

Summary of submissions, officer responses and recommended changes

1. Graham Bennett			
Point	Summary of points	Officer response	Recommended changes
1.1	Agrees with the long term vision	Noted	N/A
1.2	No mention of the double tracking of the rail line from Trentham to Upper Hutt	RLTS not project specific. This is identified in the Regional Rail Plan.	No change recommended to the RLTS
1.3	Undecided about the mixed investment approach	Noted	N/A
1.4	Greater encouragement to get freight off the road and onto rail or shipping	RLTS has a target and policies supporting the use of rail freight.	No change recommended to the RLTS
1.5	Overall support of the RLTS	Noted	N/A
1.6	Would like to see a bus service connecting Masteron rail and town centre	Below scope of RLTS - this issue has been referred to relevant Greater Wellington officers for the next Wairarapa public transport service review.	No change recommended to the RLTS

2. G. Nicholls			
Point	Summary of points	Officer response	Recommended changes
2.1	Agrees with the long term vision	Noted	N/A
2.2	Investigate alternative fuels	The RLTS contains Policy 8.4.d "Support government investigations into alternative fuel options and eco-efficient vehicles". This is a central government responsibility.	No change recommended to the RLTS
2.3	Agrees with mixed investment, except road pricing	Noted	N/A
2.4	Light rail for Wellington CBD	Options for a high quality public transport system for Wellington City, including light rail, are scheduled to be part of a feasibility study in 2011/12. Based on that study, light rail maybe part of a comprehensive scheme assessment set to occur after 2013/14 in the Ngauranga to Wellington Airport Corridor Plan 2008.	No change recommended to the RLTS
2.5	Overall support of the RLTS	Noted	No change recommended to the RLTS

3. Kapiti Coast Council of Elders			
Point	Summary of points	Officer response	Recommended changes
3.1	Notes the transport needs of mobility impaired people is a human rights issue	Agreed. Issues identified in the Human Rights Commission's report 'The Accessible Journey' were taken into account during the development of the current 2007 RLTS.	N/A

3.2	Insufficient attention given to disabled in general and elderly in particular	The disabled and elderly form part of the 'transport disadvantaged' which is brought through in RLTS Objective 3, outcome 1.3, and policy 8.1.n 'ensure the provision for public transport services and concessions recognise the needs of the transport disadvantaged.'	Amend section 3.3.16 'Access for mobility impaired and ageing population' as follows: "Mobility impaired groups and the elderly form part of the 'transport disadvantaged' in this Strategy. Despite considerable progress made in recent years to improve the accessibility of the public transport network, many disabled people in New Zealand have severe difficulty using transport services and infrastructure (HRC, 2005). The Human Rights Commission report 'The Accessible Journey' noted that issues of availability, affordability, accessibility and acceptability in relation to conveyances, service information, premises and infrastructure are barriers to using the public transport network. Modifications to add accessibility features for older and mobility impaired people need to continually be made as new buses and rail cars come on line or are refurbished. Simpler, integrated ticketing systems will also be important. As well, when rail platforms around the region are upgraded, these accessibility issues are also considered. Improving transport access is also part of the New Zealand Positive Aging Strategy. As shown in Figure 3, the proportion of the Wellington regional population over 65 years of age is projected to significantly increase. The ageing population reinforces the need to continually improve the accessibility of the regional land transport network."
3.3	Specific reference and recommendations relating to disabled and elderly need to be part of the RLTS	These groups are referred to throughout the RLTS normally as the 'transport disadvantaged'. A working definition of the 'transport disadvantaged' is outlined in the Regional Public Transport Plan discussion document and it includes the disabled and elderly.	No change recommended to the RLTS
3.4	As per conclusion of Accessible Journey - does GW have elderly representatives who participate in decision making?	A representative for 'Access and Mobility' sits on the RTC. A number of groups representing the needs of the elderly are included on core consultee lists for input into development of the RLTS and implementation plans.	No change recommended to the RLTS
3.5	Transport is a major item in the NZ Positive Aging Strategy - Goal 4: affordable and accessible transport options for older people	The RLTS recognises the importance of the SuperGold card, the Total Mobility taxi scheme and includes a policy signal around providing concessionary fares for the 'transport disadvantaged' (policy 8.1.n). Accessible transport options a major theme throughout the RLTS.	Amend section 3.3.16 'Access for mobility impaired and ageing population' to mention the NZ Positive Aging Strategy. See recommendation for 3.2.

3.6	<p>Supplementary issues:</p> <ul style="list-style-type: none"> - seating at bus stops - non-smoking shelter at bus stops - disabled and/or elderly friendly car parking at rail stations (and other shopping/entertainment locations) 	<p>These supplementary issues are operational issues and best addressed in the forthcoming Wellington Regional Public Transport Plan 2010 and public transport service reviews.</p> <p>Comments about priority parking for disabled and elderly at railway stations will be referred to relevant Greater Wellington officers.</p>	No change recommended to the RLTS
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4. Phil Hayward

Point	Summary of points	Officer response	Recommended changes
4.1	Strongly disagree with the long term vision of the RLTS	Noted	N/A
4.2	Notes the cost-ineffectiveness of current PT model for transport	This concern is best addressed by the Greater Wellington LTCCP and the Regional Public Transport Plan. Evidence shows that public transport is the most efficient way (in terms of congestion, parking, energy) to move many people along common routes and it is subsidised accordingly. The current policy in Greater Wellington's LTCCP is for fares to make up 45-50% of costs while the remaining cost is made up from ratepayer and taxpayer funds. This arrangement is not expected to change over the short or medium term.	No change recommended to the RLTS
4.3	Agrees with the mixed investment plus road pricing approach	Noted	N/A
4.4	Carpooling most cost effective way of "getting cars off the road" and should be subsidised just as rail is now	Carpooling is an option that compliments the services provided by public transport, but does not replace it. Carpooling is encouraged as an alternative to driving alone, particularly for those who do not have access to a good public transport alternative. However, evidence shows that public transport is the most efficient way (in terms of congestion, parking, energy) to move many people along common routes and it is subsidised accordingly. Council funded subsidies for carpooling such as petrol or parking vouchers have not been pursued in NZ to date. The Regional Travel Demand Management Plan however does identify a number of measures to encourage ridesharing such as provision of priority lanes for high occupancy vehicles, a ride-matching carpool website, incentives through workplaces, and promotion of the benefits of carpooling (including cost savings for carpoolers).	No change recommended to the RLTS
4.5	All road improvements that reduce congestion should be brought forward	A Strategic Options scenario with an emphasis on road construction was modelled. The results from this modelling process indicated that mixed investment in both roads and public transport provided the best non-pricing results towards the RLTS outcomes. The RLTP is the appropriate process for dealing with individual project priorities. The RLTS includes an outcome to reduce severe road congestion but balances this alongside other regionally desired outcomes.	No change recommended to the RLTS

5. NZ Taxi Federation - Wellington branch			
Point	Summary of points	Officer response	Recommended changes
5.1	Taxi access to bus lanes should be widened where possible	The RLTS defines the appropriate role for taxis as similar to that of private cars (without the corresponding parking requirements). However, the role of taxis to complement the public transport network by providing door-to-door service for elderly/disabled or people who have been drinking is recognised. WCC has indicated that it would consider continuing to allow taxis to use bus lanes so long as the buses are not adversely affected.	Amend RLTS section 9.3 to read as follows: "Passenger trips by taxi account for a very minor (less than 1%) mode share of all weekday trips. The appropriate role for taxis is similar to that of private vehicles. However, taxis do have some additional benefits and roles in relation to the transport network. Taxis provide a transport alternative for those without access to a private vehicle where scheduled services or routes do not provide adequately for a particular trip. Taxi services can compliment public transport by offering more choices for trip legs to or from public transport nodes, and can reduce parking requirements. Taxis also provide a door to door service for those with disabilities or otherwise limited in mobility (the region's Total Mobility scheme utilises taxis for this purpose). Taxis also have positive safety benefits by providing door to door services so people do not 'drink and drive', especially on weekends. However, when taxis run without passengers, they are in effect single occupancy vehicles – with all the corresponding negative environmental and congestion effects. Even when carrying passengers, taxis essentially provide their customers with the same level of mobility as private cars. So there is not considered to be sufficient reason to automatically allow taxis to use all public transport priority schemes such as bus lanes. The merit of allowing taxis to use bus lanes at particular times or locations is something that can be considered by local councils, but should only be allowed where this would not adversely impact bus services. The regulation of bus lanes, along with allocation of standing space for taxis, is the responsibility of local councils."
5.2	GW can assist WCC with issues around taxi stands by declining to register new taxi services for traffic management reasons	Greater Wellington no longer registers taxi services. This is now performed by the NZTA.	No change recommended to the RLTS

