



Submission to Greater Wellington Regional Council

On the draft Regional Land Transport Programme 2012-15

From Kāpiti Coast District Council

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For further information

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Greater Wellington Regional Land Transport Programme 2012-15

Introduction

1. The Kāpiti Coast District Council (the Council) welcomes this opportunity to provide feedback on Greater Wellington Regional Council's (GWRC) draft Regional Land Transport Programme (RLTP). The Council would like to take the opportunity to speak to this submission at the hearing.
2. The Council acknowledges the work that GWRC undertakes to gain the best results for the Kāpiti Coast and the region.

Existing services

3. The Kāpiti Coast District's Access and Transport aspiration is to have "a physical transport system that is attractive, offers effective mode choice so that it enables people to act in a sustainable way" (Kāpiti Coast District Council Draft Long Term Plan 2012-32). This aspiration is in line with the Regional Land Transport Strategy - we share common goals for the District and the region.
4. However, the Council has an ongoing concern that forward planning by GWRC continues to ignore the likely changes in the District, particularly in relation to Ōtaki. The Council's submission on the Regional Public Transport Plan 2011 objected to the future network plan - layered service approach that classified the rail service from Waikanae to Ōtaki as "Other" instead of continuing the classification of "Rapid Transit Network". As noted in that submission the Council wants GWRC to recognise the future growth of Ōtaki as a residential and employment area that will require better public transport infrastructure.
5. The Council continues to recognise the importance of the Capital Connection as part of the transport service for the District. The retention of this service is vital, particularly given the future development potential of Ōtaki. The Council is encouraged by recent discussions between Horizons and GWRC on future service options.

6. Waikanae bus route - the Council wishes to register its extreme concern about the route that Mana buses are required to take across the State Highway at Ngaio Road, Waikanae. The Council has worked hard to accommodate the new bus route with pedestrian provision for the new bus stop on Parata Street. However, the manoeuvre that the buses are required to make from Ngaio Road to the Waikanae Railway Station is dangerous and a satisfactory solution must be found. Likewise the exiting of buses from the Waikanae Railway Station to undertake a right turn into Te Moana Road is equally unsatisfactory.

10 year outlook

7. As noted above and in previous submissions, the Council wants to see an improved strategic focus on Ōtaki. Even if there is no immediate shift in services, a serious examination of the service needs of Ōtaki should be reflected strongly in the full Kāpiti Public Transport review scheduled to take place in 2013-14 and in the upcoming review of the Regional Rail Plan. As has been stated in the numerous submissions to GWRC, the community has a high level of transport disadvantage and significant growth is likely to occur through economic and residential development.
8. Ōtaki must be supported by adequate public transport both within the township and connecting it to the rest of the District and the region. The need for connectivity cannot continue to be dismissed as simply for shopping in Paraparaumu versus Ōtaki. The Council wants double tracking and electrification to Ōtaki considered as part of this RLTP.
9. The Council notes that the Kāpiti Public Transport Review is scheduled for 2013/14. As noted in the Council's submission on GWRC's LTP, the Council would like to explore the introduction of a Kāpiti Coast District targeted rate to achieve increased public transport levels of service for the District.
10. It is also recommended that, as part of the review, GWRC considers undertaking a cost benefit analysis of bus/rail services for Ōtaki. This should include an examination of the community's willingness to pay for a service - whether it is used, or will or will not be used in the future, as well as consideration of other relevant benefits such as health.

11. With the Greater Wellington Regional Council now taking over ownership of assets associated with the provision of rail passenger transport, the Council and Paraparaumu/Raumati Community Board request that GWRC consider the issue of a station at Raumati Railway Station and how this fits into the long term vision for the rail network.

Projects in the RLTP

12. The Council supports the Kāpiti Road intersection improvement project. This will improve the capacity and safety of the Milne Drive/Te Roto Drive intersection and ensure a suitable level of service is in place prior to construction of the RoNs Mackays to Peka Peka Expressway. It will relieve driver frustration for turning traffic at this intersection. It is required in advance of the Expressway to support economic development in the area.
13. The Council supports the third-priority projects listed in Table 4 – that include SH1 Otaihanga to Waikanae Safety Improvements Stage 3, SH1 MacKays Crossing to Centennial Highway Safety Improvements and the RONS projects.