ferry terminal as a modal integration point.***

Thank you for the opportunity to make a submission. We will also be sharing this submission with in ORCA's communications with its members. Please feel free to contact our association at [onslowcommunityassn@gmail.com](mailto:onslowcommunityassn@gmail.com) or by phone on 021 750 633 regarding this submission.

Yours sincerely

Lawrence Collingbourne, President on behalf of

Onslow Residents' Community Association