6. Rosemarie Bowers			
Point	Summary of points	Officer response	Recommended changes
6.1	Agree with long term vision	Noted	N/A
6.2	Undecided on mixed investment approach	Noted	N/A
6.3	Improve safety for all road users - especially pedestrians and cyclists	Pedestrians and cyclist safety are of particular concern and this is reflected in ambitious road safety targets for both pedestrians and cyclists as well as RLTS policies 8.3.b and 8.3.c. The detail around implementation is found in the Regional Road Safety Plan 2009.	No change recommended to the RLTS
6.4	Continue to achieve efficient freight links between Aotea Quay, Interislander Terminal, including Ngauranga Gorge	This issue is covered by RLTS network management policy 8.1.b 'ensure the regional transport network provides effective and efficient connector to the region's principal economic growth and productivity areas, such as the Wellington City CBD and regional centres, Wellington's port and international airport'.	No change recommended to the RLTS
6.5	Overall supports the RLTS	Noted	N/A
6.6	Safe, good and efficient access linking all key destinations in and out of Wellington region	This is the overall intent of the RLTS Objectives.	No change recommended to the RLTS

7. Kapiti Coast Grey Power Association			
Point	Summary of points	Officer response	Recommended changes
7.1	Supports the Objectives, Outcomes and targets	Noted	N/A
7.2	Seeks emphasis on 'reliability' for bus and rail modes	Reliability is recognised throughout the RLTS in Objective 3, Outcome 1.5 and several policies. Addressing public transport reliability is an important component of the Regional Public Transport Plan and the Corridor Plans.	No change recommended to the RLTS
7.3	Reliability omitted from list of RLTS Objectives	The RLTS Objectives follow requirements of the LTMA section 75(a)(ii). Reliability has been added to Objective 3.	No change recommended to the RLTS
7.4	Vision is supported	Noted	N/A
7.5	GW should at least make financial provision for the costs of administering the Gold Card	The Transport and Access Committee of Greater Wellington considered the issue of administration funding of the SuperGold scheme at the 20 April 2010 meeting and were strongly supportive of maintaining the current 100% NZTA reimbursement for the administrative costs to Greater Wellington of the scheme. This is not a matter for the RLTS.	No change recommended to the RLTS

7.6	What will be done to remove the recognised barriers to older, mobility impaired, or disabled people wanting to access public transport in the next 30 years?	As buses and rail cars are refurbished, floors are lowered or other modifications are made to reduce those barriers. The new Matangi trains will have super-low floors, and new buses also have more accessibility features for older and mobility impaired people. Simpler, integrated ticketing systems will also be important. As rail platforms around the region are upgraded, these accessibility issues are also being considered. This is a matter primarily considered in the Regional Public Transport Plan.	Amend section 3.3.16 along the lines of what the identified barriers are. See the recommendations for submission 3.2.
7.7	Supports mixed investment in roads, PT, walking and cycling	Noted	N/A
7.8	Not seen any attempt by GW to determine affordability issues. Concerned about rates affordability issues for low, fixed or limited income groups. Recommend GW follow KCDC's model in this regard.	RLTS Objective 6 calls for the consideration of affordability issues, including for low income groups, and is carried through into numerous policies. The RLTP, rather than the RLTS, identifies all of the transport projects put forward for the region. The RLTP addresses affordability by applying a prioritisation process to those projects, recognising that funds available from the NLTP and local share via rates and from fares are limited. In developing its LTCCP and annual plans, Greater Wellington carefully considers affordability issues for its ratepayers and residents. Affordability issues are best managed through these processes.	No change recommended to the RLTS
7.9	Target re: 'no road crashes attributed to roading network deficiencies' should also include driver behaviour	The target: "No road crash fatalities to be attributable to road network deficiencies" is consistent with the influence of local councils and the NZTA as road controlling authorities over the quality of the region's road The wider concerns and causes of crashes are covered under the second target: "A continuing reduction in serious and fatal casualties". Education and enforcement programmes targeting driver behaviour contribute to the achievement of this target.	No change recommended to the RLTS
7.10	Supports 4% increase in PT mode share. Notes use of Gold Cards also contributes and suggests the RLTS should refer to this.	The 4% increase in mode share relates to the morning peak period. Outcome 1.2 and its associated target covers increasing 'off-peak' public transport trips. This outcome and target identifies the SuperGold scheme as a key contributing action.	No change recommended to the RLTS
7.12	Target for improved regional freight efficiency strongly supported, especially movement of freight onto rail	Noted. RLTS has a target and policies supporting the use of rail freight.	No change recommended to the RLTS
7.13	What will happen when the larger 53-ton trucks are travelling the roads after May 2010? Roads not built to handle that weight	The NZTA is currently going through a process of selecting specific roads that those heavier trucks will be allowed to drive upon. It is expected that these roads will receive associated funds for upgrades and/or maintenance to adequately support the increased weight.	No change recommended to the RLTS

7.14	Reservations on policy 8.6.b 'Securing transport funds' as doubtful of success of these measures in the short term	The measures outlined are indicative only and represent means by which identified funding gaps may be addressed in the future.	No change recommended to the RLTS
7.15	More wording required around NZTA's decision to replace WLR with Sandhills Expressway	This section provides a summary of the existing Western Corridor Plan 2006 which was adopted prior to the Kapiti Expressway decision. It is footnoted now to note that the next update of the Western Corridor Plan will take this decision into account.	No change recommended to the RLTS
7.16	Funding chapter does not give ratepayers an indication of the future substantial increases in the rate component of implementing preferred strategic option	Rates increase forecasts form a part of a LTCCP process, and actual rates increases an annual plan process. It is not considered appropriate for the Wellington RLTS to create expectations for rates increases when the pace of implementation, the package of projects and activities to be funded, and the priority of investment are not currently known this far in advance.	No change recommended to the RLTS
7.17	A table for the available funding section would be easier to understand	The RLTP provides comprehensive and summary tables of funding for the next three years, as well as indicative funding requirements for the next ten years. The purpose of this section of the RLTS is to give an overview of the types of funding available and is best described in text.	No change recommended to the RLTS
7.18	Sandhills Expressway will have unknown effects upon the Kapiti community	The effects of the proposed Expressway on the Kapiti community will be the subject of detailed investigations and design phases of the project.	No change recommended to the RLTS
7.19	Coordinated education and enforcement initiatives should be vigorously pursued	Agreed. This is covered in the Regional Road Safety Plan.	N/A
7.20	Recommends table A2.1 'funders and providers' be moved to Chapter 11: Funding	This table has been included in Appendix 2 to sit alongside the 'Roles and Responsibilities' section. The table not only relates to the funders of the various components of the transport network, but also who constructs and implements projects.	Cross reference table A2.1 in RLTS chapter 11 by adding the following to the first paragraph: "Table A2.1 in Appendix 2 lists the funders and providers of each component of the regional transport network."

8. Upper Hutt City Council

Point	Summary of points	Officer response	Recommended changes
8.1	Agrees to long term vision	Noted	N/A
8.2	Agrees with mixed investment approach	Noted	N/A
8.3	Overall, supports RLTS	Noted	N/A

9. Korokoro Environmental Group

Point	Summary of points	Officer response	Recommended changes
9.1	Agree with long term vision	Noted	N/A
9.2	Missed GHG emissions and air quality	Section 3.3.10 of the RLTS considers the effects of greenhouse gas emissions, transport's emissions profile in the Wellington region and actions being undertaken to respond to climate change. Air quality is discussed under sections 3.3.11 'Environmental Impacts' and 3.3.15 'Public Health' as well as policy 8.4.b. Air quality is monitored in the RLTS Annual Monitoring Report.	No change recommended to the RLTS

9.3	Agree with mixed investment approach	Noted	N/A
9.4	Supports increased peak period PT and walking/cycling	Noted	N/A
9.5	In line with Urban Design Protocol?	Greater Wellington is a signatory to the Urban Design Protocol and the RLTS is consistent with the proposed RPS 2009. The RLTS also contains policy 8.5.b 'Ensure new transport infrastructure is consistent with the region's urban design principles as set out in the Regional Policy Statement'.	No change recommended to the RLTS
9.6	Overall, supports the RLTS	Noted	N/A
9.7	More robust consideration of alternatives to the Petone Grenada link	The RLTS is not project specific, but identifies the need to improve east-west links. It recognises that a new link between Petone and Grenada has been proposed under previous Western and Hutt Corridor Plans. The specific route options were investigated as part of NZTA's Ngauranga Triangle Study and will be incorporated in the reviewed Hutt Corridor Plan.	No change recommended to the RLTS
9.8	More freight on rail and coastal shipping	RLTS has a target and policies supporting the use of rail freight. NZTA's National Freight Demands Study (2008) found that the role coastal shipping plays in Wellington regional freight movements is very minor. This is not expected to change in the near future. However, the RLTS Vision statement identifies coastal shipping as a freight option to be expanded as sustainable opportunities arise.	No change recommended to the RLTS

