

Draft Wairarapa Corridor Plan

Summary of submissions and officer comments/recommendations

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
1	Reon Snellgrove		Public transport (Wairarapa rail service) only allows for people working in Upper Hutt, Lower Hutt and Wellington. Working outside these areas requires changing modes which is inefficient. Seeks several additional stops on the Wairarapa rail service (eg, at Taita Station to serve the Wingate/Taita industrial area and at Petone Station).	Currently the Wairarapa trains stop at Upper Hutt, Waterloo, Petone and Wellington. These stops cater for the majority of users. Additional stops will result in a longer journey time to Wellington. Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
1.1			Seeks more signage on Rimutaka Hill Road. For example - phone numbers to report problems and signs telling slow vehicles to keep left.	NZTA advise that the delineation over the Rimutaka Hill has recently been upgraded and NZTA continues to monitor and improve road safety over the Rimutaka Hill Road. Two electronic variable messaging signs exist either side of the Hill to advise of road conditions along with signs advising of the NZTA free phone number to report highway incidents, although there is some scope to improve the road reporting details.	No change recommended to the corridor plan
1.2			Supports moving more freight to rail - suggests this would save on road maintenance costs.	Noted.	No change recommended to the corridor plan .

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2	Graham Pohl		<p><i>Advocacy</i> is an inadequate response to address locomotive issues on the Wairarapa train services. Suggests strong financial penalties should be contractually imposed. The new carriages are already having problems due to lack of maintenance and those responsible should be held to account.</p>	<p>Locomotive failure is just one reason for Wairarapa service delays - other issues relating to track problems will be addressed through works that are underway. Currently there is a shortage of locomotives in the country, but some new locomotives are on order for KiwiRail. This will increase the pool of available locomotives and we hope to see better locomotives on the Wairarapa service. New locomotives for the Wairarapa services are unaffordable at this time, but have been identified in the Wellington Regional Rail Plan as a long term enhancement project. GW carefully monitors maintenance of the new carriages and follows up on any problems. GW hopes to be able to develop a new performance based rail contract that provides greater incentive and penalties for good/poor performance.</p>	<p>No change recommended to the corridor plan .</p>
2.1			<p>The Rural Broadband Proposal will only exacerbate the digital divide. Focus should be on universal affordable broadband for all, rather than faster broadband for those who already have it. Suggests encouraging DSLAM rollout and backhaul to smaller cabinets, and possibly subsidisation of wireless/satellite where this is not feasible.</p>	<p>The planned Ultra Fast Broadband Initiative (UFBI) and Rural Broadband Initiative (RBI) are specifically aimed at addressing the so called 'digital divide' and are expected to directly improve affordability. The RBI includes specific provision to cover technologies such as wireless and satellite, for a few remote schools and their surrounding communities. A detailed response/explanation provided by the region's Broadband Operation Group will be forwarded to the submitter.</p>	<p>No change recommended to the corridor plan</p>
4	Ian Snellgrove	AA Wairarapa (Chairman)	<p>Generally disappointed that the plan takes overall direction from economic growth projections expressed by BERL - believes that planned transport improvements (eg. Muldoon's corner) could result in increased use of the SH2 route by commuters and heavy vehicles.</p>	<p>The background and issues paper prepared to help inform the draft plan, included economic growth projections from BERL report as the best available source of this indicator for Wairarapa. It is just one of many pieces of information to help us understand future needs for the corridor.</p>	<p>No change recommended to the corridor plan</p>

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4.1			Pleased to note and supports the inclusion of the following projects in the plan: Waihenga Bridge replacement; Norfolk Rd/SH2 intersection upgrade; log transfer site at Waingawa; Rimutaka Hill Road ongoing upgrades; Masterton Eastern Bypass; long term bypasses of Carterton and Greytown; advocacy for improvements to Pahiatua Track; walking and cycling improvements.	Noted. These are all measures included in the draft plan.	No change recommended to the corridor plan
4.2			Suggests the inclusion of four additional items in the corridor plan - as set out under A to D below.	See below	See below
4.3			A) Upgrade of the SH2/Buchanan Place/Ngaumutawa Rd intersection.	Improvements to this intersection are planned and investigation/design phases have been included in the NLTP for funding. The improvements once constructed will have benefits for both freight and general traffic safety.	Recommended change: Add new text in the plan to read - 'Construct intersection improvements at Norfolk Rd/SH2 <i>and Buchanan Pl/SH2</i> to ensure the increasing number of vehicle movements at <i>these</i> locations can be safely and efficiently accommodated'.
4.4			B) Passing lanes on SH2 north of Masterton.	NZTA advises that at this stage it has no plans to provide additional passing lanes on State Highway 2 north of Masterton.	No change recommended to the corridor plan
4.5			C) Review of safety at railway crossings in Wairarapa. Two upgrades are sought in particular - the crossing over Western Lake Rd south of Featherston, and the crossing on Lincoln Rd west of Carterton.	Greater Wellington will pass these concerns on to KiwiRail who is responsible for safety at level crossings.	No change recommended to the corridor plan

