



# ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

## Submission of the Onslow Resident's Community Association for the Draft Regional Public 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 Public 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 find this Plan to be full of good intentions that are unaffordable, such as "high quality transport" and "world-class transport". It only contains four measurable goals. All other promises are qualified by undefined terms. Specifically it is not possible to determine which train and bus services will be improved with measurable outcomes beyond none being planned for the Johnsonville railway line.

***We suggest that it is not possible to quantify whether the current plan is achievable within an affordable budget and that you produce a more authentic plan targeted at specific performance parameters of specific services.***

We also wish to present our submission on the RPTP 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 Public Transport Plan

The Public Transport Plan's three focus areas 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 destinations must be a quantified target in the plan.***

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

1. The much longer times required to get to destinations on public transport versus 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.

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

Wellington simply cannot afford high-quality, world-class services. Current speed limits and average speeds are well below “world class” and the investment required to achieve world-class journey times would require 4-track rail arteries and permanent bus lanes, neither of which is achievable within the space and budget available.

***The terms “high-quality” and “world-class” must be removed from the Plan as they are not defined and, in the absence of a specific and measurable definition, unachievable.***

### 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. Definitely disagree.
6. The primary goal is to meet user needs and these have not been identified; in particular the Plan offers no evidence that it will result in efficient public transport that benefits Wellington’s economic prosperity.
7. Definitely disagree.
8. These goals are immeasurable, not specific to user needs and high capacity, high frequency requires changes not identified in the Plan, and therefore we have no confidence that these outcomes will be delivered.
9. Somewhat agree.
10. We agree that Metlink should exploit this new technology to reduce carbon and other carcinogenic diesel emissions, but we see no evidence that this is achievable and affordable in the timeframe proposed.
11. Don’t know.
12. We cannot find the Smarter Connections Strategy 2018 anywhere in order to read and understand it. We believe that the current park & ride strategy is broken, as we identify in our this submission.
13. Extension of the airport connection beyond Wellington Railway and Bus Stations would be an admission that the Public Transport implementation is broken and that other services cannot provide an effective connection to the airport bus service or MRT.
14. Our further feedback is provided in the rest of this submission.
15. Would we like to submit our submission in person: Yes
16. What part of the region do we live in: Wellington City
17. Suburban
18. Bus & Rail
19. All
20. Do we wish to keep the whole or part of our submission private: No

Specific submission on Khandallah, Broadmeadows 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 increasing 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.***

6. 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
7. 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.
8. 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.

### 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 Public Transport Plan

We like that the Plan recognises the need for faster and more frequent public transport services, but want this to set specific targets for actual services 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. .

### Summary

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

***Greater authenticity targeted at specific performance parameters of specific services to meet specific user needs.***

***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 public transport must be a quantified target in the plan.***

***“High-quality” and “world-class” transport is unachievable and unaffordable.***

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

***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 within ORCA’s communications with its members. Please feel free to contact our association at 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