10. Public Transport Voice

Point	Summary of points	Officer response	Recommended changes
10.1	Agree with need to strengthen east-west connections for PT users, but don't see anything later in document to address this issue. Want to see clear signal that the new integrated PT network will address this.	Public transport will be considered as part of the Hutt Corridor Plan review. The potential for a bus service to utilise a new Petone Grenada link road and any other potential east-west public transport services is a matter for consideration by the Regional Public Transport Plan and future service reviews. If buses are to use the new road then this will be picked up in the Regional PT Plan. However, this new road is likely still some years from being built.	No change recommended to the RLTS

10.2	There should be a new outcome relating to economic efficiency of the transport system. (a car-dominated system is highly inefficient cost of each passenger km)	It is very difficult to measure such an outcome due to the incompatibility of different measures for the different modes of travel. In the current 2007 RLTS there are two financial efficiency targets for road and public transport investment. The Technical Working Group recommended and the RTC decided to remove these targets since they are both out of step with current Government investment plans. Ideally, economies of scale would make both more financially efficient, but there is a lag between investment and benefit that the targets did not account for. It was also decided that NZTA funding processes were the best avenue to address this as they are required to ensure value for money. Transport efficiency is also measured by other targets, namely reduced congestion, increased public transport patronage, increased vehicle occupancy, and reduced VKT per GDP.	No change recommended to the RLTS
10.3	New target for overall PT network efficiency increasing the km of service per unit of expenditure	Such a target would be counterproductive to the role of public transport in providing access to a wide range basic community activities and services (ie. healthcare, welfare and food shopping) as described in the Regional Public Transport Plan 2010 Discussion Document. While we strive for improved efficiencies, targeting expenditure efficiency is likely to result in the loss of services with marginal patronage connecting residents to some basic community facilities. NZTA policies around achieving value for money is considered to be the most appropriate avenue to address this area of concern. Outcome 1.3 contains two targets relating to access to the public transport network. Changes to the public transport network occur through regular service reviews which are guided by the Regional Public Transport Plan.	No change recommended to the RLTS
10.4	New policies: Create and implement an integrated PT network plan that will result in improved system efficiency and effectiveness Amend (l) to read "use a range of measures to ensure that car traffic does not affect transit speed and reliability for the RTN and QTN parts of the PT network	This concept is covered by Outcome 1.4 'Reduced public transport journey times compared with travel by private car' and key actions are identified for contributing to this. The identification of a public transport network hierarchy in the Regional Public Transport Plan will assist with the RLTP prioritisation process which ranks these interventions (such as bus priority lanes and signals) for funding.	No change recommended to the RLTS
10.5	Support having aspirational targets, particularly for modal shift	Noted	N/A

10.6	RLTS understates the importance of fare policies as drivers of PT use. Submission lists outcomes fare policies should contribute to.	Fare policies are set in Greater Wellington's LTCCP and the Regional Public Transport Plan. The current fare policy is for a 45-50% recovery rate of the cost of running the public transport network with the balance made up of contributions from rates and central government funding. It is considered that this level of fare recovery will be affordable and will encourage continued growth in public transport use.	No change recommended to the RLTS
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11. Paula Warren			
page	Summary of points	Officer response	Recommended changes
11.1	RLTS should clearly signal a package of projects that will achieve real improvements of the sort the Government says it wants.	The RLTS is not project specific. The RLTS provides the framework for identifying projects through Corridor and Implementation Plans, as well as for prioritising these projects for funding in the RLTP.	No change recommended to the RLTS
11.2	The RLTS should have a target of 90% of school children using active modes or PT by 2020	The Travel Demand Management Plan 2009 contains a target of 41% of schools having a travel plan or 34% of school children are involved in or exposed to school travel plan activities by 2013. A mode share target for school children using active modes was considered during development of the TDM Plan, but journey to school data is not collected by census (only journey to work) and a robust alternative data source is not currently available. The target of 'number of children involved in a school travel plan programme' was considered the best available indicator for this issue. However, it may be something that can be revisited with the next TDM Plan review and when sufficient mode share data is collected and analysed for school travel plans in the region.	No change recommended to RLTS
11.3	The objectives do not adequately recognise the need to create a more efficient transport system overall	The concept of transport network efficiency is a key theme throughout the RLTS and influences all of the RLTS Objectives. Objective 6, in particular, 'Ensure that the RLTP is affordable for the regional community includes the provision to "Take account of funding likely to be available, economic efficiency, and the impact of funding options on regional communities when considering transport packages." A number of policies in the RLTS make reference to supporting an efficient transport network.	No change recommended to the RLTS
11.4	Seeks investigation of an inland port, more logs onto rail, and working with major companies and KiwiRail to increase rail freight.	These issues are addressed in the Wairarapa Corridor Plan and will be given future consideration through the next Regional Freight Plan. These issues are generally advocacy issues under the framework of the RLTS.	No change recommended to the RLTS
11.5	There should be a strategy target for rail freight mode share	Freight mode share is influenced primarily by Central Government policy, the NZTA and KiwiRail, as well as the decisions of commercial operators. The RLTS has policies supporting the use of rail freight, however the target for rail freight needs to be updated to better align with the Wellington Regional Rail Plan.	Amend target 7.2 by removing the word "all". The new target is to read: "Infrastructure constraints to rail freight movements are removed"

11.6	Outcome 8.1 should be changed to recognise that freight links to the south are equally important	CentrePort is the primary freight link to the South Island. Over the last ten years CentrePort has been growing in terms of imports while experiencing a decrease in exports. The RLTS contains policies around improved land transport access to and from CentrePort as this is considered the most appropriate means of improving connectivity to the Port and then on to the South Island. Discussions with regions to the south of Greater Wellington did not identify any issues of inter-regional significance that warranted a specific inter-regional outcome.	No change recommended to the RLTS
11.7	RLTS understates the importance of fare policies as drivers of PT use. Submission lists outcomes fare policies should contribute to.	Fare policies are set in Greater Wellington's LTCCP and the Regional Public Transport Plan. The current fare policy is for a 45-50% recovery rate of the cost of running the public transport network with the balance made up of contributions from rates and central government funding. It is considered that this level of fare recovery will be affordable and will encourage continued growth in public transport use.	No change recommended to the RLTS

12. Trans-Action

Point	Summary of points	Officer response	Recommended changes
12.1	RLTS should set out need to extend passenger rail into the Wellington CBD and eventually to the Porirua and Lower Hutt CBDs	Options for a high quality public transport system for Wellington City, including light rail, are scheduled to be part of a feasibility study in 2011/12. Dependent on that study, light rail may be part of a comprehensive scheme assessment programmed for 2013/14 in the Ngauranga to Wellington Airport Corridor Plan. The Porirua CBD is already served by rail and extending rail services to the Lower Hutt CBD is not part of the Regional Rail Plan.	No change recommended to the RLTS
12.2	Tram-trains (light rail) are the most suitable form of vehicles for Wellington	This is a matter to be investigated as part of the above (12.1) feasibility and scheme assessment studies.	No change recommended to the RLTS
12.3	Significant improvement needs to be made to the rail network in the short term beyond work already underway (ie. N-S Junction)	The Regional Rail Plan 2009 sets out the development pathways for rail out to 2035.	No change recommended to the RLTS
12.4	RLTS underplays potential of rail freight	The RLTS recognises the role of rail freight as part of a safe and sustainable method of moving bulk freight and contributing to reducing traffic congestion along key commuter/freight routes. Freight mode share is influenced primarily by Central Government policy, the NZTA and KiwiRail, as well as the decisions of commercial operators. The RLTS has policies supporting the use of rail freight, however the target for rail freight needs to be updated to better align with the Wellington Regional Rail Plan.	Amend target for related outcome 7.2 as per submission point 11.5.

