



Meeting the challenge

## **Greater Wellington Regional Council**

# **Regional Land Transport Strategy Report on Submissions on Strategic Options Consultation Document**

November 2005





Greater Wellington Regional Council  
Regional Land Transport Strategy  
Report on Submissions on Draft Consultation Document

Quality Assurance Statement	
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## Executive Summary

Greater Wellington Regional Council, is currently developing the Regional Land Transport Strategy for the next ten years. As the first step, the Council has developed a Consultation Document, including a vision, objectives and outcomes and three strategic options, seeking comment from stakeholders and the wider public over the six-week period, from 15 August to 30 September 2005.

Ninety-five written submissions were received, with 47 submitters seeking the ability to present their submissions verbally. The submissions came from individuals, organisations, and local, regional and central government-related agencies. Generally, submitters responded to specific feedback matters in a form provided with the Consultation Document. While there were many concerns and issues raised, overall, submissions indicated a preference for Option 2 (Advanced Passenger Transport), citing improved accessibility, environmental considerations, and long term transport and traffic management results to be gained from increasing levels of public transportation.

However, many submitters felt there was a lack of information included to form a competent judgement and/or that the information available was too generalised. There were also several aspects which submitters felt that the document and strategic options had not adequately taken into account. These were:

- Carbon Dioxide emissions and the Kyoto Protocol;
- Rising fuel costs;
- The ten year time frame considered is too short;
- The needs of an aging population, disability, and health and well-being benefits of some transport forms;
- The need to integrate land use and transport planning and consider social sustainability.
- Considerations of freight transportation, whether road or rail.

These matters, along with other detailed issues raised in individual submissions, need to be taken into account in developing the strategy.

This round of consultation, however, provides clear support for the strategic approach of Option 2.

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# Greater Wellington Regional Council Regional Land Transport Strategy Report on Submissions on Draft Consultation Document

## Contents

1.	Introduction	5
2.	Analysis of Submissions	5
2.1	Overview	5
2.2	Issues Identified	6
2.2.1	Carbon Dioxide Emissions and the Kyoto Protocol	7
2.2.2	Potential Rising Fuel Costs	8
2.2.3	The Ten Year Timeframe and Environmental Sustainability	8
2.2.4	Accessibility, Health, Disability and an Aging Population	8
2.2.5	Better Integration of Land Use Planning and Transportation Planning	8
2.2.6	Passenger Transport verses Roding	9
3.	Wellington Regional Strategy	9
3.1	Introduction	9
3.2	Summary of Submissions	9
3.2	Summary of Survey Responses	10
4.	Conclusions	11
<b>Appendix A</b>	<b>The Greater Wellington Regional Council's Strategic Options - Consultation Document</b>	
<b>Appendix B</b>	<b>The 'Feedback Form' on the Strategic Options - Consultation Document</b>	
<b>Appendix C</b>	<b>Summary of Submissions</b>	
<b>Appendix D</b>	<b>List of Submitters</b>	



## 1. Introduction

The Regional Land Transport Strategy is a statutory document that Greater Wellington Regional Council, must produce under the Land Transport Act 1998. It is the key regional instrument to guide transport policy and investment over a ten-year time frame. Its overall aim is to contribute to achieving an integrated, safe, responsive and sustainable land transport system. The last Regional Land Transport Strategy for the Wellington Region was prepared in the mid 1990s and made operative in 1999.

The Greater Wellington Regional Council's Regional Land Transport Strategy Strategic Options - Consultation Document (the Consultation Document, refer Appendix A) was released to the public for comment on 15 August 2005. Its purpose is to describe the Wellington Regional Land Transport Strategy and its relationship with the Wellington Regional Growth Framework, representing the initial views of the Regional Land Transport Committee for transport needs over the next 10 years.

A 'Feedback Form' to provide comment on the Consultation Document was included with the publication (a copy of this form is attached as Appendix B), with the closing date for feedback being 30 September 2005. Through the feedback form, submitters were asked to respond to issues identified in the document, along with the vision, objectives and outcomes provided; then comment on the 3 strategic options listed, citing a preferred option, and then respond to the report's conclusions. Additional comments on matters of interest or concern to submitters were also sought. This report provides analysis of the feedback provided by the public and a range of organisations on the Consultation Document. It gives an overview of responses received to the specific questions and the other issues raised in the submission.

## 2. Analysis of Submissions

### 2.1 Overview

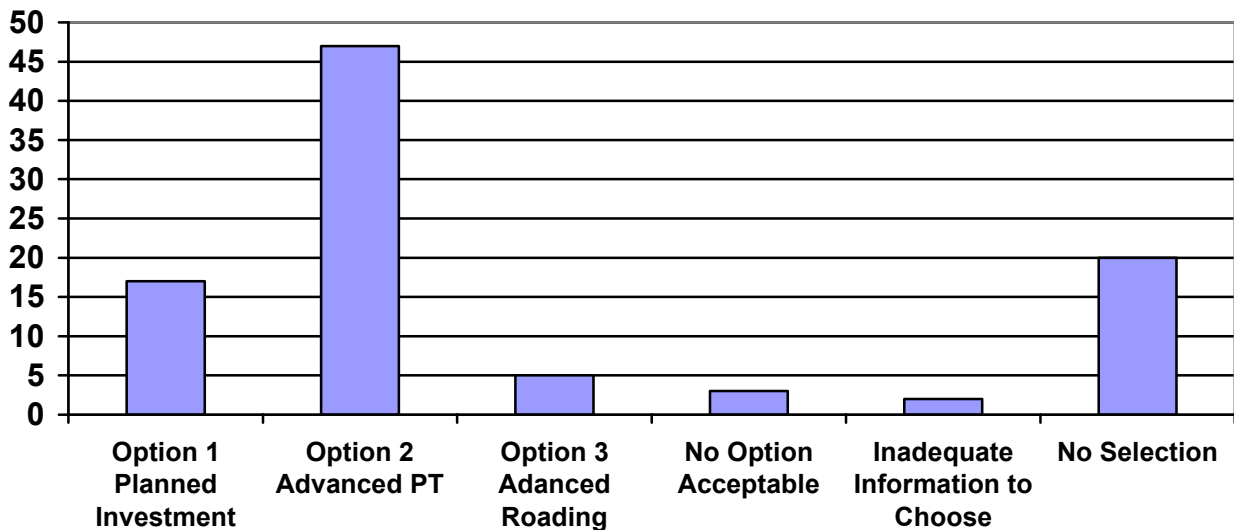
Ninety-five submissions were received regarding the Consultation Document. A large proportion of the submissions were made on the feedback forms provided with the document and through the Council's website. However, a number of submissions were written independently of the feedback form. Approximately half of submitters wish to be heard in support of their submissions.

Over one-third of submissions were received from individuals. A substantial number were also received from representatives of community-based organisations, including residents' associations (e.g. Paremata Residents' Association, Pinehaven Progressive Association), special interest groups (e.g. Cycle Aware Wellington) and others. Regional branches of national organisations, such as 'Wairarapa Federated Farmers' and the 'Employers and Manufacturers Association (Central)' also provided feedback on the document. The remainder of submissions were received from Government-related bodies, such as Transit New Zealand, a range of District Health Boards (DHBs), and territorial authorities from within and bordering the Wellington Region.

The responses received were very varied. Some stated the description of issues in the document was adequate, and supported the stated vision, objectives and outcomes. Others made suggestions for additional issues or analysis that could be included in the document. As an indicator of the diversity in the submissions, Figure 1 show the preferred strategic options selected by submitters (Question 4 of the feedback form):



Figure 1: Preferred Strategic Option (Question 4 from the feedback form)



A large number of submitters preferred Option 2 (Advanced Passenger Transport) based upon the information provided to them. Several, however, believed that inadequate information had been provided to make any clear decision. This opinion may also be shared by the 20 people who did not indicate a preferred option at the time of submitting.

The majority of submitters raised a number of issues with the report and strategic transport options provided. These issues are outlined in the following section of this report.

The individual submissions raised many detailed aspects of land transport and provided significant valuable commentary. In addition, a number seek the opportunity to be heard prior to the Council moving on to prepare the Strategy for further consultation.

All submissions will need to be considered carefully and taken into account in preparing the strategy.

## 2.2 Issues Identified

The issues highlighted by submitters were varied, with a number of key themes raised throughout the submissions. These included:

- a) Inadequate information provided in the document for accurate public feedback to be provided;
- b) The need to address further issues and concepts in the document, including:
  - Carbon dioxide emissions and the Kyoto Protocol;
  - Rising petrol prices;
  - Ten year timeframe and environmental sustainability;
  - Accessibility, health, disability and an aging population;
  - Better integration with land use planning and social sustainability;



Greater Wellington Regional Council  
Regional Land Transport Strategy  
Report on Submissions on Draft Consultation Document

- Better coverage of transport of freight; and

c) Passenger transport versus roading.

These issues are further explained below.

### **Provision of Information within the document**

Several submitters raised issues relating to the inadequate provision of information within the document. These were based on two fundamental issues with the document.

Two territorial local authorities (Wellington City Council and Upper Hutt City Council) both identified that they were disappointed that little supporting or background information had been provided. Both of the Councils indicated that they had been involved in the process of developing the Consultation Document, however they were concerned that the public would not have an adequate background knowledge of the issues discussed in the report to understand these issues, and why the conclusions were reached.

Kapiti Coast District Council and a number of other submitters also identified that there was not adequate information supplied with regard to the strategic options and what exactly they involved, including costs and a detailed list of projects. Other submitters took this further by stating that the options provided were too simplistic and did not provide sufficient variety, given the large numbers of projects that could potentially be combined within the strategy to give a wider range and greater variety of options.

However, other submitters (for example Bryan Helm, Melanie Hutton and Wellington International Airport Limited) recognised the broad social policy approach of the strategy, and were prepared to comment on the options on that basis.

### **Further Issues to be Addressed**

Throughout the submissions some common themes were addressed with regard to issues not being identified, and their consequent exclusion from the vision, objectives and outcomes.

#### **2.2.1 Carbon Dioxide Emissions and the Kyoto Protocol**

An issue raised by many submitters in relation to the Consultation Document (identified mainly by those supporting the Option 2: Advanced Passenger Transport) was the lack of inclusion of the Kyoto Protocol and subsequent carbon dioxide standards that will be set in place at a national level. These submissions highlighted the need for concern about long-term environmental sustainability when considering the strategic option to be taken for the next ten years.

The submissions by Federated Farmers of New Zealand (Inc) believed that the adverse environmental effects of roading had been overstated in the Consultation Document, and that the control of carbon dioxide and emissions should be regulated at the national level and not through regional strategies such as this. Pinehaven Progressive Association's submission highlighted the importance of environmental sustainability (including emissions), however believed that solving transport problems in the short term should be the first priority before tackling wider issues such as the environment.