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4.6			D) A stock effluent site north of Masterton - in close proximity to Mt Bruce - if, as very recently advised, the site planned for Woodville may not now proceed. Notes regular reports of spills and the need for this type of site is not diminishing.	NZTA advise that they are members of the National Stock Effluent Working Group and are considering appropriate additional sites for stock effluent. This includes the site at Woodville, which is still being investigated.	No change recommended to the corridor plan
5	Neil Galbreath		Uncontrolled use of pedestrian crossings in Wairarapa towns holds up traffic - resulting in continuous lines of slow moving traffic making it dangerous for cyclists and detracting from ambience of the towns which visitors like to wander through. Suggests measures could include - controlled pedestrian crossings (traffic lights) during busy periods, traffic bypass of main streets, traffic slowing measures on main streets to encourage alternative routes be used.	NZTA advise that it recently upgraded all the state highway pedestrian crossings in Wairarapa to improve their conspicuity and pedestrian safety. As traffic volumes increase, traffic signals may be an option but these are unlikely in the short to medium term. Traffic bypasses of Wairarapa townships are a long-term measure in the draft plan.	No change recommended to the corridor plan
5.1			Seeks investigation of traffic bypasses for Carterton and Greytown sooner than suggested in the plan (beyond ten years) - to ensure appropriate land development and planning, and make them cheaper and easier to implement.	NZTA advises that it does not support earlier timeframes for investigation of traffic bypasses for Carterton and Greytown. Notes that these bypasses are unlikely to achieve funding under the current Government Policy Statement which guides investment priorities.	No change recommended to the corridor plan
5.2			Suggests an interim measure of placing signage at entrance to towns advising of alternative routes to bypass the town centre.	The NZTA has no objections to the concept of signs advising of alternate routes through towns. However, there are implications for local landowners and also for local roads, which could experience much higher levels of use than currently, increasing the maintenance costs for ratepayers. Each option needs to be considered on a case by case basis.	No change recommended to the corridor plan

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6	Ewan Baron	Featherston Walkways and Reserves Trust	Seeks increased frequency of train services between Wairarapa and Wellington (particularly at weekends).	GW advise that with the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
6.1			Seeks bike racks on buses - to enhance travel options by combining cycling transport with public transport.	In terms of potential for bikes carried on the outside of buses, the vehicle size rules currently preclude the addition of racks to most buses. The vehicle size rule is under review by NZTA and if this allows the addition of racks, GW will review the policies for the carriage of cycles on buses.	No change recommended to the corridor plan
6.2			Seeks better coordination of public transport with popular or major events - eg. additional services on Martinborough Fair day or additional late service after a Saturday night rugby game.	See response under point 6 above.	No change recommended to the corridor plan
6.3			Seeks better provision for cycling along SH2 and SH53 - eg. cycle lanes, signage, wider shoulder at pinch points like narrow bridges and corners.	This is covered by the measures in the plan under 'walking and cycling' to improve cycle network and review shoulder widths.	No change recommended to the corridor plan
6.4			Seeks improved cycle access within the South Wairarapa area to recreational sites - eg. Moana Reserve, Cross Creek and the Rimutaka Rail Trail.	The draft plan focuses on improving cycling facilities on open roads and through urban areas, particularly on routes linking communities. In some cases these improvements may contribute to improved access to recreational sites.	No change recommended to the corridor plan
6.5			Seeks additional pedestrian crossings in Wairarapa urban areas and better enforcement of crossings.	Provision of pedestrian crossings in Wairarapa urban areas is specifically identified in the plan under 'walking and cycling' by the action to consider the needs of pedestrians in townships along SH2. Enforcement of traffic at crossings is carried out by NZ Police.	No change recommended to the corridor plan

