

Hi,

Thanks for completing the survey.

Your responses are listed below.

What is your full name?

Demelza O'Brien

What is your email address?

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Are you submitting on behalf of a group or organisation?

Yes

If yes, what is the name of the group or organisation?

Regional Public Health

Please indicate your level of agreement with the following statement.

Overall, the activities and policies outlined in the draft RPTP will result in an efficient, accessible and low carbon public transport network.

Definitely agree

Why did you answer the previous question the way you did?

Regional Public Health supports the implementation of an efficient, accessible, and low carbon public transport network. The activities and policies in the Wellington Regional Public Transport Plan will help to achieve this, along with the goals of reducing carbon emissions and improving accessibility of public transport for all. We strongly support, the three key themes highlighted as strategic priorities (1. Providing a high quality, high capacity, high frequency core network; 2. Improve access to public transport; and 3. Promote behaviour change). These, paired with decarbonising the Metlink bus fleet are integral to promoting a

healthier population and environment across the Greater Wellington Region. Transport is a crucial health determinant in relation to supporting equitable health outcomes with transport being key to accessing almost all services that support daily living, such as education, employment, nutrition, and social activities. Also, a mode shift toward public transport and active transport can contribute to a reduction in long term conditions, such as Type 2 Diabetes, and Obesity. Improvements in safety will reduce injury events. There are a small number of neighbourhoods in the greater Wellington region which experience extreme socio-economic disadvantage. Ensuring that all voices are heard through equity-focused consultation will mean that our communities receive services that truly reflect their needs.

Please indicate your level of agreement with the following statement.

Implementing the Regional Rail Strategic Direction investment pathway of regional rail service (RPTP pg.81), rolling stock and infrastructure improvements and procuring and delivering Lower North Island regional rail trains will provide a high quality, high capacity, high frequency core rail network.

Definitely
agree

Why did you answer the previous question the way you did?

We agree that implementing the Regional Rail Strategic Direction will provide a high quality, high capacity, high frequency core rail network. Accommodating for the expected 75% increase in users along the eastern and western growth corridors will be essential in supporting the transportation needs of the population. Extending services and improving accessibility to the network will result in increased usage. However, prioritising service and accessibility by using a client-centred approach could further enhance the customer engagement with Lower North Island regional trains. That is, to grow consumer uptake rail services equitably, the needs of more vulnerable populations should be prioritised in the planning phase.

Please indicate your level of agreement with the following statement.

Decarbonising the Metlink bus fleet by 2030 by investing in electric buses and charging infrastructure is an effective way to reduce public transport emissions (RPTP pg.85).

Somewhat
agree

Why did you answer the previous question the way you did?

Acknowledging that climate change is the largest public health threat that we face, investing in electric buses and charging infrastructure is an effective and vital way to reduce public transport emissions. RPH supports Metlink and the Greater Wellington Regional Council in working to replace the bus fleet with electric vehicles. Our current transport system is focused primarily on the fast and efficient movement of cars, not people. RPH would like to see a greater emphasis on modal shift in transport and activities supporting a shift toward public transport and active transport being prioritised. This will have many benefits for climate, reduction in congestion, and increase active travel or public transport (M Adams, 2016). RPH support:

- Promoting urban design that prioritises walking, cycling, and electric personal transportation.
- Developing more dedicated and safer cycle-ways, pedestrian spaces, and the use of e-bikes and electric scooters provides affordable and attractive alternatives to vehicle use.
- Equipping all buses with infrastructure that supports active or electric transport will allow people who use bicycles, e-scooters, electric skateboards, etc. to take buses. Supporting alternative methods of transportation, especially as newer methods (such as e-scooters) become more common, will encourage people across the region to shift towards further engaging with low-emission means of getting around.
- Decarbonising the Metlink bus fleet by 2030 (or sooner, if possible). M Adams, R. C. (2016). Do denser urban areas save on infrastructure? Evidence from New Zealand territorial authorities. Policy Quarterly, 63-70.

Please indicate your level of agreement with the following statement.

<p>Improving multi-modal access to public transport hubs, including paid parking for park and ride through actions in our ‘Smarter Connections Strategy’ (RTP pg. 75) will improve access to public transport.</p>	<p>Somewhat agree</p>
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Why did you answer the previous question the way you did?

The Regional Public Transport Plan effectively addresses challenges in providing effective Park and Ride facilities, balancing parking demand with cost. Park and Ride facilities across the greater Wellington region are currently at capacity indicating their success.² As public transport users already face several barriers, it is important that public transport has many incentives as possible. RPH strongly recommends connectivity, accessibility, and timeliness. Research also points to total travel time as a primary factor affecting individuals’ decisions on choosing public transportation. Specifically, commuters are more likely to choose public transportation when the transfer time at a Park and Ride facility and total travel time are lower.¹ As such, it is important to acknowledge the total travel time of public transportation as compared with driving when improving multi-modal access to public transportation hubs. If driving is significantly faster, it may be worth investing less in Park and Ride facilities. Convenience and accessibility are two key factors in work-related travel behaviours. Therefore, RPH recommends that the changes to parking availability should be implemented

in areas where active and public transport is readily available and/or in conjunction with active and public transport improvements. This will ensure that parking changes are associated with the provision of viable, affordable travel alternatives. Transport planning decisions have a significant impact on health and wellbeing by influencing traffic crashes, vehicle emissions, physical activity, access to services, and mental health. Evidence suggests that effective car parking management can have large benefits for safety, pollution reduction, physical activity, and reducing congestion. 1 Shahi Taphsir Islam, Zhiyuan Liu, Majid Sarvi, Ting Zhu, "Exploring the Mode Change Behavior of Park-and-Ride Users", Mathematical Problems in Engineering, vol. 2015, Article ID 282750, 8 pages, 2015. <https://doi.org/10.1155/2015/282750> 2 Andrew G. Macbeth, "Public Transport Park and Ride Strategy", Transportation Group New Zealand. Transportation Group 2019 Conference, Te Papa, 3-6 March 2019.

What are your views on extending the Airport bus service beyond Wellington Station to other parts of the Wellington region?

Yes- reduce congestion moving through Wellington City. Aligns with Let's Get Wellington Moving aspirations for rapid transit. An interim solution the Council could consider implementing an "airport ticket," which would vary in price depending on location around the region, wherein the commuter would pay for one ticket to go to the airport. This may reduce cost as a barrier for some commuters who require several connection points to reach destinations.

Are there any other comments you would like to make about the proposals in the draft Regional Public Transport Plan 2021?

No

Would you like to present your submission on the RTP in person to Greater Wellington Councillors at a formal hearing?

No

If you wish the whole or any part of your submission or objection to be kept confidential, you must tell us and outline the reasons. However, any information provided to Council will become subject to the Local Government Official Information and Meetings Act 1987 and may be released by the Council under that Act.

Do you wish for the whole, or any part of your submission to be kept confidential?

No

Would you like to hear more about regional transport and other Greater Wellington activities in the fortnightly e-newsletter To Tātou Rohe - Our Region?

Yes

Thanks again

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