### **2.2.2 Potential Rising Fuel Costs**

Concerns regarding emission standards were commonly linked with the potential rise in petrol prices. The feedback suggests that the Consultation Document appears to only address the 'status quo' in terms of transportation related issues, and fails to consider future potential price rises in petrol, which may in turn encourage greater use of public transport. It was commonly stated by submitters (including the submission made on behalf of Sue Kedgley, MP for the Green Party, and several private submissions) that the rise in petrol prices already being witnessed, will encourage greater usage of public transport than envisaged by the Consultation Document. Future fuel costs were also considered to contribute to a trend towards more walking and cycling

### **2.2.3 The Ten Year Timeframe and Environmental Sustainability**

This issue was largely related to concepts of environmental sustainability and the ten-year timeframe addressed in the Regional Land Transport Strategy. To ensure the objective of environmental sustainability is achieved, several submitters, including Land Transport New Zealand and Transport 2000+ New Zealand, identified that longer term planning would be required to better take into account future issues, to provide for environmental sustainability, and to address intergenerational equity in investment. Submitters were also concerned at the definition of 'environmental sustainability'. It was also suggested that the seven sustainable transport system principles (found in Appendix 1 of the Consultation Document) could be better incorporated into the document.

### **2.2.4 Accessibility, Health, Disability and an Aging Population**

Health-related organisations (including Regional Public Health and the Capital Coast DHB) identified several key matters that they believed were not adequately addressed in the issues, vision, objectives and outcomes sections of the Consultation Document. In particular, it was considered that Objective 4 should be widened to include a number of other matters; including improving the accessibility of transport to children and young people, the elderly, people with disabilities and those in communities without access to facilities such as health care.

In a similar vein, it was noted that when considering the strategic options, the benefits of decreased or lower levels of vehicle emissions should be taken into account, as there are numerous health benefits associated with cleaner air. In addition, the health benefits of increased levels of active transport (such as cycling and walking) should be taken into account when comparing the strategic options against the objectives and outcomes of the Consultation Document.

### **2.2.5 Better Integration of Land Use Planning and Transportation Planning**

A further issue identified by some submitters included the need for better integration of transportation planning and land use planning. Living Streets Wellington identified the need for safety and beautification of streets to encourage greater public transport usage. Transport 2000+ New Zealand identified that any development of transport should take into account the needs of the community, and the social sustainability of the proposals. There was a feeling in several submissions that although the economic, and to an extent, environmental sustainability of the proposals and strategic options were taken into account, the social effects on communities that may be 'severed' by rail or road developments were not incorporated into the document. Inadequate Consideration of Freight





Several submissions suggested freight transport had not been adequately addressed, given that it largely shares the same infrastructure as passengers. These included transport operators (for example CentrePort and OnTrack) and organisations such as the Gracefield/Seaview Business Group and Federated Farmers Of New Zealand (Inc). The importance of freight movements in regional and national economic development was emphasised.

### **2.2.6 Passenger Transport versus Roothing**

The polarisation of submitters with regard to the strategic options was clear. Approximately half of the submitters had strong feelings that increasing expenditure on public transport is the only acceptable option for improving the long-term transportation situation in the Wellington region. There was a corresponding large level of disagreement with the conclusion of the Consultation Document that Option 1 (Planned Investment) was the best option for the region.

A widespread response to Outcome 4.2 was that the passenger transport share should be 'enhanced' rather than 'maintained' as stated in the Document. Similarly, a large number of submitters believed the word 'maintain' should replace 'reduce' in Outcome 4.1. This provides further evidence of the submitters' views that greater emphasis needs to be placed on public transport.

Even within this preference there were indications of dissatisfaction with the analysis, and some concern about the apparent focus on rail when other options such as rapid bus had been omitted.

## **3. Wellington Regional Strategy**

### **3.1 Introduction**

The Wellington Regional Strategy (WRS) is a project of the nine local authorities in the Greater Wellington Region and of Positively Wellington Business. The Wellington Regional Strategy group has developed a "Growth Framework" setting out the principles on which regional development should be based, and prepared a Discussion Document to assist with consulting the community about the issues involved. Submissions were also invited from interested individuals and parties.

In addition to submissions, Decision Research Limited was commissioned to survey the views of people in the Region, and undertook a survey of residents and business executives. The survey was based around the 20 key 'action areas' identified in the WRS. The objective of the research was to obtain feedback from the community to allow strategic directions to be developed with support from people in the region.

### **3.2 Summary of Submissions**

A total of 378 submissions were received on the WRS by October 10<sup>th</sup>. Generally speaking, submissions of relevance to the RLTS called for public transport to be improved, better provision for walkers and cyclists, and reductions in peak-time traffic congestion.

The people who made submissions were less representative of the people of the region than those who responded to the survey of residents. Nearly 70% of those who made submissions were male and most (56%) were between 40 and 59 years of age.



## 3.2 Summary of Survey Responses

The survey was based on 54 'statements' in a questionnaire format and the emphasis of the analysis was on resident's responses to these statements. Responses were coded from **1 (strongly disagree)** to **5 (strongly agree)**.

### Action Areas

In terms of the 20 key 'action areas', responses to two of these areas are directly relevant to the RLTS. The coded response to each statement is provided in brackets:

*"AA2.1 Reinforce and improve compact corridor form (3.86)*

*Greatest support was garnered by statements that local communities should be considered when planning roads and that public transport, walking and cycling should be promoted. Other statements referred to councils' roles in encouraging industry in existing areas and in making it easier for people to live near public transport networks. Business was less supportive of these policies than were residents or submitters."*

*AA2.5 Design major roads to support our centres (3.80)*

*Strongest agreement was evident with statements asserting that local communities should be considered when planning major roads, that decisions about public transport should promote walking, cycling and public transport, and that peak-time road traffic congestion needs to be addressed. Average agreement among resident-survey respondents was high at 4.12 and overall at 4.08. More modest agreement was expressed with statements that more money should be spent on improving public transport than on roads and that travelling to and from Wellington Airport is too difficult."*

In addition to the above and of further relevance to the RLTS, strong positive responses were received around the subjects of making sure land and infrastructure are used efficiently and on the need to increase emphasis on export oriented goods and services.

### 'Connected' Outcome

There were 11 statements in the questionnaire related to the 'Connected' outcome, and consideration of local communities, collaboration between councils over strategic land use decisions, and more provision for walking, cycling and public transport each attracted average agreement levels of 4.00 or more. People were also concerned with traffic congestion, the inconvenience of international travel and the provision of public transport.

### Sub-Regional Issues

Attitudes to issues such as peak-time traffic congestion and getting to and from Wellington Airport were quite different depending on where survey respondents lived. For example, people who live in Wellington City and in the Wairarapa are relatively relatively unconcerned by these issues compared to those living elsewhere in the Region, such as Kapiti.



## 4. Conclusions

The submissions received came from a variety of organisations and individuals. Despite strong feedback both for and against the strategic options provided, Option 2 attracted more positive comment. While there appears to be a general agreement that the issues, vision, objectives and outcomes are heading in the right direction; the specifics of some of these items and the lack of inclusion of some concepts within them has caused concern among submitters.

Submitters have raised a number of key areas where they would like to see additions made to the Strategy. These include matters related to the Kyoto Protocol, potential petrol price increases and carbon dioxide emissions (including the health benefits of having less emissions), and encouraging non-private vehicular forms of transport.

Given the wide variety of organisations and people that have read this document and submitted on it, it is clear that obtaining a complete consensus among the Greater Wellington community as a whole is unlikely. However, the provision of more detailed information, and clear reasoning for specific aspects of the strategy as it develops, will assist in improving public understanding and gaining public support for the strategic option that is eventually chosen.



Greater Wellington Regional Council  
Regional Land Transport Strategy  
Report on Submissions on Draft Consultation Document

**Appendix A – Greater Wellington Regional Council’s Strategic  
Options Consultation Document**



# **Regional Land Transport Strategy - Strategic Options**

## **Consultation document**

15 August 2005

## Contents

1. What is the purpose of this document?
  2. Regional transport context and issues
  3. Our Vision and the outcomes we want
  4. Land transport outcomes
  5. Regional land transport strategic options
  6. Conclusions
  7. Tell us what you think
- Appendix 1 - Sustainable transport system principles  
Appendix 2 - Glossary

## **1. What is the purpose of this document?**

The purpose of this document is to tell you about the Wellington Regional Land Transport Strategy, its relationship to the Wellington Regional Growth Framework and to seek your feedback. It represents initial thinking of the Regional Land Transport Committee about the transport needs of the region over the next ten years, but includes longer term considerations. It is a companion to the Wellington Regional Growth Framework discussion document.

Feedback from this Strategic Options consultation document will be used by the Regional Land Transport Committee in forming the next Regional Land Transport Strategy which is due to be released in mid 2006.

## **2. Regional transport context and issues**

### **2.1 What is the Wellington Regional Land Transport Strategy and why do we need it?**

The Regional Land Transport Strategy (RLTS) is a statutory document<sup>1</sup> that Greater Wellington Regional Council must produce. It is a key tool for setting transport policy and investment priorities for regional land transport investment over the next 10 years. It must contribute to an overall aim of achieving an integrated, safe, responsive and sustainable land transport system as described in the New Zealand Transport Strategy 2002. The RLTS will support the land use and transport initiatives that flow from the Wellington Regional Strategy process.

The current RLTS was adopted in 1999. Since then it has had many updates:

- Western Corridor Implementation Plan 2000 (currently under review)
- Wairarapa Corridor Plan 2003
- Hutt Corridor Plan 2003
- Regional Cycling Strategy 2004
- Regional Pedestrian Strategy 2004
- Regional Road Safety Strategy 2004.

Set out below are the stages we need to go through before the new RLTS is launched in 2006.

August 2005

- Strategic options consultation alongside WRS Growth Framework

August / September 2005

- Receive public feedback

October – December 2005

- Public feedback collated and used in developing a draft Wellington Regional

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<sup>1</sup> Under the Land Transport Act 1998

Land Transport Strategy document

Mid 2006

- Wellington Regional Land Transport Strategy adopted

## **2.2 Our links to the Wellington Regional Strategy**

Land use and transport are important considerations for economic and social functioning and future development of our region. Transport issues are identified in three of the focus areas highlighted in the Growth Framework discussion document. The Wellington region will be making major investments in transport infrastructure and services over the next 10 years and beyond so how these relate to our strategic direction is important.

Of particular relevance is the Growth Framework development that is underway. The strategic options consultation document, which forms part of the Regional Land Transport Strategy (RLTS) review process, is aligned with the timetable for consultation and adoption of the Growth Framework. These are coordinated but separate processes.

### **2.2.1 Regional transport issues**

The greater Wellington region has developed its urban form along two main corridors with their integrated transport systems leading into Wellington City at the focus of these two radial corridors.<sup>2</sup>

The first route consisting of State Highway 1 (SH1) and the main trunk railway line runs due north linking through to Kapiti, then beyond to the central and western North Island. The second route to the north-east, consisting of SH2 and the railway line through to the Hawkes Bay, links to the Hutt Valley, the Wairarapa, and beyond to the eastern North Island.

These two routes converge at Ngauranga and lead into Wellington City and the port. Links then continue through Wellington CBD to the Main Hospital in Newtown and Wellington International Airport at Miramar.

Network reliability remains a significant issue, affecting passenger transport, private vehicle users, and freight movement. The Wellington regional economy is currently dominated by sectors which are sensitive to loss of efficiency when the network fails, more so than congestion.

### **2.2.2 Wellington central business district**

The efficient movement of people and freight to and through Wellington CBD is an important issue for the region to address. Access to the region's main hospital and Wellington International Airport require most of the region's residents to cross the Wellington CBD and are impacted by the current congestion problems on this part of the network.