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7	Doris Wood		Provides detailed comments about the proposed Masterton Eastern bypass - notes opposition to using Colombo Road route. Refers to previous correspondence (with MDC) dating back to 1993 about bypass routes.	Noted. The specific route of the Masterton Eastern Bypass is yet to be determined. MDC will consult with residents on specific route options as the investigation works are progressed.	No change recommended to the corridor plan
7.1			Believes most sensible solution would be a route linking Te Ore Ore Road to Masterton Railway Station and a log transfer site at Masterton rather than Waingawa - suggests there is plenty of room around the station to build such a site.	See previous response.	No change recommended to the corridor plan
8	Emily Greenberg		Plan and background paper does not acknowledge that many people live in Wairarapa and work in Wellington - which has large impact on travel patterns.	The background and issues paper includes a section titled 'Journey to work patterns' under section 12. This includes statistics about the destination of journey to work trips made by Wairarapa residents - from Census data. The paper notes that the percentage of residents who travel outside Wairarapa for work has been steadily increasing over the past decade. The steady increase has been considered when developing measures for the corridor plan - however the statistics also show that this percentage was only 9.1% in 2006.	No change recommended to the corridor plan
8.1			All roads should be built to accommodate cyclists, many are too narrow for safety. Pedestrian crossings should be redesigned so that cyclists are not forced into traffic.	The plan includes a measure to improve the cycle network in accordance with best practice guidance (Cycle Network and Route Planning Guide) - this guide also applies to construction of new roads.	No change recommended to the corridor plan
8.2			Seeks more carriages and trains for rail commuters - key issues include: often standing room only between Featherston and Petone, need for a later evening service on weekdays from Wellington, need for more weekend services and space for cycles.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
9	R Betram		Believes plan is a very good document that bears ample evidence of careful research and prudent planning.	Noted.	No change recommended to the corridor plan

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9.1			Seeks that the time-frame for investigating a heavy traffic bypass for Greytown and Carterton be brought forward and not be restricted to only heavy traffic. Traffic issues through Carterton already evident at busy times of day.	NZTA advises that it does not support earlier timeframes for investigation of general traffic bypasses for Carterton and Greytown. Notes that these bypasses are unlikely to achieve funding under the current Government Policy Statement which guides investment priorities.	No change recommended to the corridor plan
10	Brendan Hogan	UHD Wairarapa Ltd	Strongly supports the following actions relating to freight: a log transfer site at Waingawa, intersection improvements at Norfolk Road/SH2, road network improvements on Rimutaka Hill Road.	Noted. These are all measures included in the draft plan.	No change recommended to the corridor plan
10.1			Also strongly supports safety improvements on SH2, and long term actions to upgrade Rimutaka Hill Road to 55kph standards and public transport shuttle services between Masterton and Upper Hutt.	Noted. These are all included in the draft plan as long term measures.	No change recommended to the corridor plan
10.2			Notes support for funding of regional and national projects primarily from regional and crown funding sources.	Noted. The NLTP allocates funding for land transport projects from various sources. While state highway projects are 100% funded through the NLTP, local and regional projects normally require some local share contribution via local or regional rates.	No change recommended to the corridor plan
10.3			Suggests that the location of a potential Waingawa log transfer site as shown on the overview diagram in the plan would be better signalled using a circle straddling the railway line - suggesting that the eastern side of the railway line could also be an appropriate site for this use.	Agree. The log transfer site is a concept - the exact site could be on either side of the railway track.	Recommended change: Amend the overview diagram - Figure 1 - to show the log transfer site straddling the railway line.
11	Paula Warren		Public transport - Believes the plan largely ignores public transport and needs to be fundamentally changed to include projects that will seek to provide a significant improvement in PT services.	The plan seeks to include a mixture of public transport, road network, walking and cycling measures that address identified needs and characteristics of the corridor, and are also informed by the more detailed studies and plans for the various networks that have been carried out (eg. Regional Rail Plan).	No change recommended to the corridor plan

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11.1			Suggests following is needed - at least one passing loop; review timetables and look at how to use current rolling stock at minimal cost to provide an improved timetable; look at shuttle options now; fill major timetable gaps (eg. weekends and early morning/late evenings).	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term. With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
11.2			Believes the plan does not go far enough to achieve a mode shift of log freight from road to rail and suggests two new projects are needed for freight - see below	Noted. See responses below.	No change recommended to the corridor plan
11.3			Work with the relevant industry groups to develop effective strategies to ensure that the modal share for rail freight increases to at least 20% of existing freight and 90% of new freight'.	The region's corridor plans do not include system wide targets, such as mode share targets as these are developed in the RLTS. Even at the RLTS level we do not have rail freight mode share targets due to limited regional/local influence over this matter.	No change recommended to the corridor plan
11.3a			Advocate for the retention of the rail line from Masterton to Woodville, both to provide an alternative in the event of temporary closures on other lines, and to provide for efficient movement of increased rail freight'.	The future potential for this section of railway to play a greater role in the movement of freight, and the value in having an alternative route to the NIMT line is recognised. However, the need for investment in rail to be focused into areas where the most benefits and efficiencies can be gained is also recognised.	Recommended change: A new measure is recommended that involves working with central government to encourage investment in the rail network that supports the use of rail as a safe, sustainable, and efficient solution for the movement of freight to/from and through the Wairarapa corridor.