12.5	Rail needs to be treated as an integrated part of the PT network, not as a separate system	Rail is considered part of the public transport network, but different modes can have different roles as described in RLTS Chapter 9. The vision, objectives, outcomes and targets of the RLTS do not differentiate between bus, rail, etc. But some of the policies do relate to the specific network types as appropriate. The Regional Public Transport Plan 2010 Discussion Document identifies the rail lines as the "spine" of the public transport network.	No change recommended to the RLTS
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13. Wellington Civic Trust

Point	Summary of points	Officer response	Recommended changes
13.1	Long term vision of N2A Corridor Plan may be compromised by RoNS. Potential incompatibility of the "Improved reliability of the strategic roading network" with the 2009 RPS needs to be analysed.	The Ngauranga to Wellington Airport Corridor Plan identifies a package of projects programmed for the next 10 years and beyond 10 years. While some of the Wellington RoNS projects may be programmed faster than previously identified, they still form part of the overall package of improvements.	No change recommended to the RLTS
13.2	Western Corridor as an "all modes corridor" may no longer apply with new Crown funding regime (RoNS vs. N-S Junction)	Many of the public transport components of the multi-modal Western Corridor Plan are already funded and begun to be implemented. The Western Corridor Plan is scheduled to be reviewed in 2011/12 and public transport projects and activities, along with Wellington RoNS projects, will be considered as part of that review.	No change recommended to the RLTS
13.3	Funding chapter makes no mention of the discount rate used to set priorities	The discount rate forms part of an internal process NZTA uses to assess projects. It is not considered appropriate for the RLTS to comment on the internal NZTA process. Your comment has been referred to relevant NZTA officers.	No change recommended to the RLTS

14. Kent Duston

Point	Summary of points	Officer response	Recommended changes
14.1	RLTS demonstrates a significant mis-alignment between the issues and objectives identified and the various Corridor Plans that are intended to give effect to the RLTS	The RLTS provides the high level strategic framework as well as identifies objectives and outcomes for regional decision making. The Corridor Plans respond to all of those objectives and outcomes by identifying a multi-modal package of projects that takes account of land use development and future funding proposals. Implementation Plans for walking, cycling, travel demand management and road safety provide focused attention on these important aspects of the transport network. The projects and activities listed in these Plans and the RLTP come out of collaborative working group processes and are agreed to by all involved parties before the plans and Programme are adopted by the RTC.	Move corridor and implementation plan summaries to an appendix.

14.2	VKT is largely static while PT patronage is strongly rising, yet biases in the Corridor Plans indicate that majority of funding is going to road-related projects with only peripheral impact on PT pressures	Corridor Plans are multi-modal and not intended to be biased towards roading. Many 'roading' projects in the Corridor Plans respond to safety issues and some also support public transport improvements. The RLTS recognises the need to provide safety and efficiency for the dominant mode but seeks to support a continual growth in the use of public transport. As RLTS page 14 describes, while VKT has been static since 2005, the long term trend is for steadily increasing VKT and it is unclear whether the levelling off since 2005 represents a new long term trend or is a result of fuel price increases and the recent economic recession.	Amend VKT section in Pressures and Issues chapter 3.2.3 to include NZTA long term chart 'State Highway Indexed Traffic Growth' from the March 2010 Traffic Volumes Monthly Report.
14.3	RLTS discusses implications of peak oil and climate change, but little evidence that these key strategic drivers are influencing the Corridor Plans	The RLTS plays its part in addressing climate change and peak oil by seeking to support and encourage public transport and active modes, advocate for integrated land use and transport planning, as well as to make travel and access more efficient. However, many of the key measures for significantly addressing climate change and mitigating peak oil are outside the scope of the RLTS. Modelling work showed that an integrated, multi-modal transport network achieves the best results across all the RLTS objectives, including carbon emission reductions. Corridor Plans include measures to improve public transport, walking and cycling, and support technology such as fast broadband and integrated land use considerations. Other strategic drivers around economic development and road safety also influence what is included in the Corridor Plans.	No change recommended to the RLTS
14.4	Authoritative sources on peak oil (IEA and even the US military) are talking about near-term supply and price pressures beginning in the 2012-25 timeframe	Agree that more recent predictions around peak oil and fuel price pressures should be included in the Pressures and Issues chapter.	Amend paragraph 1, section 3.3.9 by including the following: "The timing of such a scenario is still widely debated, with opinions ranging anywhere from 'the peak has passed' to 50 years away. Recent research internationally identifies a growing risk of near-term supply and price pressures in the oil market "

15. Wellington International Airport

Point	Summary of points	Officer response	Recommended changes
15.1	Agree with the RLTS long term vision	Noted	N/A
15.2	Role of the airport is missed where the key transport pressures and issues are outlined.	Will be made explicit in Pressures and Issues chapter.	Add the following to paragraph 1, section 3.3.7: "The region's freight network consists of road, rail and sea freight. Air freight plays a fairly minor role at this time, but is expected to significantly increase "

15.3	WIAL prepared a 2030 Master Plan that predicts a doubling of present annual passengers that needs to be accounted for.	Agreed the doubling of present annual passengers needs to be accounted for.	Add the following to section 3.2.3: "Domestic and international passengers moving through the Wellington airport have been increasing at an average rate of 3.9% per year since 1997. By 2030, it is predicted that airport passenger numbers will double from current levels. This potential increase may result in greater congestion levels through the Ngauranga to Wellington Airport Corridor, as well as more demand for public transport services to/from the airport."
15.4	No discussion of future role of air freight	Discussion of air freight included in RLTS chapter 9.6 'Role of modes'.	Amend chapter 9.6, paragraph 5 to: "A future increase in freight movement from 5,000 tonnes to 28,000 tonnes by 2030, mainly from increases in international freight, is predicted as a result of planned improvements to the airport identified in the 2030 Master Plan. The importance of access to and from Wellington airport will increase with any future increase in air freight volumes."
15.5	Agree mixed investment is right approach	Noted	N/A
15.6	Uncertain why RoNS programme has not received greater recognition as a valid 2020 targets	Targets in the strategy are high level outcome targets, not project specific programme targets.	No change recommended to the RLTS

16. New Zealand Transport Agency

Point	Summary of points	Officer response	Recommended changes
16.1	Support provisions, outcomes, targets relating to economic growth	Noted	N/A
16.2	Road safety targets should take more account of Safer Journeys 2020	The road safety targets came out of a technical working group process which NZTA was a part. The targets took account of Safer Journeys 2020 by ensuring that the RLTS targets were not weaker than the national level ones.	No change recommended to the RLTS
16.3	More RoNS and GPS references throughout the RLTS (list of minor amendments)	See separate document.	See Appendix 2 for a detailed account of NZTA suggested amendments and recommended changes.

16.4	Other	After the consultation period ended, the Minister of Transport released KiwiRAP, a comprehensive survey of risk and engineering quality of New Zealand's State Highway network, mostly outside urban areas. As such, it is important to keep the RLTS Pressures and Issues chapter up-to-date with the latest information.	Add the following to section 3.3.13 'Safety and personal security': "The New Zealand Road Assessment Programme (KiwiRAP) provides a comprehensive survey of road safety on New Zealand's State Highways, mostly outside urban areas. In January 2008, KiwiRAP published the first set of risk maps based on the number and location of serious and fatal crashes over time. These risk maps are split into collective risk (number of crashes per kilometre of road) and the personal risk to each driver. These were followed with the publication of Star Ratings in June 2010 developed through a visual inspection of their safety design attributes - including lane width, divided or undivided lanes, width of sealed shoulders, speed limit and delineation. The information provided by KiwiRap will be a useful tool to inform our road safety planning, both in terms of information for drivers and as an input to road safety improvement programmes. Collective and personal risk maps, as well as the Star Rating map and accompanying information is available at www.kiwirap.co.nz."
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17. Cycle Aware Wellington

Point	Summary of points	Officer response	Recommended changes
17.1	Strongly supports material relating to cycle safety - but cycle lanes (while always welcome) will never provide an extensive network. Need to redesign roads so they are safe for cyclists	Improving the cycle network - both in terms of off-road paths, on-road lanes and safer roads generally are measures in the Regional Cycling Plan.	No change recommended to the RLTS
17.2	GW needs to take far stronger role in setting regional standards for how cyclists are treated, including using RPS to require improved infrastructure design and operation.	The proposed Regional Policy Statement requires consideration of the needs of cyclists and pedestrians in the design of local roads in new subdivisions and in the context of new developments. NZS4404 sets out specific design standards for new roads in new developments.	No change recommended to the RLTS