### **2.2.3 East-west connections**

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<sup>2</sup> Wellington Transport Package: Social & Economic Impacts, Wellington Transport Project Group, Nov 2004.

There is a need to improve transport and nodal integration between secondary centres within the region. Currently road connections between the Hutt Valley and State Highway One are limited. Likewise public transport connections between Hutt City and Porirua City involve travel along the arterial route into Wellington City and then a transfer back out to Porirua.

#### 2.2.4 North-south reliability

Wellington's north-south network has a national strategic importance in terms of providing a primary access route into the region and to Wellington's CBD. State Highway One goes right to the airport and also serves the port, it is the main connector to the South Island and overseas for the southern part of the North Island. Consultation undertaken as part of the Western Corridor study identified safety and reliability as key factors for the north-south strategic transport network.

Currently corridor journey times within this network have a high degree of unreliability. The route is prone to closure following crashes, provides limited access for emergency vehicles and is vulnerable to landslip and flooding. There are limited alternative routes particularly for freight.

The single track section north of Pukerua Bay is the weak point on the existing rail corridor. As with the highway the rail corridor is vulnerable to slips. The current train scheduling of approximately 20 minute frequency from Paraparaumu is at the upper limit of the current track configuration, due to the sections of single track.

#### 2.2.5 Passenger transport

The region's passenger transport system (bus and rail) forms a key component of the region's strategic network, providing important links both into and through the Wellington CBD from around the region. Passenger transport mode share on the critical strategic corridors is around 30% in the morning peak. This is the highest passenger transport mode share seen in any region of the country.

The patronage of the region's bus services continues to grow, particularly in off-peak periods. The Wellington region has an aging rail network that will need significant investment in coming years to maintain services at current levels. Greater Wellington's amended 2003-2013 Long Term Council Community Plan now provides sufficient funding to support the passenger rail system.

#### 2.2.6 Freight

The movement of freight within the Wellington region forms another important element of the region's strategic transport network. The region's freight network consists of road, rail, and port, with air freight playing a fairly minor role.

Road freight contributes to a large proportion of the freight movement within the region and timing needs associated with freight movement mean that road freight is contributing to the region's peak period congestion. Likewise, the effects of congestion on freight movement have been signalled as a problem which is likely to increase with the growth in freight movement volumes. The majority of



freight journeys in the greater Wellington region tend to be relatively short meaning freight movement is not easily transferred to rail.<sup>3</sup>

Port traffic at the Wellington port (Centreport) is expected to increase in line with current trends, with most freight arriving or departing by road. In contrast the use of rail for freight has been in decline to date.

### 2.2.7 Safety

Despite extensive improvements to road safety made in the 1990s in the Wellington region, casualties over the last four years have plateaued and renewed efforts are required to ensure the region is contributing towards the national *Road Safety 2010* strategy<sup>4</sup>.

### 2.2.8 Transport sustainability

Ensuring the sustainability of the region's strategic transport network will involve an integrated approach to all elements of the transport network. This means enabling people to travel between home and work, and to access the main regional infrastructure facilities, especially hospitals, the airport and port, and education and social service facilities, in the most efficient way possible. Wellington's future transport system will need to minimise congestion, travel time delay, and the impact of travel on the environment (particularly greenhouse gas emissions).

## 2.3 What do you think?

Have we adequately described the region's transport issues?

## 3. Our vision and the outcomes we want

The Land Transport Act 1998, requires us to identify land transport outcomes sought by the region and strategic options for achieving those outcomes. The Regional Land Transport Committee has developed the following draft vision, objectives and outcomes.

### Vision

To deliver an integrated land transport system that supports the region's prosperity in a way that is economically, environmentally and socially sustainable.

### Objective 1 Assist economic and regional development

Aid the development of national and regional economic prosperity; and foster the housing, employment, education, health and recreation aspirations of the regional community.

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<sup>3</sup> Wellington Transport Package: Social & Economic Impacts, Wellington Transport Project Group, Nov 2004.

<sup>4</sup> Regional Road Safety Strategy, Sept 2004.

## **Objective 2 Assist safety and personal security**

Achieving a safer community through a land transport system that improves or achieves regional road casualty targets and contributes to a sense of individual and community security when using the transport system.

## **Objective 3 Improve access, mobility and reliability**

Transport should provide for the access and mobility needs of our regional community. Improving them is the primary purpose of a Regional Land Transport Strategy.

Improving access enables social participation, inclusion and independence and improving mobility ensures the availability of realistic transport choices for the individual or community, including affordability and equity of cost considerations.

## **Objective 4 Protect and promote public health**

Provide a transport system that allows for social participation and interaction, and healthy communities via reduced transport impact on natural resources, and increased uptake of active mode use, particularly for short trips.

## **Objective 5 Ensure environmental sustainability**

Avoid, remedy or mitigate the negative impacts of transport on the environment, including encouragement of energy efficiency, reduced CO<sub>2</sub> emissions, and high quality project and new development design.

## **Objective 6 Consider economic efficiency and affordability**

Economic efficiency and funding availability for new transport packages.

## **4. Land transport outcomes**

No single outcome can be seen in isolation. All outcomes must be considered as part of an integrated strategic view of the region's transport system. The proposed land transport outcomes are as follows:

### **4.1 Rooding**

- Maintained vehicle travel times between communities and regional destinations
- Reduced road congestion
- Improved reliability of the strategic rooding network

### **4.2 Passenger transport**

- Maintained peak period mode share
- Enhanced off peak mode share and community connectedness

- Improved accessibility
- Improved customer satisfaction

### **4.3 Travel demand management**

- Reduced traffic demand
- Reduced greenhouse gas emissions
- Reduced fuel consumption
- Reduced road congestion
- Improved journey to work mode share
- Increased vehicle occupancy
- Increased resident satisfaction
- More efficient land use (to be defined by the WRS process)
- No adverse impact on economic development (to be defined by the WRS process)

### **4.4 Pedestrian**

- Increased level of service for pedestrian facilities
- Increased mode share for pedestrians, especially for short trips
- Increased safety for pedestrians
- Improved perception of pedestrian safety for children

### **4.5 Cycling**

- Improved level of service for cycling
- Increased proportion of all trips cycled
- Improved perception of cycling safety, convenience and ease
- Reduced relative risk of cycling as a transport mode

### **4.6 Road safety**

- Improved regional road safety
- Improved perceptions of road safety
- A safer roading environment

## **5. Regional land transport strategic options**

### **5.1 \$3.4B affordability envelope**

An estimate of Wellington's ten year total strategic transport investment envelope has been prepared<sup>5</sup> and includes the additional \$660M government funding announced on 5 July 2005. There are five basic components: roading maintenance, roading improvements, passenger rail, bus services and travel demand management.

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<sup>5</sup> All private costs are excluded eg motor vehicle purchase.

Highway maintenance provides for the operation and maintenance of the region's state highway network. Local roading provides for operation and maintenance (\$350M) plus usual replacements and improvements (\$450M). Costs are funded in current territorial authority LTCCP's and are largely fixed. Roothing improvements provides for safety and efficiency improvements to the strategic roading network, largely the region's state highways, but does allow for strategic local roading investments like Kapiti's Western Link Road.

Passenger rail maintains the current rail service and allows for additional rolling stock capacity to accommodate the current 1.7% annual patronage growth rate. Allowances have also been made for improvements to park and ride facilities, stations and track on the Western Corridor and for the purchase of additional units to enable the provision of more frequent train services to the Kapiti Coast. Bus services maintains current mode share and improves customer service with enhanced marketing and innovations such as integrated ticketing and real time information. It also provides for harbour ferry subsidies and the total mobility scheme.

Travel demand management (TDM) is likely to include enhancements to walking and cycling infrastructure, improved traffic management and travel planning initiatives. An investment of \$30M for TDM over the next 10 years was signalled in the government's announcement of increased funding for Wellington region's transport needs on 27 January 2005.

The affordability envelope for the region over the next ten years is estimated to be \$3432M as shown under the planned investment column in the table on the next page.

## **5.2 Strategic options**

Three indicative strategic scenarios have been developed within this affordability envelope, they are planned investment, advanced passenger transport and advanced roading.

The planned investment scenario is set out in the affordability envelope section above.

Advanced passenger transport would involve increasing passenger transport service frequency, coverage and service; and the introduction of a light rail service between Johnsonville and Courtenay Place. It would see a greater investment in travel demand management, including walking and cycling facilities. Such a change would be paid for by reducing road improvements.

Advanced roading would accelerate identified roading improvements, delivering safety and efficiency improvements sooner. This approach would be paid for by reducing passenger transport and TDM investments. The reduced passenger transport investment would accommodate current patronage levels but mode share would decline. It is assumed that no significant changes to the highway network maintenance regime are required as changes to the network are likely to be marginal over the next decade.

**Strategic options: Investment by component (\$M)**

<b>Component</b>	<b>Advanced passenger transport</b>	<b>Planned investment</b>	<b>Advanced roading</b>
Highway maintenance	200 (6%)	200 (6%)	200 (6%)
Local roading	800 (23%)	800 (23%)	800 (23%)
Roading improvements	860 (25%)	1060 (31%)	1260 (37%)
Passenger rail	1019 (30%)	889 (26%)	770 (22%)
Bus services	503 (15%)	453 (13%)	392 (11%)
Travel demand management	50 (1.5%)	30 (0.9%)	10 (0.3%)
<b>10 year total</b>	<b>3432</b>	<b>3432</b>	<b>3432</b>

**Strategic options: Investment by mode (\$M)**

<b>Mode</b>	<b>Advanced passenger transport</b>	<b>Planned investment</b>	<b>Advanced roading</b>
Roading	1860 (54%)	2060 (60%)	2260 (66%)
PT & TDM	1572 (46%)	1372 (40%)	1172 (34%)
<b>10 year total</b>	<b>3432</b>	<b>3432</b>	<b>3432</b>

What the investment analysis overlooks is that the “advanced passenger transport” scenario would be more expensive for the regional community. This is because state highway investments are 100% crown funded, whereas passenger transport (PT) investments normally require 40% to 50% local contribution. Therefore, increasing passenger transport investment by some \$200M would require \$80M to \$100M more funding, most likely from regional transport rate and/or fare increases.

**5.3 Outcome analysis**

The three scenarios have been analysed using the region’s strategic transport model and assessed against the draft regional land transport strategy objectives and outcomes. Each objective and outcome has been assessed individually. Indicators have been repeated under different objective/outcome viewpoints. This is not double counting because the ticks and crosses are not added.