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11.4			Road safety - suggests that encouraging public transport use is the best way to address safety. Seeks inclusion of a road safety target related to modal shift.	It is not considered appropriate for targets to sit in a corridor plan which implements the RLTS. The RLTS itself includes a policy to encourage mode shift to public transport as a safer mode of travel and targets to increase public transport use. The corridor plan includes measures to improve capacity, reliability and (longer term) connectivity/access of public transport services. Other plans such as the Regional Public Transport Plan and Regional Travel Demand Management Plans include specific measures to encourage and promote public transport use.	No change recommended to the corridor plan
11.5			Walking/cycling - strongly supports the proposal to improve the level of service for walking and cycling - but concern about lack of progress by RCAs in implementing facilities.	Noted. Progress in implementing facilities is reported to the RTC via quarterly agency reports.	No change recommended to the corridor plan
11.6			Seeks new action such as 'Take actions to ensure that greater provision is made for walkers and cyclists in new land-use developments, roading changes, and through new targeted projects, using tools such as provisions in the Regional Policy Statement'.	The plan cross references measures in the region-wide walking, cycling and travel demand management plans. These implementation plans cover the actions sought - to provide for improvements to cycle and walking networks (new and existing), and sets out provisions for inclusion in the Regional Policy Statement and District Plans, and advocacy principles in relation to these networks.	No change recommended to the corridor plan
12	Brent Keith		Believes draft plan doesn't address the need to provide people with better public transport services and this is unacceptable.	The plan includes actions in the short-medium term relating to improving reliability of services via newer locomotives, providing some new carriages to address capacity issues, park and ride improvements and a service review. Longer term, measures to increase connectivity and frequency of services are signalled. The service review will include looking at how to achieve the best level of service for Wairarapa within the available funding - as efficiently and effectively as possible.	No change recommended to the corridor plan

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12.1			Seeks: 1) one or more rail passing loops between Upper Hutt and Masterton - to better use existing rolling stock; 2) review of rail timetables - eg. re-design existing weekday services and increase weekend services (see full submission for details).	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term. With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
12.2			Believes more needs to be done to shift freight onto rail. Seek a new project: 'Work with KiwiRail, freight companies and plantation companies to identify steps that will get at least 50% of new freight onto the rail system'.	It is not considered appropriate for a specific rail freight mode share target to sit in a corridor plan action. Regional/local influence over this matter is primarily around advocacy. Agree it will be important for the relevant organisations to work together to find solutions to address expected increases in log freight from Wairarapa to CentrePort.	Recommended change: 'Work with KiwiRail, Ontrack, CentrePort, NZTA and forestry companies to investigate removal of infrastructure and rolling stock constraints affecting rail freight movement between the Wairarapa corridor and key freight hubs such as CentrePort'.
12.3			Also suggests it is vital that the railway line north of Masterton is kept open (and not 'mothballed') to allow for future increases in freight by rail to Napier's port and as an alternative if the NIMT line is closed.	See response under point 11.3a above	Recommended change: See 11.3a above
13	Susan Southey	Masterton District Council	Believes draft plan does good job of succinctly identifying the issues and proposed implementation measures.	Noted.	No change recommended to the corridor plan
13.1			Draft plan notes rural character and associated reliance on vehicles for many trips.	Noted. Measures to address rail reliability are included in the draft plan.	No change recommended to the corridor plan