17.3	RLTS should set high goal for school cycling	The Travel Demand Management Plan 2009 contains a target of 41% of schools having a travel plan or 34% of school children are involved in or exposed to school travel plan activities by 2013. A mode share target for school children using active modes was considered during development of the TDM Plan, but journey to school data is not collected by census (only journey to work) and a robust alternative data source is not currently available. The target of 'number of children involved in a school travel programme' was considered the best available indicator for this issue. However, it may be something that can be revisited with the next TDM Plan review and when sufficient mode share data is collected and analysed for school travel plans in the region.	No change recommended to RLTS
17.4	Support aspirational targets, particularly for cycle use	Noted	N/A
17.5	Key cycling routes, such as Great Harbour Way should be explicitly reflected in Appendix 1	Agree that Appendix 1 lacks consideration of cycling.	Incorporate commentary on the Regional Cycling Network in Appendix 1 which reads: “The Regional Cycling Network was developed collaboratively through the regional cycling forum. It identifies the core strategic routes which link the region’s centres and should provide an acceptable level of service. The identified network follows the region’s state highways, however alternative off-road routes are provided along some sections of the network. It is expected that each TA in the region will identify their important cycle routes through development of their local cycling strategies.”
17.6	RLTS uses 2001 data for describing cyclist mode share. Should use more recent data	The more recent Ongoing Household Travel Survey conducted by MoT also indicates that current (2005-09) cycling mode share of all trips in the Wellington region is 1% (TMIF, TP002). No change in the data cited in section 3.3.14 is necessary.	No change recommended to the RLTS
17.7	Calls for more integration of cycling with PT, specifically to continue free carriage on trains and include bike racks on buses	Support for the policy of free bike carriage on trains is noted. The vehicle size rule is under review by NZTA, and if it allows the addition of bike racks on buses Greater Wellington will review this matter.	No change recommended to the RLTS
17.8	RLTS does not adequately consider peak oil or climate change	Section 3.3.9 discusses the regional implications of peak oil. Section 3.3.10 of the RLTS considers the effects of greenhouse gas emissions, transport’s emissions profile in the Wellington region and actions being undertaken to respond to climate change.	Amend peak oil section 3.3.9 as per submission 14.4.

18. Tim Jones

Point	Summary of points	Officer response	Recommended changes
18.1	Disagree with long term vision	Noted	N/A

18.2	Peak oil is mentioned but not incorporated into corridor or implementation plans	The RLTS plays its part in addressing peak oil by seeking to support and encourage public transport and active modes, advocate for integrated land use and transport planning, as well as to make travel and access more efficient. However, many of the key measures for mitigating peak oil are outside the scope of the RLTS. Corridor Plans include measures to improve public transport, walking and cycling, and support technology such as fast broadband and integrated land use considerations.	Amend peak oil section 3.3.9 as per submission 14.4.
18.3	Climate change target is far less stringent than warranted	The emissions target from transport is based on modelling work conducted for the Strategic Options Assessment and seeks to be ambitious but also achievable.	No change recommended to the RLTS
18.4	Disagree that mixed investment is the right approach	Noted	N/A
18.5	Policies should be much more strongly in favour of PT and active modes	The policies flow from Greater Wellington's commitment to a mixed investment approach across all modes of transport.	No change recommended to the RLTS

19. Horizon's Regional Council

Point	Summary of points	Officer response	Recommended changes
19.1	Overall, agrees with RLTS	Noted	N/A
19.2	Suggests removing 'through significant achievements in each period' from vision	Agree that this would simplify the Vision and leave progress to be captured under outcome targets.	Change to remove 'through significant achievements in each period' from the RLTS Vision.
19.3	Travel demand responses on Western Corridor should consider increased inter-regional traffic	Noted for next Western Corridor Plan review.	No change recommended to the RLTS
19.4	Extend the Western Corridor to Levin when next under review	The Wellington RTC has no authority north of Otaki. Greater Wellington is committed to working with Horizon's Regional Council in order to ensure that the projects and activities along SH 1 in our respective jurisdictions contribute to the agreed inter-regional outcome.	No change recommended to the RLTS
19.5	Support increased rail freight	Noted	N/A

19.6	Advocate for the retention of little used rail lines	<p>The RLTS includes a policy to support beneficial rail freight initiatives where the net benefits exceed those of road freight. Advocacy for rail investment will be consistent with this policy position.</p> <p>The future potential for little used rail lines to play a greater role in the movement of freight, and the value in having an alternative route to the NIMT line is recognised. However, this needs to be balanced against the need for investment in rail to be focused into areas where the most benefits and efficiencies can be gained.</p> <p>Greater Wellington supports KiwiRail's announced consultation process with local communities and customers before making decisions on the retention of little used rail lines, and it is proposed that RTC members meet with KiwiRail to discuss the future of the North Wairarapa Line.</p>	No change recommended to the RLTS
19.7	Issue of future of Capital Connection service should be considered	<p>Below the scope of the RLTS.</p> <p>The RLTS contains an inter-regional outcome of 'improved safety, efficiency and reliability of road, public transport and freight links to the north of the region'. Public transport links to the north of Otaki will be considered as part of the Regional Public Transport Plan and Western Corridor Plan.</p>	No change recommended to the RLTS

20. Living Streets Aotearoa

Point	Summary of points	Officer response	Recommended changes
20.1	The RLTS should have a target of 90% of school children using active modes or PT by 2020	<p>The Travel Demand Management Plan 2009 contains a target of 41% of schools having a travel plan or 34% of school children are involved in or exposed to school travel plan activities by 2013. A mode share target for school children using active modes was considered during development of the TDM Plan, but journey to school data is not collected by census (only journey to work) and a robust alternative data source is not currently available. The target of number of children involved in a school travel plan programme was considered the best available indicator for this issue. However, it may be something that can be revisited with the next TDM Plan review and when sufficient mode share data is collected and analysed for school travel plans in the region.</p>	No change recommended to RLTS
20.2	Support aspirational targets, especially for modal shift	Noted	N/A
20.3	Role of walking should emphasise journey time rather than journey length	<p>Greater Wellington considers walking to be the most appropriate mode for short trips (2 km or less). While kilometres are used in documents like the RLTS, this is often translated to walking times through Greater Wellington's promotional and behaviour change work.</p>	No change recommended to the RLTS
20.4	Appendix 1 should contain regionally significant walking routes	<p>Work on this project is ongoing and not ready for inclusion in the RLTS at this time.</p>	No change recommended to the RLTS

20.5	GW should set standards for what a regionally significant walking route looks like	Below the scope of the RLTS. This is best handled through implementation of the Regional Walking Plan.	No change recommended to the RLTS
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21. Mana Coach Services

Point	Summary of points	Officer response	Recommended changes
21.1	Agree with long term vision	Noted	N/A
21.2	Agree mixed investment approach is the right approach	Noted	N/A
21.3	GW needs to consider charging users for park and ride facilities	This item is below the scope of the RLTS. Greater Wellington consulted on charging for park and ride with last year's LTCCP (2009-2019) and concluded that at some stage in the future the possibility for charging may be considered. The level of charge would be set at a level that remained substantially cheaper than parking Wellington CBD.	No change recommended to the RLTS
21.4	With the PTMA to be changed soon, preparing the RPTP at this time would be detrimental to the development of PT in Wellington in the years to come. -remove Policy 8.7.c	The current Regional Passenger Transport Plan 2007 has reached the end of its legislative life and needs to be replaced. Greater Wellington is aware of the expected changes to the PTMA and is taking those expected changes into account in the development of the new Regional Public Transport Plan 2010	No change recommended to the RLTS
21.5	GW should alter its policy about not funding rail and bus services that directly compete with each other	This is not a policy proposed in the RLTS.	No change recommended to the RLTS
21.6	Construct an AM peak period bus lane down the Ngauranga Gorge out of the left-most southbound lane	Below the scope of the RLTS. Given consideration through the Ngauranga Triangle Study and to be considered as part of the next Western Corridor Plan review.	No change recommended to the RLTS

22. Great Harbour Way

Point	Summary of points	Officer response	Recommended changes
22.1	More integration between front end of RLTS and implementation	The RLTS provides the high level strategic framework as well as identifies objectives and outcomes for regional decision making. The Corridor Plans respond to all of those objectives and outcomes by identifying a multi-modal package of projects that takes account of land use development and future funding proposals. Implementation Plans for walking, cycling, travel demand management and road safety provide focused attention on these important aspects of the transport network. The projects and activities listed in these Plans and the RLTP come out of collaborative working group processes and are agreed to by all involved parties before the plans and Programme are adopted by the RTC.	Move corridor and implementation plan summaries to an appendix
22.2	Improved walking and cycling infrastructure is consistent with new GPS	The RLTS includes outcomes and policies to improve walking and cycling infrastructure and level of service.	No change recommended to the RLTS

22.3	Would like the Great Harbour Way to be fully funded in the RLTP	The Great Harbour Way is identified in the Regional Cycling Plan for continual improvement as funding becomes available - consistent with an agreed conceptual vision. Funding through the RLTP and NLTP processes is likely to occur section by section as local share funding allows. For example, the section between Petone and Horokiwi is being investigated as part of the Ngauranga Triangle Study and any improvement projects agreed out of this as part of the Hutt Corridor Plan may be put forward for funding by NZTA/HCC/WCC in the next RLTP.	No change recommended to the RLTS
22.4	Support for light rail (better air quality / health benefits)	Options for a high quality public transport system for Wellington City, including light rail, are scheduled to be part of a feasibility study in 2011/12. Dependent on that study, light rail may be part of a comprehensive scheme assessment programmed for 2013/14 in the Ngauranga to Wellington Airport Corridor Plan.	No change recommended to the RLTS
22.5	Strategic cycling network should be acknowledged in Appendix 1	Agree that Appendix 1 lacks consideration of cycling.	Add commentary to Appendix 1 concerning regional cycling routes as per submission 17.5.