### Analysis against RLTS objectives

RLTS objective	Indicator	Advanced passenger transport	Planned investment	Advanced roading
	AM peak compared to 2001 unless stated otherwise			
Assist economic and regional development	• Reduced congestion	xx	–	–
	• Reduced HCV costs	x	–	–
Assist safety and personal security	• Reduced road traffic injuries	✓✓	✓	–
	• Qualitative assessment of personal security improvements	✓	✓	✓
Improve access, mobility and reliability	• Increased PT network coverage	✓✓	–	–
	• Improved PT services	✓✓	✓	xx
	• Increased road network coverage	✓	✓✓	✓✓
	• Reduced congestion	xx	–	–
	• Increased car ownership	✓	✓	✓
	• Improved active mode facilities	✓	✓	✓
Protect and promote public health	• Increased opportunities for physical activity	✓✓	–	x
	• Reduced road traffic injuries	✓✓	✓	–
	• Reduced air pollution	✓	✓	✓
	• Reduced traffic noise	–	–	–
	• Enhanced social cohesion	✓✓	–	x
	• Decreased CO <sub>2</sub> emissions	xx	xxx	xxx
Ensure environmental sustainability	• Decreased CO <sub>2</sub> emissions	xx	xxx	xxx
Consider economic efficiency and affordability	• Package BCR >1	✓	✓	✓
	• Package cost in line with affordability envelope	✓	✓✓	✓✓
✓✓strongly positive – neutral xx strongly negative (xxx very strongly negative)				

### Analysis against RLTS outcomes

RLTS outcome	Indicator	Advanced passenger transport	Planned investment	Advanced roading
	AM peak compared to 2001 unless stated otherwise			
<b>Roading</b>				
• Maintained vehicle travel times between communities and regional destinations	• Strategic road network average speed	–	–	–
• Reduced road congestion	• Strategic road network % at LoS E & F	xx	–	–
• Improved reliability of the strategic roading	• Subjective considering LoS and availability of alternative	x	✓	✓

RLTS outcome	Indicator	Advanced passenger transport	Planned investment	Advanced roading
network	AM peak compared to 2001 unless stated otherwise routes			
<b>Passenger Transport</b>				
• Maintained peak period mode share	• Peak PT mode share	✓✓	–	×
• Enhanced off peak mode share and community connectedness	• Inter peak PT mode share	–	–	–
• Improved accessibility and customer satisfaction	• Subjective considering new services, frequency and standard	✓✓	✓	xx
<b>Travel Demand Management</b>				
• Reduced traffic demand	• Total car trips	xx	xx	xx
• Reduced greenhouse gas emissions	• Total CO <sub>2</sub>	xx	xxx	xxx
• Reduced fuel consumption	• Total fuel	xx	xxx	xxx
• Reduced road congestion	• Strategic road network % at LoS E & F	xx	–	–
• Improved journey to work mode share	• PT JTW mode share to Wellington CBD	✓✓	✓	–
• Increased vehicle occupancy	• Subjective considering likely TDM measures	✓✓	✓	–
• Increased resident satisfaction	• Subjective considering congestion and PT LoS	–	✓	×
• More efficient land use (to be defined by the WRS process)	• Subjective considering land use changes	–	–	–
• No adverse impact on economic development (to be defined by the WRS process)	• Subjective considering the transport investment programme	✓	✓✓	✓✓

RLTS outcome	Indicator AM peak compared to 2001 unless stated otherwise	Advanced passenger transport	Planned investment	Advanced roading
<b>Pedestrian</b>				
• Increased level of service for pedestrian facilities	• Subjective considering LTCCP ped investment	✓	✓	✓
• Increased mode share for pedestrians, especially for short trips	• Subjective considering ped investment and PT accessibility	✓	✓	–
• Increased safety for pedestrians	• Subjective considering general safety investment	✓	✓	✓
• Improved perception of pedestrian safety for children	• Subjective considering school journey programmes	✓	✓	✓
<b>Cycling</b>				
• Improved level of service for cycling	• Subjective considering LTCCP cycle investment	x	x	x
• Increased proportion of all trips cycled and perception of cycling safety, convenience and ease	• Subjective considering increase in car trips	xx	xx	xx
• Reduced relative risk of cycling as a transport mode	• Subjective considering cycle LoS	x	x	x
<b>Road Safety</b>				
• Improved regional road safety and safer roading environment	• Reduced road traffic injuries	✓✓	✓	–
• Improved perceptions of road safety	• Subjective considering road safety improvements	✓	✓	✓

✓✓strongly positive – neutral xx strongly negative (xxx very strongly negative)

If you want to know more about the detail behind this analysis you can visit our website to view our technical report.



## **6. Conclusions**

The main trade off is between roading investment which reduces congestion; and PT enhancement which provides an alternative to car use.

All three scenarios fail to reduce greenhouse gas emissions compared to the 2001 level due to increasing population and vehicle usage. Even the best performing “Advanced Passenger Transport” scenario produces 21% more CO<sub>2</sub>.

Pedestrian and road safety outcomes are expected to improve under all scenarios. Cycling is expected to decline in all scenarios.

The advanced PT scenario improves PT mode share which has significant public health and safety benefits but significantly worsens congestion because PT improvements do not fully overcome the community’s preference for private vehicle travel.

The planned investment scenario reduces congestion and retains PT mode share. It improves most indicators with the exception of increased fuel use and consequential CO<sub>2</sub> emissions.

The advanced roading scenario does not perform as well as the planned investment scenario. It results in a significant degradation of PT services and mode share without making any overall decongestion improvement.

This analysis suggests that the planned investment scenario is likely to provide the best solution to Wellington’s transport problems without having a negative impact on our passenger transport system. However, it is not possible, under the current affordability envelope, to have any significant impact on greenhouse gas emissions and related indicators compared to 2001 levels.

## **7. Tell us what you think**

### **7.1 What do you think?**

Do you support the vision, objectives and outcomes?

What do you think about the strategic options?

### **7.2 How do you give feedback?**

We want your feedback on this document. To recap, the transport issues and strategic options represent our initial thinking on the direction for regional transport over the next ten years and beyond.

Do you agree with our thinking? Do you have other ideas for ensuring our transport system meets the community’s needs?

Let us know what you think by filling in the online feedback form at [www.gw.govt.nz/strategicoptions](http://www.gw.govt.nz/strategicoptions) or complete the form at the end of this booklet and return it in the post.

### **7.3 What happens to your feedback?**

Your feedback will be gathered and reported to the Regional Land Transport Committee who will use it to help shape the new Regional Land Transport Strategy. This will occur over the rest of 2005 and into early 2006.

A further public consultation process will take place in 2006 when our thinking is translated to a full draft RLTS. The Strategy will set out detailed direction and action plans, including what the various initiatives are, and how they will be achieved.

Your views can also help shape Greater Wellington Regional Council's 2006–2016 long term plans and the Wellington Regional Strategy.

### **7.4 Want to know more?**

- See our Strategic Options technical report at [www.gw.govt.nz/strategicoptions](http://www.gw.govt.nz/strategicoptions).
- See the section on the relationship and links to Long Term Council Community Plans and other regional processes by visiting the WRS Process section at [www.wrs.govt.nz](http://www.wrs.govt.nz).

## **Appendix 1 - Sustainable transport system principles**

### **1. Creates an integrated land transport system**

That transport infrastructure provides greater transport choice, integration and flexibility

### **2. Provides equitable access for all sectors of the community**

That people have access to social, economic, educational and recreational activities and freight moves around efficiently

### **3. Supports a thriving economy**

That the transport system maximises the efficient movement of people, goods and services

### **4. Copes easily with change**

That the transport system is responsive to changing demands and technologies and provides a range of opportunities and alternatives

### **5. Assists safety and personal security**

The transport network provides for a social environment that is safe

### **6. Is environmentally sustainable**

The transport system is managed in a way that optimises allocation and use of resources, including non-renewable energy sources.

### **7. Protects and promotes public health**

Allows for social participation and interaction and healthy communities and increases the uptake of physical activity (sport, walking and cycling).

## Appendix 2 - Glossary

**Benefit Cost Ratio (BCR)** – an economic assessment tool which expresses benefits and costs as monetary values. A BCR greater than 1 is considered to be an economic investment as the value of benefits exceeds its cost.

**Carbon dioxide (CO<sub>2</sub>)** – a significant greenhouse gas produced by the combustion of motor vehicle fuels.

**Central business district (CBD)** – a city’s central commercial area as defined in district plans.

**Heavy commercial vehicle (HCV)** – trucks and buses.

**LoS** – Level of service, a qualitative concept to describe travel conditions experienced by users, usually related to congestion levels.

**Long Term Council Community Plan (LTCCP)** – a local authority’s strategic planning document developed under the Local Government Act 2002.

**Mode share** – the proportion of total transport users that use a particular transport mode.

**Passenger transport (PT)** – includes bus, train, harbour ferry and total mobility services.

**Regional Land Transport Strategy (RLTS)** - a statutory document that Greater Wellington Regional Council must produce. It is a key tool for setting transport policy and investment priorities through providing the blueprint for regional land transport investment over the next 10 years. It must contribute to an overall aim of achieving an integrated, safe, responsive and sustainable land transport system.

**Regional Land Transport Committee (RLTC)** – a committee of Greater Wellington Regional Council established under section 178 of the Land Transport Act 1998. The committee is responsible for the preparation of the Regional Land Transport Strategy.

**Travel demand management (TDM)** – measures that seek to change travel behaviour and either collectively or individually change the need, time or form of travel.

**Wellington Regional Strategy (WRS)** – a cooperative undertaking of the region’s local authorities to define a growth framework.

## Appendix B – The ‘Feedback Form’ on the Strategic Options - Consultation Document

### Feedback form

1. Does this consultation document adequately describe the region’s transport issues?

Yes  No

If no, please state the issue(s) you feel should be considered.

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2. Do you support the vision, objectives and outcomes?

Yes  No

If no, please provide details.

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3. What do you think of the strategic options?

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4. Which of the three scenario’s do you prefer (please tick your preferred option)?

- Option 1 : Planned Investment
- Option 2 : Advanced Passenger Transport
- Option 3 : Advanced Rooding

5. Do you agree with the conclusions drawn at the end of the document?

Yes  No

If no, please provide details.

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6. Do you have any other comments?

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(please use additional paper as required)

Please provide your details so that we can acknowledge receipt of your feedback and contact you if we need to clarify any aspect of your comments with you.

Name

Postal Address

Daytime Phone Number

Email

Please indicate if you wish to speak at the Regional Land Transport Committee hearing in support of your submission.

Yes  No

Are you commenting as a representative of an organisation?

Yes  No

Name of your organisation \_\_\_\_\_

Your position as representative of the organisation \_\_\_\_\_

Please note that any submission you make may become publicly available if a request for it is made under the Local Government Official Information and Meetings Act 1987. If you are making a submission as an individual, Greater Wellington Regional Council will consider removing your personal details if you so request in your submission.

Post your completed form to:

Strategic Options  
Transport Division  
Greater Wellington Regional Council  
Freepost 181120  
P O Box 11646  
Wellington

**or**

Complete and submit the feedback form on the  
Greater Wellington website  
[www.gw.govt.nz/strategicoptions](http://www.gw.govt.nz/strategicoptions)

The closing date for feedback is **Friday 30 September 2005.**

## Appendix C – Summary of Submissions

**Note:** An asterisk (\*) next to the submission number signifies that this submitter has not completed the 'feedback form' and their submission has been summarised to match as closely with the six question categories as possible, for the purpose of this summary and analysis.

