

12 March 2018

Greg Campbell
Chief Executive Officer
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Dear Greg

REGIONAL LAND TRANSPORT PLAN: MID-TERM REVIEW PUBLIC CONSULTATION

1. Thank you for the opportunity to submit on the mid-term review of the Regional Land Transport Plan (RLTP).
2. Kāpiti Coast District Council supports the intent of the review to ensure the RLTP meets the Wellington region's needs for the next three years (2018-21), and recognises the challenge of prioritising 26 large improvement projects.
3. While programme management needs make it necessary to weigh all 26 large improvement projects against one another, Kāpiti Coast District Council has considered the projects according to (i) those that improve the roading network and (ii) those that improve public transportation.

Roading network

4. Through the Roads of National Significance (RoNS) programme, considerable investment is occurring in the Kāpiti District. Undoubtedly, these new expressways will bring considerable benefit to the District, particularly in regards to growth, economic development, safety and resilience. At the same time, however, these new expressways pose a number of challenges from a local and regional network perspective.
5. There are a significant number of Kapiti residents that commute into Wellington every day. The completion of the RoNS through the Kāpiti District will remove a significant number of bottlenecks and deliver traffic more efficiently, but Council is concerned that this will add to the peak congestion that already exists from Tawa to Wellington. Although the 'SH1 Tawa through CBD Interim Optimisation Measures' and the 'Cross Valley Link' sit as significant projects, Council continues to advocate for additional projects to mitigate the impact of increased traffic flows.

6. Kāpiti Coast District Council has undertaken a considerable amount of work to ensure the local roading network aligns with the new expressway and accommodates increases in demand on the local network that are likely to ensue from the expressway.
7. Kapiti Road already has a very high traffic volume. For this reason, the East-West connectors - Relief Route is important to ensure that our District is prepared for predicted increases in residential and economic growth. Council notes that this activity is currently prioritised as number 24 out of 26 activities. We understand the current timeline for this project proposes implementation in 2023/24, with construction from 2025 to 2027. While this timeline places this project outside of this review, Council looks forward to this project eventually occurring as planned.

Public transportation

8. In previous submissions from Kāpiti Coast District Council, we have argued for improved public transportation in the Kāpiti District, particularly for residents north of Waikanae.
9. Because Ōtaki is on the border of service providers, many residents must travel north to access health and other social services. In addition, because Ōtaki has the highest rate of unemployment in the District (and the second highest rate of unemployment in the region), public transportation is particularly important to ensure that residents have access to employment opportunities across the region.
10. Council is pleased to see the new diesel-electric trains on this list of prioritised projects. Commuters between Waikanae and Palmerston North have been advocating for this service for quite some time, and it is expected that this extended service will also alleviate peak demand at the other Kāpiti Coast Park and Ride facilities. Demand for this extended service will continue to increase as the RoNS projects carry on into Horowhenua. Council strongly advocates for double tracking to Ōtaki, as this would further help to meet these additional demands.
11. Council appreciates the improved Park and Ride facilities in Waikanae and Paraparaumu, and notes that item 12 is a project to improve other Park and Ride facilities across the region. Council supports this effort, but adds that other modes of travel for accessing rail stations should be encouraged as well. One way this can occur is through additional bus connections to train stations.
12. In previous submissions, we have also advocated for additional bus shelters – particularly in Ōtaki – as these are important for the comfort, safety and accessibility of our residents. We understand that GWRC has had a number of direct discussions with the Ōtaki Community Board on this issue. Council notes ‘bus stop and shelter improvements’ is currently ranked 25 out of 26, and hopes this does not mean the ongoing efforts to build additional bus shelters in Ōtaki will be superseded by other projects that are ranked higher in priority.

Safety and resilience

13. Whilst the issues identified above are of particular importance to the Kāpiti District, Council wishes to express its general support for all of the projects that seek to improve resilience, safety and connectivity across the Wellington region (e.g. Ngauranga to Airport, SH1 Tawa, etc). Our Council recognises that our residents will benefit from many of these projects as they are traveling across the region.
14. Council appreciates the opportunity to comment on the mid-term review of the RLTP. Thank you for considering our feedback.

Yours sincerely



Wayne Maxwell
Chief Executive