23. Ora Taiao: New Zealand Climate and Health

Point	Summary of points	Officer response	Recommended changes
23.1	Agree with RLTS long term vision	Noted	N/A
23.2	Strongly support mode shift from private car to PT and active modes	The RLTS seeks to increase public transport, walking and cycling mode share, and reduce private vehicle mode share, with several outcomes and targets.	
23.3	Clear disjoint between RLTS vision and congestion outcomes, Transmission Gully and the RoNS projects, and the N2A Corridor Plan	The modelling for the Strategic Options Assessment indicated that a mixed investment scenario in roads and public transport was needed to achieve the best outcomes in 2040. Most of the RoNS projects were included in the mixed investment scenario. The scenario did not propose an order for completing the various projects.	No change recommended to the RLTS
23.4	Roading projects assume and support business-as-usual investment programme which is unsustainable, and perhaps unethical	The modelling for the Strategic Options Assessment indicated that a mixed investment scenario in roads and public transport was needed to achieve the best outcomes in 2040. Most of the RoNS projects were included in the mixed investment scenario. The scenario did not propose an order for completing the various projects. No changes are proposed to the preferred strategic option, however, to improve the flow of the Strategy and increase understanding, RLTS Chapter 4 'Strategy development' and Appendix 3 'Strategic options' should be merged into one chapter to remove duplication of material.	Remove Appendix 3. Re-write Chapter 4 to cover material from Appendix 3.

23.5	A fraction of the \$2.4 billion allocated to RoNS could double track and provide tunnelling work on main trunk line, light rail and safe cycle paths	There have been no recent detailed cost assessments on light rail or a comprehensive programme of cycle path construction. It is therefore inappropriate for Greater Wellington to provide detailed comments on the cost of these projects in comparison to others at this time. Central Government has decided to invest \$2.4 billion in the Wellington RoNS. This money is largely in addition to the Regional Land Transport Programme 2009 – 2012 allocation and unavailable for other projects.	No change recommended to the RLTS
23.6	Strategic Options Assessment underestimates price increases, climate events and sea level rise	The Strategic Options Assessment used the latest data available from the Statistics New Zealand, Ministry of Transport, Ministry of Economic Development, a fuel price study from ARTA and Greater Wellington's Climate Change Response Discussion Document. The timeframe for these changes was limited to 2040. Most of the climate change and sea level projections are primarily out to 2100, so those values were halved to fit the RLTS timeframe.	No change recommended to the RLTS
23.7	Notes the huge health impacts of getting it wrong with climate change, and the convers health and other benefits of mitigation	Noted. Links between climate change and health are identified in the RLTS.	No change recommended to the RLTS

24. Porirua City Council

Point	Summary of points	Officer response	Recommended changes
24.1	Agrees with RLTS vision	Noted	N/A
24.2	A programme of safety improvements and for capacity increase on SH58 should be outlined in the RLTS	The RLTS is not project specific. This work has been done by NZTA as part of the State Highway 58 Strategic Study and is to be included in the next Hutt Corridor Plan.	No change recommended to the RLTS
24.3	Severance issues on SH 1 at Pukerua Bay are omitted from the RLTS	The issue of community severance is identified in section 3.3.15, paragraph 4. RLTS policy 8.4.g seeks to minimise community severance as well.	No change recommended to the RLTS
24.4	Concern about the impact of high train frequencies on access traffic flows at Steyne Avenue in Plimmerton	Improvements planned under Rail Scenario 1 of the Regional Rail Plan will increase the frequency on the Paraparaumu line from 20 to 15 minutes during the peak. This package does include funding to look at signalling, level crossings and other infrastructure improvements which will include consideration of how to minimise impacts on local traffic that need to cross the railway lines.	No change recommended to the RLTS
24.5	Mixed investment approach is supported	Noted	N/A
24.6	Road pricing may be applicable to the inner parts of Wellington CBD, but is not supported in other parts of the region or on the regional highway network - including SH 1 from Ngauranga to the Airport	The details of any future road pricing scheme would need to be carefully considered. The various types of cordon charges that might be used would likely be based around access to/from the Wellington CBD rather than other regional centres.	No change recommended to the RLTS
24.7	The targets are supported	Noted	N/A

24.8	Road safety target should reflect the region's contribution to the national road safety targets	The road safety targets came out of a technical working group process. The targets took account of Safer Journeys 2020 by ensuring that the RLTS targets were not calling for a lesser trend for change than the national level ones.	No change recommended to the RLTS
24.9	Congestion on SH 1 at Pukerua Bay should be added to map on page 20	Agree map should be updated.	Congestion map updated taking NZTA travel time survey data and this submission into account.

25. Tawa Community Board

Point	Summary of points	Officer response	Recommended changes
25.1	Tawa community is underserved by overpriced PT	This issue is below the scope of the RLTS.	No change recommended to the RLTS
25.2	Support for integrated ticketing	Noted	N/A
25.3	Severance issues with rail crossings that may get worse with more frequent trains	Improvements planned under Rail Scenario 1 of the Regional Rail Plan will increase the frequency on the Paraparaumu line from 20 to 15 minutes during the peak. This package does include funding to look at signalling, level crossings and other infrastructure improvements which will include consideration of how to minimise impacts on local traffic that need to cross the railway lines.	No change recommended to the RLTS
25.4	Cyclist safety issues with Middleton Road	This is below the scope of the RLTS, but has been considered as part of the Ngauranga Triangle Study.	No change recommended to the RLTS
25.5	More park and ride services that should be free	This item is below the scope of the RLTS. Greater Wellington consulted on charging for park and ride with last year's LTCCP (2009-2019) and concluded that at some stage in the future the possibility for charging may be considered. The level of charge would be set at a level that remained substantially cheaper than parking Wellington CBD.	No change recommended to the RLTS

26. Wellington City Council

Point	Summary of points	Officer response	Recommended changes
26.1	Supports RLTS objectives	Noted	N/A
26.2	Supports RLTS outcomes	Noted	N/A
26.3	Supports RLTS targets	Noted	N/A
26.4	RLTS aligned with WCC strategic outcomes	Noted	N/A
26.5	Overall, supports the RLTS	Noted	N/A

27. Public Health Association - Wellington Branch

Point	Summary of points	Officer response	Recommended changes
27.1	Overview on how transport affects human health	Noted	N/A
27.2	Health objective should include equity of health	The public health objective includes equity in calling for "a transport network that positively benefits health by improving convenience and ea for social participation and interaction for all"	No change recommended to the RLTS

27.3	Supports ambitious targets, especially for mode shift	Noted	N/A
27.4	Supports road safety targets	Noted	N/A
27.5	PT accessibility target should be stronger	The public transport accessibility target has been amended to take account of the Regional Public Transport Plan, currently under development.	The PT accessibility target will be modified to take into account of the Regional Public Transport Plan Discussion Document. The new target reads: "75% of people in the region live or work within 400m, and 90% within 800m, of a public transport stop with service throughout the day" (68% and 85% in 2009)."
27.6	Concern there is no PT affordability target for low-income groups	The PT affordability target in the 2007 RLTS was removed as a strategic target. It was considered that the Regional Public Transport Plan is the appropriate document to address affordability for low income groups. The RLTS does include policy 8.1.n which relates to public transport affordability for the transport disadvantaged of which the Regional PT Plan is required to give effect.	No change recommended to the RLTS
27.7	Supports pedestrian and cyclist only corridors along Golden Mile and elsewhere	These issues are considered during Corridor Plan development and through more detailed study processes.	No change recommended to the RLTS
27.8	Supports light rail	Options for a high quality public transport system for Wellington City, including light rail, are scheduled to be part of a feasibility study in 2011/12. Dependent on that study, light rail may be part of a comprehensive scheme assessment programmed for 2013/14 in the Ngauranga to Wellington Airport Corridor Plan.	No change recommended to the RLTS

28. Coastal Highway Group

Point	Summary of points	Officer response	Recommended changes
28.1	Recent events in Kapiti demonstrate the irrelevance of local land transport planning	Local councils are legally obligated to plan for transport infrastructure in their jurisdictions.	No change recommended to the RLTS
28.2	Mana Esplanade should not be part of congestion map as northbound traffic suffers little congestion	Congestion map has been changed taking into account submissions received and NZTA travel time survey data.	Congestion map updated taking NZTA travel time survey data and this submission into account.
28.3	The main bottlenecks for peak and weekend traffic are at the ends of the Paekakariki to Otaihanga section - not the whole thing	Congestion map has been changed taking into account submissions received and NZTA travel time survey data.	Congestion map updated taking NZTA travel time survey data and this submission into account.
28.4	Pukerua Bay is not marked on congestion map	Congestion map has been changed taking into account submissions received and NZTA travel time survey data.	Congestion map updated taking NZTA travel time survey data and this submission into account.