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
1	Document adequately describes issues	These are supported, with note Objective 5, ensuring sustainability	Option 2 best for the environment, and best for dealing with peak hour traffic	2	Vastly improved bus and rail will greatly encourage public transport use	Harbour as a scenic attraction for bus patrons has been underestimated. Re-route buses to airport around Evans Bay to capitalise. <b>The airport is a vital part of transport infrastructure that requires greater consideration</b>
2	Document adequately describes issues	These are supported, with emphasis on Objective 5, ensuring sustainability	Option 2 best for the environment, and best for dealing with peak hour traffic	2	Vastly improved bus and rail will greatly encourage public transport use	Recommends changes to waterfront roading, limiting cross access to improve flows
3	(See comments on submission 2)			2		Changing use of Hataitai tunnel to allow for non-bus uses
4	(See comments on submission 2)			2		Improving Terrace tunnel, by making central lane reversible depending on traffic flows
5	Interdependence of SH1 & 2 not adequately addressed. Emphasis on cycling unrealistic	Supports vision, objectives and outcomes. <b>Cycling safety should be considered</b>	No targets given for timeframes. Some options, such as light rail to Courtenay Place better dealt with by bus lanes	2	Conclusion on Option 2 is too simplistic. If public transport adequately improved, may result in greater reduction of congestion than theorised	Strategy is important first step, but requires more indepth study



Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
6	The focus on the major corridors is important, but should not be at the expense of linking roads, such as from SH2 and SH1 to Seaview Industrial area. <b>Needs to be a stronger consideration of civil defence issues and the road and rail network</b>	Objectives need to be realistically achievable (such as objective 2 with regard to casualty reduction)	Interconnections of corridors need to be addressed, not just the major corridors (integrating the roading network as a whole)	1	Should be addressing transport infrastructure in the future over a period greater than 20 years	
7	Neglects rising costs in oil, <b>global warming and health issues</b>	Transport should not be seen as the objective. New-urbanist planning principles should be utilised to avoid the need for new transport - <b>liveable urban spaces are vital</b>	Environmentally friendly alternatives are necessary to benefit congestion, environment and make the city more liveable	2	All options fail as they rely on oil, and do not meet objectives of sustainability	Creative thinking and leadership required to improve sustainability and quality of region
8	Desires a RLTS that supports and improves health and independence of people within the region. Health issues require greater consideration, including the benefits of active transport such as cycling, walking and public transport, and the need to provide for an aging population and those with long term illnesses. <b>Civil Defense issues need to be taken into account.</b>	Have particular interest in objectives 2, 3, 4 (in terms of health). The strategy should encourage working together of regional councils and DHBs. Overall supports the vision, objectives and outcomes of strategy	Option 2 best supports objectives of DHB given its greater encouragement of public transport, cycling and walking	2	There is an oversimplification of the trade off between roading and passenger transport investment. A number of city/district councils in region have cycling strategies under way, reflecting a greater trend towards cycling than the RLTS	A full health and disability impact assessment is required to ensure health of region. <b>Stressed the link between diabetes/obesity and lack of physical activity. Need to consider needs of disabled. CCDHB is major employer &amp; traffic generator involved in travel planning, need for active partnership.</b>

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
9	Congestion and freight access issues need to be considered. A more holistic approach including rail and roading (esp in terms of freight) should be considered. <b>A longer period of time should be considered (given long lead in times and funding for projects).</b>	Objective 2 is unrealistic, given existing investment in roading has not been adequate to prevent casualties. <b>More thought into casualty management is required.</b>	Important not to lose sight of gradual improvements, such as along SH2	1	Despite restricted funding for 10 years, this should not stop planning for beyond the 10 year timeframe. Large infrastructure projects have significant lead times, so it is pertinent to address this now	Inadequate investment in infrastructure will affect the ability of CentrePort to perform. <b>Centrepoint anticipates a growth in rail freight movements, and believes that rail freight and public rail transport can be managed side by side. Importance of Cross Valley Link to freight noted. More consideration should be given to freight throughout.</b>
10	Issues adequately described	Supports the vision, objectives and outcomes, noting the outcomes are not all of equal value	Options seem rather simplistic	3	Whether the outcomes can be achieved is dependent on analysis from sufficient information. At the moment not enough information has been provided to ensure an accurate assessment of the outcomes	Analysis in this document has been too broad. Questions its value. <b>Supports affordable solutions.</b>
11	Greater facilities for cyclists and integration of cycling with public transport is required	Obj 2 should result in increased education and engineering initiatives to help cyclists, while obs 4 & 5 should take into account health and environmental benefits of cycling respectively (CO2 etc)	Outcome 4.5 could be better integrated into strategies through improved cycling facilities and routes	2	Does not agree with conclusions, strongly disagreeing with idea that cycling will decline, given its increase in popularity over the years. <b>Further information on actual and projected levels of cycling is required.</b>	Overall, a greater emphasis on cycling is required. Advocate any plan that improves CO2 emissions and reliance on fossil fuels

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
12	Freight to and from Seaview/Gracefield needs to be considered as an issue, along with the use of rail for freight movements. <b>North-South network should be considered as of national importance rather than regional importance</b>	Vision, objectives, and outcomes are OK but should incorporate ideas of maintenance, congestion, emissions and safety. A target-oriented strategy is required to ensure more achievable outcomes/measuring of outcomes.	Commercial traffic outside of peak periods should be addressed in these options	2	Conclusions as stated are too simplistic. Should address enhancement of region's economy	Growth Framework principles for the region should be created first through the Wellington Regional Growth Framework, then the RLTS should be created with these ideas in mind. <b>More emphasis needed on freight. Targets need to be more specific.</b>
13	Document accurately describes issues. Believes Council should go further and plan for longer term, taking into account future land acquisitions, longer term population and funding matters	Supports vision, concerned that no weighting applied to objectives and outcomes. Notes that efforts towards one objective may assist another.	Insufficient information provided to assess options. The options should not be constrained by prospects of government funding	1	Careful consideration of funding and the social and environmental effects is needed. Public transportation is a costly exercise, and user preferences for private vehicles can't be ignored	Level of consideration of SH1 as a matter of national importance (RMA) may not have been adequate. <b>Believes north-south highways are a matter of national importance, as opposed to regional importance.</b> Further enquiry into funding alternatives is necessary, such as tolls, congestion charges and use of levies/taxes
14*	Agrees that efficient transportation is necessary - with particular regard to shifting freight (economic benefits). Failure to address links to Wairarapa requires redress	Agrees that outcomes are reasonable. Wants to ensure that travel demand management outcomes will not result in increased costs to rural users	Sees that advanced roading is best, believes that environmental issues related to it are overstated	3	The RLTS conclusions are too 'urban-centric' and need to consider rural issues more. Support increased expenditure on roading however	<b>Recommends greater inclusion of rural issues, and GWRC should advocate full petrol taxes to be allocated to NLTF, and funding through road user charges, not rates. Advocate for improvements to Land Transport Act (less consultation, more permissive for collecting tolls)</b>

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
15	Wairarapa connection and Cook Strait connections not adequately addressed. <b>Much longer term timeframe necessary (100 years) to take into account lifespan of rail/road</b>	Outcomes are too simplistic, and do not relate to one another.	Scenarios provided do not take into account potential developments in technology over next 10 years		The conclusions are based upon assumptions that may be wrong	More local knowledge should be incorporated into the RLTS. <b>An integrated approach with long term land use planning is required.</b>
16 & 16A	Issues adequately described	Supports the vision, objectives and outcomes	Outcomes 4.3 and 4.5 are missing from the strategic options	2	Does not agree with conclusions. Believes that the impact study applied to Option 2 is flawed and biased against cycling and walking. Money could be better invested in improving perceptions and education of people on the options of cycling and walking	<b>Behaviour changes relating to transport have and will continue to happen, altering what is best for the RLTS to consider.</b>
16B*	Role of rail freight appears to be understated. <b>Planning for 'mobility needs' rather than commuter trips is necessary.</b>	<b>There is a prejudging in the corridor plans that increased expenditure on SHs is inevitable, so that whatever is included in the RLTS is 'doomed'</b>	Concern at low level of mode shift generated by modelling and believe seriously understates the actual impact of a significant investment in passenger transport together with TDM	2	Strategy should adopt series of targets based on reducing share of trips by single occupancy vehicle and develop investment scenario based on these targets being achieved. This approach adopted by global cities has achieved considerably greater mode shifts. <b>Notes that the Hutt Corridor Study has a focus on roading far beyond Option C. Questions linkages between the RLTS and corridor studies</b>	Wellington ought to aim to be world leader in sustainable transport. <b>An engineering solution may not always be the most acceptable to improve mobility and reduce congestion. Need to consider all travel not just private commuter travel.</b>

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
17*			Option 1 will provide necessary improvements in access to the Wellington region while still maintaining current passenger transport usage	1		Any transport improvements to the Wellington Region should consider and flow into adjacent regions
18	Agrees with summary of issues. Believes considerations relating to Wellington transportation are important beyond the region	Transport linkages beyond Wellington Region need to be considered	Concerns that Option 2 may result in reduction in roading improvements		Require further details before can offer opinion on conclusions	
19	Issues of accessibility for disabled people is not taken into account	Concept of the 'accessible journey' for disabled people is necessary		2	Option 2 would provide the best accessibility for disabled people. Need to query assumption that this will significantly increase congestion	
20*			As that greater consideration to cycling, walking and public transport be given	2	Recommends that Option 2 be further developed	Requests that a health assessment of the proposals be carried out. As all three options fail to meet targets of Kyoto Protocol, there is an urgent requirement to address this and related environmental issues
21*	This strategy should have a longer emphasis than ten years. Road congestion should not be the overall framework driving strategic direction. Impacts on communities also needs to be considered		3 options oversimplify choices available to the public. The options are based upon specific projects, which could signal an intention to carry out each specific project instead of relying on more detailed studies	No specific option preferred. More detailed information and alternatives need to be provided		Linkages between the corridors are important, along with the development of adequate rail services and infrastructure
22*	Issues are well stated. Importance of safety, access and reliability	Support vision and objectives, believes Objective 3 could be	Careful consideration of the investment needs to be considered. Is	Not prepared to support any option	Need to recognise social impact of proposals, address who	Request that an "Affordability Study" on people's ability to pay

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
	well highlighted.	stronger	widening the rail tracks to cater for light rail the best option in light of proposed Johnsonville line carriage upgrades?		will pay for proposals. Question how "Planned Investment Scenario" can be the best option when Western Corridor Study is not yet complete	for transport improvements be carried out. <b>Concerned about the Wellington Regional Strategy and how it will combine with the RLTS. Questions the affordability of the various options, stressed concerns with rising costs v position of fixed-income ratepayers, esp superannuitants, and asks that rates not be used to upgrade state highways.</b>
23	Issues need to consider safety in the community - good urban design would reflect this	Important to develop a scenario that reinforces the vision, objectives and policies as stated	Accessibility of public transport to a range of facilities is important for an aging population	2	The options need to be more flexible and take into account the needs of individual communities more	Supports both the concept of 'Corridors' and the development of alternative routes
24	Consultation document lacks an analysis of impacts such as shift to more efficient cars, future laws on emission standards, increasing cost of petrol	Disagrees with some details, such as that slips are disrupting rail services. States that as Wgtn area has greatest level of public transport usage, that this is an indicator of willingness for greater usage of public transport than identified by the strategy. Objective 4.2 should read "increased peak period mode share".	If vision and objectives of strategy are to be met, Option 2 is the best	2	How is the conclusion made that Option 2 will result in significantly worse congestion? Why is cycling expected to decline in all scenarios? <b>Further information on decline (or growth) of cycling is required</b>	Petrol costs are rising, which may force more people into public and active forms of transport

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
25*	No mention of Transmission Gully is an issue. Strategic options available to the region need to be considered, taking into account all options. There is a general lack of detail in this document	Two way interaction of traffic (involving working from home, decentralisation of facilities) should be considered in Obj 3. Believe it is hard to think economic sustainability will not impact upon environmental sustainability, and thus the vision is unrealistic. Objectives 1 and 6 are too Central Wellington-focused				Asks that Western Corridor Study be incorporated into this consultation document when completed. Environmental factors are not adequately considered, including greenhouse gas emissions, and environmental hazards
26*	Requests that a longer term strategy be created. Issues of community severance in relation to SH1 and rail are not addressed. Section 2.2.8 should be standardised with Appendix 1, which identifies principles for transport sustainability	Vulnerable groups of pedestrians such as elderly, children, etc, should be included in Section 4.4, 4th bullet			Fuel oil availability/prices need to be considered along with "Transport resilience" (long term viability of transport types we are encouraging)	The term transport 'route' should be replaced with 'corridor' when referring to SH1 & SH2. No discussion is made on potential for fuel price increases

Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
27*	The description of environmental sustainability used is not adequate, failing to take into account depletion of fossil fuels, land use, and integration of considerations. Efficiency, safety & human health, pedestrian issues, and equity of access, are all important issues to consider	Vision focuses too much on 'prosperity' rather than other goals - more balance, with increased weight on environmental and social <b>development</b> outcomes is necessary. Obj 1 should emphasise increasing efficiency and liveability. Overall the objectives need to be less limited in their consideration, taking wider views of the issues and integrating concerns	Main concern is that strategic options do not take into account Appendix 1 of the consultation document (sustainable transport system principles). The focus is too much on fewer larger projects, and should cover a wider range of initiatives, including cycling, walking etc	Cannot endorse conclusions reached	Assessment against the indicators seems flawed. Option 2 scores the most against assessment criteria, yet option 1 is noted as preferred	Integration and wider consideration of options needs to be carried out, including the concept of a 'liveable' city, revolving around safety, quality urban environments and planning. <b>Believes walking provides a strong interface with public transport.</b>
28	Further analysis on role of rail freight is required. <b>The level of national expenditure available for various projects and options needs greater consideration</b>	Broad support, but requests more analysis of note of rail freight	Mention of current and future rail freight required	2	Inclusion of rail freight	Seeks acknowledgement of National Rail Strategy and improvements by ONTRACK and Toll Rail; increased rail freight, especially to CentrePort
29*			Not enough information provided to adequately assess the scenarios and choose			Critical of analysis and use of indicators. Questions where 'affordability' figure came from. Believes inadequate information has been provided to public for their comment to be useful
30*		Supports in general. Needs to consider wider network along with major transport corridors. Concerned that the outcomes may not achieve the desired vision and objectives				Requests that any final decision for the Strategy be delayed until a decision has been made on the Western Corridor Study



Submission Number	Question 1: Response to issues	Question 2: Comments on vision, objectives and outcomes	Question 3: Response to strategic options	Question 4: Preferred scenarios	Question 5: Response to conclusions	Question 6: Additional comments
31	Issues adequately described	Supports the vision, objectives and outcomes, but want care to be taken that Wellington CBD is not given too much precedence over other centres in the region		1	Agrees with conclusions	
32	Issues adequately described	Supports the vision, objectives and outcomes	Options are too limited, with investment in railway deficient. Commuter services should be extended to Waikanae, Timberlea and the airport respectively	2	Recommends avoiding CO2 emissions issues currently, instead working on significantly improving railway infrastructure	Lack of funding available is a serious constraint to improving the infrastructure
33	East-West connections require greater consideration, along with the issue of freight. The strategy should link the natural environment, land use and transportation to create sustainability	Connection needs to be made between this Strategy and the Wellington Regional Strategy. Little consideration is given to the impacts of transportation on communities or people: Objective 4 should include reduced effects on communities and the physical and living environment. Objective 5 should include a similar statement. An "Environmental" outcome should be included taking into account communities as well	The wider selection of roading choices are not adequately compared in any of the options. The Council's policy is that: -any transport solution should support economic growth and other goals of the Wellington Regional Strategy -any solution should be effective -there is a need to reduce reliance on any single route -imposed timeframes and lack of cost details should not constrain choices -Transmission Gully is the only effective solution		Option 1 will provide the best balance of public transport and roading	Freight by rail to CentrePort should be included

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34*	Too great an emphasis on congestion as an indicator of transport performance	Access and mobility need to be considered, including non-commuter journeys/trips. When considering health related journeys, both staff and patients need to be considered	Recommends Option 2, with the proviso that it is strengthened and developed further. Disagrees that increased expenditure on roads will reduce congestion	2	Greater use of public transport will help those who cannot afford private vehicles, or who are not able to use one. Health benefits will result from movement away from private vehicle use. On balance, increased public transport is better for people's health (people often walk to and from public transport)	Public transport and active modes of transport (walking, cycling) should be encouraged by the creators of this document. Submitter emphasises health benefits/inequalities, access needs and climate change as significant issues in this detailed submission.
35	Letter only - thanking for information sent					
36*	Mentions issues specific to Gracefield and Seaview, including flooding and adequate road access		Supports planned upgrades of SH2 along Hutt Valley and highlights the importance of the development of a Petone/Granada link to facilitate traffic and freight movements			Provides a detailed discussion of the importance to the region of the Gracefield/Seaview industrial area and its development
37	Issues adequately described	Supports the vision, objectives and outcomes	The region faces significant barriers to creating an extensive roading system, thus more emphasis should be placed on the rail corridor	2	Agrees with conclusion, noting that if people are to use more public transport that incentives need to be provided. Green house gases need to be reduced	More passenger transport services between Wairarapa towns is required

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38	The infrastructural constraints in the transport corridors that impact on cycling are not considered. Wellington CBD is not adequately described in a manner that acknowledges the role of pedestrians and cyclists	Supports the vision, objectives and outcomes. Section 175 of the Land Transport Act 1998 provides requirements for an RLTS, and questions whether the 3 options meet these requirements.	Believes none of the options are fully consistent with complimentary regional or national strategies, such as the Greater Wellington Regional Cycling Strategy or LTCCP.	2	Conditionally supports Option 2 based upon lower greenhouse gas emissions, but believes rise in petrol price should be taken into account	
39	Lack of consideration for rail to Wgtn airport. Topographical constraints of CBD mean that building more roads is undesirable. Further regard should be given to increasing rail network instead of maintaining rail network (double tracking, light rail to Wgtn suburbs)	Economic prosperity not the goal itself but one factor within sustainability. Objective 4 should include ideas of near-zero emission transport where possible	Strongly support Option 2, and believe that analysis of it is false in contesting it will increase congestion. If public transport is attractive and well priced, people will use it. <b>Questions why each option (even option 2) still provides greater funding for roading over public transport</b>	2	Rising oil prices, coupled with onus to reduce CO2 emissions will result in Option 2 becoming more realistic. Wellington has potential to electrify a large portion of its public transport to further reduce emissions	An additional outcome should be strictly limiting new roading projects. Attention should be placed on reducing roading demand and maintaining the existing network. Other outcomes should include reduced emissions, improved health. <b>Stresses positioning Wellington as a 'smart city' with a 'smart' public transport system. Note the system where Government provides 100% funding for highways but much less for rail and public transport</b>

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40*	Agrees with issues, recognising that we cannot continue to build our way out of traffic congestion, and that a sustainable transport infrastructure is necessary	The outcomes of the Western Corridor Transport Study, and Ngauranga to Airport Strategic Study should be integrated into this document when they are completed. A regional roading heirarchy should be adopted into the Strategy.	Freight movements need to be reviewed in greater detail, looking into the potential for greater railway freight in future.	1	Based on the analysis, agrees in general with the strategy, and the balance between roading and public transport improvements	Notes importance of linkages between the Regional Land Transport Strategy and the Wellington Regional Strategy. Inadequate analysis and discussion of freight options
41*						This submission relates to Wellington Regional Strategy Discussion Document. Further integration of land use and transportation planning is required. A roading heirarchy is considered necessary to ensure SHs have weighting placed on their development
42*	Civil defence issues are not adequately addressed. <b>A longer timeframe should be addressed to allow for longer term planning and integration with projected growth etc</b>	Better integration within the road network, and as a whole, with passenger transport should be addressed, along with civil defence considerations	Money is allocated to public transport, including rail, yet no considerations are given to whether money would be better spent on buses vs rail. Strategic options fail to address importance of linkages between SH1 & SH2	Premature to support any options until adequate info provided	Comprehensive study of all options needs to be carried out to ensure best strategy is put in place. <b>Questions lack of detailed data behind tables.</b>	<b>Linkages between the corridors should be considered, as they make up the wider part of the Wellington Region's transport network and hence should be considered in the RLTS</b>

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43*	Longer timeframe should be addressed in strategy (eg 50 years). This document makes little reference to issues that will be faced over next 50 years, such as last of population rise, aging population, drop in oil availability	Sustainability not correctly defined - needs to address long term and future risk issues. No linkages between urban form, sustainability and future risks addressed. <b>Objective 5 environmental sustainability is insufficiently weighted or analysed.</b> Needs to recognise human environment and demographic issues. Overall objectives are worthwhile, but not followed through in rest of report.	Public transport usage should increase more than stated in the Strategy. Supports light rail, but believes it should be encouraged more	2 - though environmental sustainability needs to be considered more	Disagrees with conclusions, long term issues (50 year timeframe) are not addressed, or integrational issues. Strategy is based upon 'business as usual' scenario of growth	Generally critical of the analysis undertaken, and provides considerable commentary. <b>Stresses the increased use of sustainable energy and 'smart growth' (linking land use with transport planning)</b>
44	Bias towards western corridor over SH2 issues, issue of alternative routes during a disaster not considered	Supports vision and objectives	Information provided insufficient to adequately assess options	1	Agrees with conclusions drawn at end of document because of close association with Strategy's development, but believes average reader would have insufficient information	Considers the options are based on Greater Wellington opinion, not fact. <b>Need to respond to Univesrsity and student travel needs.</b>
45 & 45A	Issues adequately described	Supports the vision, objectives and outcomes		2	Although option 2 will result in increased CO2, it is clear that the other options will result in even more CO2. This should be illustrated as is currently misleading	VUW has a range of campuses. Public transport and road links between these campuses and other facilities should be encouraged, along with safe walking environments and subsidised costs for tertiary students. <b>Offered to go into discussions with Massey/GW/Infratil on format of buses to and</b>

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						from campuses
46	Roothing issues for Wairarapa not adequately addressed. Access and mobility issues for rural communities require more thought (GWRC contribution to community/volunteer transport in lieu of formal transport should be considered)	Objectives of the NZ Disability Strategy and Positive Aging Strategy should be addressed. Objective 8 could reference this specifically. Supports obj 4, but believes it is given less importance than the others	Further analysis of the three options is required. While acknowledging the need for roading improvements, strongly encourages Option 2 to be adopted. Passenger transport infrastructure improvements would encourage greater use of non-private vehicle transport	2	Disagrees that it is not possible to reduce greenhouse gas levels to those of 2001. While difficult, an imaginative response could work	It is not clear how this strategy will improve transport over the next ten years. Rural needs of the Wairarapa need to be taken into account
47	Accident hold ups should be considered, and reducing ribbon development and access to highways	Introduction of user pays and equitable funding should be considered		N/A	Expenditure on trains should aim at reducing breakdowns first. Higher density housing in Featherston and Masterton needed	