29. Automobile Association

Point	Summary of points	Officer response	Recommended changes
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29.1	Disagree with long term vision	Noted	N/A
29.2	RLTS should be aiming for parity with comparable OECD crash/accident results	The road safety aspiration in the RLTS Vision chapter has gone through a technical working group process. It is grounded in the assertion that no amount of deaths or serious injuries are acceptable on the region's roads. As a vision statement, it is meant to describe an ideal world. The road safety targets have been amended through the technical working process to be both ambitious and realistic.	No change recommended to the RLTS
29.3	Poor overloaded strategic routes with uncontrolled intersections and lack of median barriers	The RLTS seeks to improve safety and efficiency of the strategic road network and the Corridor Plans identify specific projects to do so.	No change recommended to the RLTS
29.4	No red light cameras in the Wellington area	Below the scope of the RLTS. This measure is identified in the Regional Road Safety Plan as an option to address local safety issues.	No change recommended to the RLTS
29.5	Enforcement is concentrated on speed on relatively safe roads, e.g. motorways	Below the scope of the RLTS. The Regional Road Safety Plan includes RTPP and RSAPs to identify where to focus enforcement. Enforcement is largely the responsibility of the New Zealand Police.	No change recommended to the RLTS
29.6	Agree with mixed investment approach	Noted	N/A
29.7	The installation of code compliant barriers on RoNS and their feeders should be a key component of the stated drive to hugely reduce the road crash and associated fatalities and serious injury rates	This comment has been referred to relevant NZTA officers.	No change recommended to the RLTS
29.8	Concerned that the Palmerston North Passenger connection may be discontinued	RLTS outcome 8.1 calls for improved safety, efficiency and reliability of strategic road, rail and freight links to the north of the region. Greater Wellington is currently in talks with KiwiRail and Horizon's Regional Council concerning the future of the Capital Connection service.	No change recommended to the RLTS
29.9	Concerned at the poor condition of the rail bridges on the northern Wairarapa line via Woodville which can provide a potential lifeline route	RLTS outcome 8.1 concerns improved safety, efficiency and reliability of the future for the Wairarapa line north of Woodville. Investment in maintenance or improvement works will be considered by KiwiRail in consultation with local communities over the short term.	No change recommended to the RLTS
29.10	Double tracking and electrification of the rail line north of Trentham should be mentioned	The RLTS is not project specific. The Regional Rail Plan identifies this project and it will be included in the next Hutt Corridor Plan.	No change recommended to the RLTS
29.11	Believes that to have a 30 year time span on the strategy is unrealistic and that there should be some mechanism for reappraisal and adjustment of the strategy if projected traffic patterns do not eventuate	The RLTS is legally required to take a view of 'at least' 30 years out under the LTMA 2003. However, the RLTS must be reviewed every 6 years.	No change recommended to the RLTS
29.12	Support the targets as they appear more realistic	Noted	N/A

29.13	Concerned that the RLTS appears to have a greater emphasis on cyclists than pedestrians who also need to be catered for	The current level of service for pedestrians and pedestrian safety statistics are much better than for cycling, which has the highest regional crash rate and is of particular concern for the region. However, the RLTS contains ambitious targets for both improved cyclist and pedestrian safety.	No change recommended to the RLTS
29.14	Believes there has been insufficient consideration of the costs of the rail infrastructure required to implement the rail freight proposals	The RLTS outcome and targets around rail freight do not identify specific projects or costs. The government has committed to investing \$250 million from Budget 2010 to support the KiwiRail Turnaround Plan. There also has been a commitment, in principle, to a total package of \$750 million over the next three years. Final decisions on funding will be subject to individual business cases and meeting the government's performance measures. In relation to the RLTS target 7.2, we expect the majority of the government funding to be focused on the NIMT line where a number of the region's rail infrastructure constraints are located.	No change recommended to the RLTS
29.15	Vehicle pollution is largely non-existent in Wellington	Vehicle pollution is considered a relatively minor issue in the RLTS, but is still an issue to be addressed, particularly at some locations.	No change recommended to the RLTS
29.16	There needs to be a huge change in current practices regarding the heavy fleet vehicles -just in time delivery culture unsustainable -attention needs to be given to bulk storage warehouses or inland ports	Agree these are important initiatives to consider to achieve improved freight efficiencies. The RLTS framework supports consideration of these issues through the relevant processes.	No change recommended to the RLTS

30. Regional Public Health

Point	Summary of points	Officer response	Recommended changes
30.1	Expresses general support for the various sections of the RLTS	Noted	N/A
30.2	Notes several linkages between transport and public health	Noted	N/A
30.3	Notes that recent NZTA research has identified a continued lack of emphasis at the delivery level to ensure that disadvantaged communities and individuals are not further disadvantaged despite increased policy attention	The RLTS contains policy 8.1.n which recognises the needs of the transport disadvantaged in the planning and funding of public transport services. Implementation of this policy is the responsibility of the Region Public Transport Plan.	No change recommended to the RLTS

30.4	Notes that NZTA research indicated that Maori participation in transport decision making can also be significantly improved	Maori participation in relation to the RLTS development is covered in several ways. The RTC has a cultural representative. Discussions with this representative formed part of the review process. The proposed RLTS was sent out to the iwi of the region for feedback during the consultation period. Greater Wellington's Ara Tahī Forum is also available for input to transport policy decisions.	No change recommended to the RLTS
30.5	Recommends references on the importance of public transport affordability be added to the pressures and issues, Objectives and Policies	RLTS objective 3 'Improve access, mobility and reliability' calls for a reduction in the "long term reliance of car-based mobility to ensure access for all is improved in an affordable way". Section 3.3.16 indicates that "issues of availability, affordability, accessibility and acceptability in relation to conveyances, service information, premises and infrastructure are barriers to using the public transport system." RLTS policy 8.1.n is to "ensure the provision for public transport services and concessions recognise the needs of the transport disadvantaged".	Add text to paragraph 5, section 3.3.15 to read: "It is important that those without access to a private vehicle are not disadvantaged in terms of access to health care and social interactions. The affordability of public transport plays a role in this."
30.6	Recommends new and amended targets around public transport affordability and suggests using a health or social impact assessment tool to measure them	The RTC discussed this type of target at some length at a workshop on RLTS targets early in 2010. It was determined that a public transport affordability target was not appropriate in the RLTS. It was agreed that policy 8.1.n signals the need for affordability and concessions to be addressed by the Regional Public Transport Plan - which does so in some detail. A health or social impact assessment tool could be used to test how various concession options in the Regional Public Transport Plan affects different groups in the community.	No change recommended to the RLTS
30.7	Notes concern that road pricing should not be implemented in a way that will have a disproportionate impact on low income groups and those with large family sizes	Any future road pricing scheme would need to consider social impacts, including the impact on low income groups.	No change recommended to the RLTS
30.8	Recommends that the RLTS set an expectation that when fares or services are being reviewed, impact analysis is undertaken to explore how the proposed changes will affect access and affordability for those on low incomes or living in deprived areas	This function is served by RLTS policy 8.1.n "Ensure the provision for public transport services and concessions recognise the needs of the transport disadvantaged". While not requiring use of impact analysis specifically, it does signal the need for consideration of these effects.	No change recommended to the RLTS