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48	Is in general agreement with issues. Disappointed that no supporting data or analysis is provided to underpin these issues. General members of the public would not have adequate knowledge of the issues	Council has no objections to vision and objectives. Outcomes should focus on integration of land use planning with transport planning. This could include reinforcing and improving compact transport corridor form and designing major roads to support region's centres and ensuring transport infrastructure keeps pace with urban development. The quality of infrastructure is also vital. Section 4.2 could include "Improved quality of buses, rolling stock and supporting infrastructure".	For roading projects, the effects of changes to SH1 on the wider roading network into Wellington City needs to be considered to ensure linking roads have adequate capacity. Benefit-Cost Ratio considerations are important. Will rail patronage rise as much as expected? GW's own modelling suggested a lower rate of increase than provided for in the strategy. Funds may be better spent elsewhere	1	Supports the general direction of the consultation document, however would like to see amendments made to outcomes (as per comments in submission)	Stresses that supportive submission does not mean support for specific individual projects. Document should note how it fits in with others, such as Regional Policy Statement, Regional Strategy, and City/District Council plans. Two way communication between these is necessary
49	The location of the Wellington City Rail Station should be further considered, along with plans relating to Wellington City's 'City Gateway' project on the existing railway yards	Supports the vision, objectives and outcomes, their long-term value is obvious. The correlation between GWRC and WCC plans is necessary (for example the City Gateway project and the Ngauranga-Airport Corridor, and the relationship between these two)	The options provide a useful broad clustering, but different combinations could provide better results	2	Traffic congestion need not significantly increase under Option 2 given the increase in fuel prices	Present Wellington Railway Station location historical rather than logical - should be moved further through the CBD

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50	Issues adequately described	Supports the vision, objectives and outcomes	Strategic options capture the general range of options available for the area. <b>Potential for increased freight to the airport has not been given consideration</b>	1		Improved access between the airport and CBD is necessary for consideration. A balanced approach should be taken to ensure adequate physical infrastructure as well as adequate public transport
51*	Issues and solutions only superficially described	Increased expenditure on infrastructure is important for regional growth. The outcomes suggested include improving regional prosperity, giving users choices, making transport safer, contributing to sustainable resource management and business growth, and to public health	Advanced Rooding option would more effectively channel funds into rooding improvements, while still allowing substantial investment in public transport - Basin Reserve to Airport link is a high priority	3	Choices in the decision should rely on the economic growth accommodated, funding (alternative or otherwise), minimum standards for public access, emissions and other environmental standards. <b>The true costs of development need to be available when making decisions for the strategy</b>	Risk management strategies should be carried out, finance options considered, results anticipated from varying levels of investment. A comprehensive submission with considerate detailed commentary. <b>Believes choices should be based on economic growth accommodated by new infrastructure, user costs, funding by alternative means, the minimum regional standards for public transport access, and pedestrian and cycle network, and the minimum desired improvements in terms of emissions and safety.</b>
52	Issues adequately described	The vision should be reworded to replace 'prosperity' with 'people'	Broadly acceptable, however lack adequate detail for any final appraisal	2	More recognition required for potential fuel shortages in future	<b>Emphasises the focus on people in the creation of the RLTS. Both on-peak and off-peak journeys should be considered.</b>



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53	Issues adequately described	Supports the vision, objectives and outcomes	Disagrees with the exclusion of pedestrian and cycling initiatives from the options	1	Disagrees with comment that cycling levels will decrease. If petrol prices continue to rise, then cycling and pedestrian numbers will increase	Poor cross valley links, and the lack of an integrated ticketing system for public transport is a hindrance. Transmission Gully is a necessity.
54						Wellington Regional Growth Strategy should be linked with the RLTS. An integrated regional strategy is vital. Offer subsidies for public transport to sector groups (e.g. education). <b>Coordination of the tertiary sector needs to be considered along with off-peak mode share traffic journeys</b>
55*	Not specific enough, especially with regard to public transport	Does not support vision and objectives	For public transport to be viable it needs to be customer oriented	2	Effective and efficient public transport is required	Strategy appears vague. Who can taxpayers hold responsible for decision-making?
56	Supports issues, would like them prioritised: 1 Safety, 2 North South Access, 3 East West Connection, 4 CBD	Priority should be placed on access, mobility and reliability in order to assist regional development	Has no strong comments either way	1	Agrees with conclusions drawn at end of document	Should consider longer term potential for both the coastal highway being initially developed, with Transmission Gully later
57	Issues adequately described	Supports the vision, objectives and outcomes	Option 1 appears to provide the best option as giving something for everyone. Advanced Rooding Option least acceptable	1	Fuel price increases will likely encourage more cycling than anticipated in the strategy. Should consider special roading for cycles	Greater public transport use could be encouraged through appropriately targeted services and incentives

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58	Document adequately describes issues	Too much focus on roads	Focus still on roading and private car transport	2	Does not agree with user preference for private vehicles. Strategy is based upon keeping with status quo	Suggests improvements to rail, walking and cycling systems
59	Issues fail to consider future problems such as petrol prices rises	Agrees with objectives, adding that they need to consider road safety more widely (eg cycle safety, public transport safety)	Wary of deterioration of public transport assets	2	Public transport has not been adequately addressed in the RLTS	
60	Issues adequately described	Supports the vision, objectives and outcomes		2	Assumes that private car usage will grow (failing to take into account rising fuel prices/shortages). CO2 emission standards should be taken into account	Population growth projections show only a small increase for region. Instead of providing more roads, the added congestion may result in more people voluntarily using other modes of transport
61	Impact of rising oil prices should be incorporated into issues, and factored into the strategy	Mostly supports, but believes that passenger transport peak mode share (outcome 4.2) should be enhanced rather than maintained	Need to properly take into account peaking of oil prices in the future	2	Need further explanation of how option 2 will increase congestion - this does not seem realistic	The potential for a drastic shift in energy usage over the next decade or more has been underestimated. The RLTS fails to take this into account
62	Projected increase in train patronage is far too low	Supports vision, objectives and outcomes	Additional train services to Wairarapa are required within 14 months time	2		Current rail situation from Wairarapa is inadequate. A short term solution should be implemented while longer term is under consideration. A meeting with train commuters would be appreciated

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63*	Sustainability of the communities affected by transport proposals needs to be considered. Inadequate consideration of Civil Defense issues has taken place (given only 1 real primary arterial route north)	The concept of sustainable communities is necessary (including effects of RLTS decisions on women and children). Clearer criteria needed in assessment, esp regarding sustainability. Current setting doesn't place enough emphasis on environmental objective.				Inadequate information has been provided relating to environmental, economic, geographical, and sociological data to ensure a complete strategy
64	Should consider Wellington-Otaki road, reducing central city bus congestion	Supports, with concerns about congestion and inner city bypass, dangers of cycling within the inner city		1	Conclusions too simplistic, population too small to support public transport off peak	Motor vehicles are a necessity for Wellington, given lack of public transport available during evenings and weekends
65	There is an over-emphasis on transportation corridors, rather than cross linkages between areas	Questions 'prosperity' as an overall objective. Accessibility should be about more than public transport, with local communities being considered as well as the wider region	Does roading maintenance/improvements include providing for footpaths?	2	Questions whether more roads will improve traffic safety. Need to be creative in use of Option 2 to find ways to reduce greenhouse emissions	Social and environmental sustainability issues need to be addressed in the Strategy. Better urban design may assist, as opposed to more roads
66	Believes that improving rail services is most important issue, as this will relieve road congestion	Objectives too general, without knowing how they will be achieved it is hard to say whether support or oppose	Supports public transport and funds going into this, along with encouraging walking and cycling	2	Believes best solution is Advanced Passenger Transport option	Document hard to follow
67	Issues adequately described	Supports vision, objectives and outcomes	Wishes linkages between Kapiti/Porirua and Hutt Valley to be considered more	2	Agrees with conclusions	Supports Transmission Gully as an alternative route in times of emergency. Wants better connection between SH1 and SH2

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68*	Document appears based upon the assumption of cheap oil.		The document should include further comment on more freight being taken on rail, and the construction of new rails, including to the Gracefield industrial area, and connecting Porirua with the Hutt Valley	2	Disagrees with conclusions	Also discusses NIMT
69	Issues mostly adequately described, need to include civil defence related issues	Investment in rail more important than roading	Reverse allocations between roading and public transport	2	Petrol price rises may result in Advanced Passenger Transport scenario not increasing congestion	Integrated bus repair and storage facilities at Hutt Central Interchange
70	Adequate information on passenger numbers on rail is required, along with review of size of trains	Objectives detracted from by failure to provide for adequate parking in city and at rail stops. Safety along Coast Road also a concern	Questions affordability of proposals. Safety threatened by slow road upgrading/congestion and any reduction in proposed road upgrades	3 (plus buses on suitable roads)	Review of costs required. User preferences are most important, with cycling overemphasised	Need to ensure that any works will provide useful economic and public benefits
71	Issues do not consider Kyoto Protocol and petrol shortages, disposal of unwanted vehicles, loss of land to roading	Objective 2: replace "improves and achieves" with "meets and exceeds". Standardise style of objectives, starting with words such as "Aid", "Achieve" and "Avoid"	Option 2 is too timid, other two options too excessive on roading expenditure	2	Believes that user preference for private vehicles will wane with higher petrol prices, and that is unacceptable to reduce expenditure on public transport	Learn from past failures, and adopt GWRC's motto "Towards a sustainable region" when creating this strategy
73	Issues relating to aging population and people with disabilities not adequately addressed - these people not adequately consulted with	Outcomes have not been reflected in the strategies with regard to aging population and disabilities	Further consultation with people with disabilities, and the elderly is required to ensure public transport options are suitable	2	Accessibility, affordability and environmental soundness of transport systems has not been adequately assessed	Points out that elderly and disabled people cannot cycle or use all present public transport. Some provision for cars would still be needed for these people

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73	Issues adequately described	Supports the vision, objectives and outcomes	Track capacity of rail should be improved, and Johnsonville line improved to allow access for rail units that use Hutt Valley line for example	1	Agrees with conclusions drawn at end of document	
74	Issues adequately described	Supports the vision, objectives and outcomes		2	Believes that in the long term, that Option 2 will become more appealing as petrol prices rise	Lack of inclusion of motorcycles as a transport option for some
75* & 75A*	Civil defence issues not adequately addressed. Linkages between the main corridors are not adequately addressed either. An integrated holistic approach to the region's transport needs is required	Public health and environmental sustainability are listed as objectives, yet there are no criteria for assessing them. The achievability of the objectives is questionable based upon the 3 options provided.				
76	Document adequately describes issues	Supports vision and objectives		2	The effects of fuel price increases, improved public transport, newer cars will reduce CO2 levels	Desires tram service in inner Wellington, and peak hour tolls
77	Inadequate consideration of petrol price rises	To list increased car ownership as a positive indicator is strange. Increased peak share of passenger transport should be a desired outcome, not merely maintained	Options are far too biased in favour of roading	2	Still not considering adequate measures to encourage use of passenger transport	Central Government should provide more funding for public transport than roading
78	Issues adequately addressed	Supports vision, objectives and outcomes	Light rail should be extended to airport	2	Greenhouse gas emissions need to be considered. Advanced Passenger Transport option should be taken up	Commuter input should be included in the development of the Strategy. <b>Make better use of community networks in consultation.</b>

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79				2 (this scenario does not go far enough however)	Conclusions about Option 2 are incorrect. Hard to accept that a sustainable public transport system would create more CO2 than increased private vehicle traffic	
80	Issues adequately described	Agrees with vision, objectives and outcomes but believes more weight should be put on issues of CO2 emissions	Options cover the bases	2	Strongly believes cycling should be increased. If public transport was more integrated and established then the assumption that congestion may worsen should change	
81	Issues fail to address Kyoto carbon dioxide emission targets	Short sighted vision fails to prepare for petrol shortages	Fundamental change in design of urban areas required (as opposed to roading based solutions)	N/A	Does not agree with conclusions	Consult Green Party's transportation strategy
82	Issues not adequately described. Only total costs are given as opposed to detailed cost comparisons. Until the Gully vs Coastal Highway issue has been resolved, it is likely that all other issues will remain sidelined	Agrees that the CBD is heart of Wellington and that northern arterial routes should be the focus	Disagrees with the double tracking of north bound railway from Pukerua Bay to Paekakariki. Questions Advanced Rooding Option budget, and the differences between this and the Planned Investment option. Cycling has too much attention. Benefits of increasing range of transport options available to commuters need to be reviewed	1	Comparison with overseas transport systems should be used carefully, given differences in populations and GDP	Need to adequately determine whether Gully or Coastal option is preferred. Recommends public inquiry into conduct of the proposals. <b>Also comments relating to: disruptions to road and rail routes should not be exaggerated, user pays principles where additional privileges provided, light rail inappropriate, frustration at differing info presented and local political in-fighting.</b>

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83	Incongruencies with information supplied in LTCCP. Additional issue should relate to greenhouse gases and fossil fuel consumption	General agreement with these, Outcome 4.1: replace "maintain" with "reduce". Outcome 4.2: replace "maintain" with "increase"	No active planning to increase public transport usage is poor strategy. Improvements need to be made to details of Advanced Passenger Transport option	2	Conclusion bears little relation to previous analysis. Misleading information provided, for example while CO2 levels will increase under all options, Option 2 will reduce the amount of increase. Believes analysis and presentation is flawed, hence Questions conclusions on Option 2	People don't use public transport because they perceive the service as poor. A goal should be to improve the customer service to a level that alters these perceptions
84*	Rising oil prices and global warming issues ignored	Concept of a 'liveable' city important to incorporate into these	Requests more consideration of cycling related issues			Raises numerous questions relating to public transport and cycling
85	Climate change and CO2 should be given greater consideration. Issues fail to take into account integration with urban planning	Vision stated is positive, Objective 2 should result in education, engineering and enforcement initiatives. Outcome statement that "no single outcome can be seen in isolation" is important. Provision for cycling should be seen in this respect			Cycling needs to be given better consideration. Cycling in Wellington has increased since the 1970s.	Cycling and walking can make positive contributions to an integrated, safe, responsive and sustainable land transport system. This strategy needs to reflect this
86*	Issues need to include status of road network a whole, including both minor and major	Urban form is linked to issues of transport. Safer, attractive, accessible streets will encourage more pedestrian/non vehicular movement		2	A strategy which reduces traffic flows, and overall is focused towards creating accessible, clean transport is required	Supports the submission of 'Living Streets Wellington'. Seeks significant reduction in private vehicle traffic demand and roading and more investment in alternative modes

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87, 87A & 87B	Civil defence issues need to be considered for SH1 and 2. Believes current roading improvements will have little effect on congestion	Does not support vision and objectives	Some form of congestion charges could be utilised to subsidise public transport	2	Does not agree with conclusions. The decline of cycling should be seen as unlikely	
88	Document adequately describes issues	Supports vision and objectives	All options are important to consider as public needs options	2	Agrees with conclusions drawn at end of document	Cable Car should be considered in Plan
89*						Stresses importance of considering local roads and how they feed into the regional road network as a whole. Notes the inadequacy of footpaths in the Hutt hill suburbs
90	Over-reliance on private car use is not raised	Supports vision and objectives	Good public transport should be a national as well as regional issue	2	Need to address CO2 emission levels when considering road and public transport	Suggests that Wellington region's Sustainable Economic Growth Strategy should be linked to the RLTS to encourage an innovative, creative solution to transport. <b>Questions national funding rates to PT vs roading.</b>
91	The existing RLTS should be considered as to its efficacy and the themes existing in it.	Supports vision and objectives, with condition that rail objectives appear unnecessary given existence of general public transport objectives	The justification for public transport is seriously flawed. Alternatives should be considered	3	The inclusion of rail in all three options is yet to be adequately justified. Rapid bus transport should be considered as an option	The document is superficial and short on options and information. Submission provides an analysis of current policy and past decisions. Seeks more detailed analysis, particularly in terms of rail-related objectives and options



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92	Lack of integration of concepts surrounding transport, such as alternate routes during emergencies. <b>Longer term planning is required, with strategic long term vision of land utilisation.</b>	SH1 should be adequately addressed to avoid unreliable travelling times associated with accidents and peak hour movements	Rail has a key role, that is complementary to the private vehicle. <b>Commuter movements are only one part of the transport puzzle, and other trips need to be considered</b>	1	Environmental and public health/safety appear to have little weighting in conclusions	Does not see coastal route (SH1) as practical. <b>Too much focus is made on costs and too little on land use and social impacts. Queried relationship with WRS.</b>
93	Issues fail to consider taxis and shuttles	Supports vision and objectives	More emphasis on alternatives to SH1 required	1	Believes investment in public transport required, encouragement of alternative fuel sources	
94	Environment and health issues require greater consideration	Objectives are unsustainable and will increase degradation of environment and health	Kyoto Protocol requires consideration	N/A	Disagrees with conclusions	Highly critical of approach. Believes motorised transport should be done away with and roads should be planted

## Appendix D – List of Submitters

Number	Name	Organisation	Role in Organisation
1	Grant McDonnell	Academia Sans Frontieres World Environment Centre	CEO
2	Grant McDonnell	see above	see above
3	Grant McDonnell	see above	see above
4	Grant McDonnell	see above	see above
5	J H Chrishanson	Automobile Assoc.	Wellington Chairperson
6	Joe Daly	Business Hutt Valley Ltd	Chief Executive
7	Chris Watson	C Watson Consultancy Ltd	Architect
8	Bob Henare	Capital and Coast DHB	Chair
9	Neville Hyde	CentrePort Limited	Corporate Advisor
10	R. A. Jessup	Coastal Highway Group	Spokesperson
11	Alastair Smith	Cycle Aware Wellington	Secretary
12	Gerry Pallo	Eastern Ward Committee, Hutt City	Deputy Chairman
13	Paul Winter	Employers & Manufacturers Assoc. Central	Chief Executive
14	Nick Clark	Federated Farmers of New Zealand (Inc.)	
15	Robin Gunston	Future Thinking Aotearoa	Chairperson
16	Brent Skinnon	Health Sponsorship Council	Programme Director, Walking & Cycling
16A	Brent Skinnon	see above	see above
16B	Roland Sapsford	Heartbeat Wellington	
17	Anne Redgrave	Horizons Regional Council	Team Leader Transport
18	Ross Nicholson	Horowhenua District Council	Manager Community Assets
19	David Peirse	Human Rights Commission	Solicitor
20	Sharron Cole	Hutt Valley DHB	Deputy Chair
21	Mark Dacombe	Kapiti Coast District Council	Chief Executive
22	Betty van Gaalen	Kapiti Coast Grey Power Assoc. Inc.	Spokesperson for Local Body Affairs
23	Susan Shingleton	Kapiti Community Health Group Trust	Manager
24	Janet McDonald, Elisabeth Mikkelsen	Kapiti Cycling Inc.	Chair (Janet), Elisabeth (Secretary)
25	Geoff Gregory	Kapiti Environment Action Inc (KEA)	President
26	Ian Hunter	Land Transport NZ	Partnership Manager Central
27	Paula Warren, Ralph Chapman	Living Streets Wellington	
28	Michael Cunan	OnTrack	Policy Advisor
29	Russell Morrison	Paramata Residents Assoc. Inc.	Vice President
30	Lynette Wharfe	Pauatahanui Residents Association	Chair
31	B. A. Yandle	Pinehaven Progressive Association	Committee Member

Number	Name	Organisation	Role in Organisation
32	Dominic Baron	Pinehaven Progressive Association	Secretary
33	Roger Blakeley	Porirua City Council	Chief Executive
34	Dr Rob H Beaglehole	Regional Public Health, Hutt Valley DHB	Policy Coordinator
35	Tony Friedlander	Road Transport Forum NZ	Chief Executive Officer
36		Seaview/Gracefield Business Group	
37		SF Wairarapa	
38	Nicholas Hill	SPARC	Chief Executive
39	Quentin Duthie	Sue Kedgley MP and the Wellington Green Party	Sue Kedgley's Assistant
40	Graham Taylor	Transit NZ	Regional Manager
41	Graham Taylor	see above	see above
42	Adrian Webster	Transmission Gully Action Group Inc.	Chairman
43	Brent Efford	Transport 2000+ NZ	Co-ordinator
44	Lachlan Wallace	Upper Hutt City Council	Director of Infrastructure Services
45	Winifred Long	Victoria University of Wellington	Commercial Manager - Facilities Management
45A	Winifred Long	see above	see above
46	Joy Cooper	Wairarapa DHB	Director, Planning and Funding
47	Jim Weston	Wairarapa Federated Farmers	President
48	Greg Campbell	Wellington City Council	Principal Strategic Advisor
49	Di Buchan	Wellington Civic Trust	Chairperson
50	Chris Dillon	Wellington International Airport Limited	Airport Planner
51	Charles Finny	Wellington Regional Chamber of Commerce	Chief Executive Officer
52	Warwick Taylor	Wellington Residents' Coalition	Correspondence Secretary
53	Jill Berridge	Western Ward Committee, Hutt City Council	Chair
54	Deirdre Dale	Whitireia Community Polytechnic & Wellington Regional Tertiary Education Cluster	Chief Executive and WRTEC Chair
55	Alan Waller		
56	Brian Phillips		
57	Bryan Helm		
58	C Frecor		
59	CJ Strachan		
60	Cliff Mason		
61	Damian Stewart		
62	Daphne Grant		
63	Derek & Rosemary Robinson		
64	E Wharhon		
65	Ellen Blake		
66	F Lee		

Number	Name	Organisation	Role in Organisation
67	G P Doring		
68	Gerald Davidson		
69	Geraldine M Laing		
70	H F Royds		
71	J C Horne		
72	Jenny Rickit		
73	JIM		
74	John Pettigew		
75	Joy Gray		
75A	Joy Gray		
76	Keith Budd		
77	Kelly Buchanan		
78	Linda J Hobman		
79	Luci Highfield		
80	Melanie Hutton		
81	Michael Cooper		
82	MJ Williams		
83	Nick Fisher		
84	Nicolaas T Francken		
85	Annon		
86	Paula Warren		
87	Peter Reimann		
87A	Peter Reimann		
87B	Peter Reimann		
88	Rosemarie Bowers		
89	Rosemary McLennan		
90	Shona McCahon		
91	Tony Randle		
92	Trevor Boone		
93	William C O'Donnell		
94	ditchthesystem@gmail.com		