30.9	<p>Supports all the RLTS policies and offers some specific amendments:</p> <ul style="list-style-type: none"> - 8.2.c "Ensure the public transport fares and ticketing system facilitates affordable, quick and easy connections between modes and services" - 8.2.h "Support the development of travel plans" - 8.2.i "Advocate for government policy to enable road pricing and ensure that impact on the transport disadvantaged is addressed" - 8.6.a "Advocate to government for increased funding and appropriate funding instruments, particularly in relation to the transport disadvantaged and for the use of transport modes that are not dependant on fossil fuels (e.g. walking and cycling)" 	<p>8.2.c - Disagree. The 'affordability' consideration is separate to the intent of this policy. Although, in some cases fares may be more affordable as a result of an integrated ticketing system being implemented.</p> <p>8.2.h - Agree that this higher level of commitment is appropriate.</p> <p>8.2.i - Disagree. There are many impacts that any future road pricing scheme would need to consider and address. It is not appropriate to specify just one here.</p> <p>8.6.a - Disagree. This policy is not the right place to make statements about funding priorities. It is about instruments for increasing available funding for transport overall. Policies under section 8.8 refer to a funding prioritisation process.</p>	<p>Recommended changes:</p> <p>8.2.c - no change.</p> <p>8.2.h - change from encourage the development of travel plans' to support the development of travel plans'</p> <p>8.2.i - no change.</p> <p>8.6.a - no change.</p>
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31. Green Party of Aotearoa New Zealand

Point	Summary of points	Officer response	Recommended changes
31.1	Disconnect between front and back half of RLTS	The RLTS provides the high level strategic framework as well as identifies objectives and outcomes for regional decision making. The Corridor Plans respond to all of those objectives and outcomes by identifying a multi-modal package of projects that takes account of land use development and future funding proposals. Implementation Plans for walking, cycling, travel demand management and road safety provide focused attention on these important aspects of the transport network. The projects and activities listed in these Plans and the RLTP come out of collaborative working group processes and are agreed to by all involved parties before the plans and Programme are adopted by the RTC.	No change recommended to the RLTS
31.2	RoNS not supported	Noted	N/A
31.3	RLTS should focus on PT improvements and boosting PT patronage	The modelling for the Strategic Options Assessment indicated that mixed investment in roads and public transport were needed to achieve the best outcomes in 2040.	No change recommended to the RLTS
31.4	Faster movement to integrated PT network	An integrated public transport network is a key focus of the new Regional Public Transport Plan currently under development.	No change recommended to the RLTS

31.5	Support for light rail	Options for a high quality public transport system for Wellington City, including light rail, are scheduled to be part of a feasibility study in 2011/12. Dependent on that study, light rail may be part of a comprehensive scheme assessment programmed for 2013/14 in the Ngauranga to Wellington Airport Corridor Plan.	No change recommended to the RLTS
31.6	Support for Great Harbour Way	Noted. This project is included in the Regional Cycling Plan.	N/A
31.7	Support cycle racks on buses	The vehicle size rule is under review by NZTA, and if it allows the addition of bike racks on buses Greater Wellington will review this matter.	N/A
31.8	Support road pricing	The RLTS includes a policy to advocate for road pricing to be made available.	N/A

32. Liz Springford

Point	Summary of points	Officer response	Recommended changes
32.1	Agree with long term vision	Noted	N/A
32.2	Acceleration of climate change risk is a possible pressure	Agree. The RLTS notes the potential impact of climate change to the transport network and the need for it to be as resilient as possible. Planning for the potential impacts of increased sea levels, higher storm surges, flooding, slips, etc. is underway in several forums. This work is supported by RLTS policy 8.1.e which states 'ensure continuous identification and mitigation of network security risks including, where appropriate, the development of alternative routes for use in emergencies'	No change recommended to the RLTS
32.3	Strongly disagrees with mixed investment approach	Noted	N/A
32.4	Minimal road investment needed, focus on safety	Much of our road investment is directed at making roads safer and it is also needed to support the RLTS congestion, efficiency and economic growth objectives.	No change recommended to the RLTS
32.5	Push for greater PT and active modes use	The RLTS contains ambitious targets for public transport and active mode use.	No change recommended to the RLTS
32.6	Carbon emissions target needs to be increased to halving emissions by 2020	The emissions target from transport is based on modelling work conducted for the Strategic Options Assessment and seeks to be ambitious but also achievable.	No change recommended to the RLTS
32.7	PT and active mode targets need to flow from emissions target	Public transport, pedestrian and cyclist mode share targets are based on prior trends, and growth sought by the region is based on a range of benefits - not just emission reductions. A balanced programme of roading, public transport, and active mode investment is necessary to best manage the region's transport carbon emissions profile.	No change recommended to the RLTS
32.8	Does not support the RLTS overall	Noted	N/A
32.9	GW should not spend RoNS money	Greater Wellington does not spend money on the RoNS. The RoNS projects are 100% Central Government funded through NZTA.	No change recommended to the RLTS

33. J C Horne

Point	Summary of points	Officer response	Recommended changes
33.1	RLTS needs to be stronger on implementation to combat climate change and mitigate peak oil	The RLTS plays its part in addressing climate change and peak oil by seeking to support and encourage public transport and active modes, advocate for integrated land use and transport planning, as well as to make travel and access more efficient. However, many of the key measures for significantly addressing climate change and mitigating peak oil are outside the scope of the RLTS. Modelling work showed that an integrated, multi-modal transport network achieves the best results across all the RLTS objectives, including carbon emission reductions. Corridor Plans include measures to improve public transport, walking and cycling, and support technology such as fast broadband and integrated land use considerations.	No change recommended to the RLTS
33.2	Does not support RoNS	Noted	N/A
33.3	Fast track N-S Junction	Double tracking through the North-South Junction is an identified part of the Regional Rail Plan.	No change recommended to the RLTS
33.4	Support greater amount of rail freight	RLTS has a target and polices supporting the use of rail freight.	N/A
33.5	Does not support the RLTS overall	Noted	N/A

34. Nicola Gaston - Cycle Aware Wellington

Point	Summary of points	Officer response	Recommended changes
34.1	Disagree with long term vision	Noted	N/A
34.2	Underestimates importance of cycling	The RLTS notes the importance of improving the level of service and safety for cyclists throughout. It includes policies, outcomes and targets to support improvements for cycling.	No change recommended to the RLTS
34.3	Undecided if mixed investment approach is appropriate	Noted	N/A
34.4	Better outcomes through investing in all modes of transport	The RLTS polices are designed to facilitate investment in all modes of transport.	No change recommended to the RLTS
34.5	Focus on peak period PT can be detrimental to the whole system	Public transport services are provided for congestion relief and to provide access to basic community activities and services. The layout of routes and frequency of public transport services is determined by the level of demand for those services and available funding. The RLTS recognises that a good off-peak service supports use of public transport during the peak.	No change recommended to the RLTS

35. KiwiRail

Point	Summary of points	Officer response	Recommended changes
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35.1	Lack of emphasis on rail network north of Otaki and Masterton. Suggests Greater Wellington may wish to take a view on the merits of passenger services north of Waikanae and the importance of the rail corridor north of Masterton.	The RLTS includes a policy to support beneficial rail freight initiatives where the net benefits exceed those of road freight. Advocacy for rail investment will be consistent with this policy position. The future potential for little used rail lines to play a greater role in the movement of freight, and the value in having an alternative route to the NIMT line is recognised. However, this needs to be balanced against the need for investment in rail to be focused into areas where the most benefits and efficiencies can be gained. Greater Wellington supports KiwiRail's announced consultation process with local communities and customers before making decisions on the retention of little used rail lines, and it is proposed that RTC members meet with KiwiRail to discuss the future of the North Wairarapa Line.	No change recommended to the RLTS
35.2	References to rail freight in 3.3.7 need to be more clearly expressed	Agree that this section could be clarified.	Amend sentence to section 3.3.7 paragraph 2 as follows: “Given that most freight journeys involve relatively short distances and are contained within the region (the average heavy commercial vehicle trip length is about 11 km), the role of rail for freight movements within the region is likely to continue to be minor.” Moving the paragraph on page 25 beginning with “The use of rail for long distance, inter-regional freight...” to just below section 3.3.7 paragraph 2 will further clarify the section's view of rail freight.
35.3	Key actions for targets should mention refurbishment of Ganz Mavag units	Agree. Could add this to the targets table where appropriate	Amend 'key action' boxes for the targets for outcomes 1.1 and 1.2 to include " Refurbishment of Ganz Mavag units ".
35.4	Consistency between rail and road policies (rail is in terms of aspiration, road refers to specific actions)	Most of the RLTS Network management policies for road and rail are consistent. Policies 8.1.r and 8.1.s which deal with Transmission Gully were included because TG has gone through an extensive community engagement process and has been specifically endorsed by the Regional Transport Committee as the preferred option for that segment of State Highway 1.	No change recommended to the RLTS
35.5	RLTS should prioritise taking a position on land use at the ferry and port hinterlands and rail yards	The RLTS provides the strategic framework for discussions about the best use of these areas to support an efficient and integrated transport network with the relevant partners in more detail.	No change recommended to the RLTS