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13.2			Commuting by train is essential for many Wairarapa residents. Key to increasing use of rail services are - reliability, an earlier return train on weekdays, improved weekend timetable.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
13.3			It is imperative that heavy freight transport, logging trucks in particular, are encouraged to use rail.	Noted. Advocacy measure relating to this issue is included in the plan.	No change recommended to the corridor plan
13.4			MDC has identified an area around Masterton Railway Station, including the railway station parking area, for redevelopment to give commuters and visitors a more visually appealing and user friendly entrance to Masterton. Seeks involvement in any plans for park and ride improvements and opportunities in the district.	Noted. This comment will be passed on the relevant GW officers for consideration.	No change recommended to the corridor plan
13.5			Encourages the upgrade of connections to Palmerston North via the Pahiatua Track, increasingly used by Wairarapa residents.	Noted. Advocacy measure relating to this issue is included in the plan.	No change recommended to the corridor plan
13.6			Supports implementation of the design and construction of a heavy vehicle traffic by-pass east of Masterton.	Noted. This project is included in the plan.	No change recommended to the corridor plan
14	Elizabeth Tremayne	Featherston Heritage Cemetery Trust	Submission seeks a reduction in accidents and increased safety for vehicles, cyclists and pedestrians entering Featherston on SH2 from the Rimutaka Hill Road. Submits several suggested safety improvements as set out below.	Noted. See responses below.	No change recommended to the corridor plan
14.1			Change the current 70kph speed limit at Moore St/Beach Rd/Western Lake Rd to 50 kph.	Request forwarded to NZTA who advise that the speed limits into Featherston are currently being reconsidered.	No change recommended to the corridor plan
14.2			Extend current 70 kph zone back to where vehicles exit the Rimutaka Hill Road, just after the Rimutaka Bridge (9222).	Request forwarded to NZTA who advise that the speed limits into Featherston are currently being reconsidered.	No change recommended to the corridor plan

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14.3			Install a roundabout at intersection SH2 with Moore St/Beach Rd/Western Lake Rd and place more prominent signage.	Request referred to NZTA who advise that the intersection has a low number of reported accidents over the previous five years and would cause delays to traffic along the state highway. Accordingly, the NZTA does not consider that a roundabout is appropriate in this location.	No change recommended to the corridor plan
14.4			Install a roundabout at intersection SH2 with Revans, Bethune and Wakefield St and place more prominent signage.	Request referred to NZTA who advise that the intersection has a low number of reported accidents over the previous five years and would cause delays to traffic along the state highway. Accordingly, the NZTA does not consider that a roundabout is appropriate in this location.	No change recommended to the corridor plan
15	David G Holmes	Pakaraka Ltd (Farming)	Seeks a more diverse timetable for the train to/from Wellington.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
15.1			Suggests need for a bypass from Te Ore Ore Rd over Waipoua bridge and up the Waipoua bank to Railway Cres, over the railway line to meet the Ngaumutawa road bypass. Suggests an Inland Port could be created on the Maori lease in that area. Believes the savings for transport operators would be huge with no trucks having to go through town make the centre of Masterton much safer. The proposed route is all zoned industrial.	This comment has been passed on to the relevant officers at Masterton District Council for their consideration.	No change recommended to the corridor plan
16	Adrienne Staples	South Wairarapa District Council	Notes importance of a quality, reliable road and rail transport vital to support economic growth and importance of improving SH2 and SH53 as key linkages between South Wairarapa towns.	Noted. There are measures included in the draft plan to address these issues.	No change recommended to the corridor plan
16.1			Makes comments on transport pressures such as tourism/visitors and car ownership/use in Wairarapa.	Noted. These are consistent with the information set out in the background paper used to inform development of the draft plan.	No change recommended to the corridor plan

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16.2			In relation to motorcycling, seeks information about demographics of crash victim - is there a relationship between more older people buying large motorcycles and more motorcycle day trips from Wellington - and the Wairarapa corridor crash rate.	NZTA advises that it does not keep data on the age of motorcyclists that own certain size vehicles. A request for this information is now with ACC and any information will be forwarded directly to the submitter. NZTA notes that a variety of studies are being undertaken in the near future regarding motorcyclists to reflect the Safer Journeys - Road Safety Strategy to 2020 recently released by the Ministry of Transport, which includes increasing the safety of motorcycling as one of five priority areas. The work includes an investigation into national motorcycle black route improvements. The black routes have not been decided, however, the Rimutakas may be included. The Regional Road Safety Plan includes measures to improve motorcyclist safety and training region-wide, including community road safety programmes in partnership with local councils.	<i>Recommended change: Add new measure to: Advocate for the Rimutaka Hill Road and State Highway 2 through Wairarapa to be included as part of the National Motorcycle Black Route and targeted for associated safety improvements.</i>
16.3			Immediate priorities, page 3, seeks amendment to bullet point three – include the words 'reliable' and 'rail' to read: <i>Providing a safe, efficient and reliable road and rail network for key tourism and freight routes...</i>	Agree that such a change would be useful. Reliability is also very important and the priority relates to both the road and rail networks.	<i>Recommended change: Amend text under 'Immediate priorities', page 3, bullet point three to read: Providing a safe, efficient and reliable road and rail network for key tourism and freight routes...</i>
16.4			Immediate priorities, page 3, seeks amendment to bullet point five – include the words 'improve where practicable' to read: <i>Maintain, and improve where practicable, the current level of service provided by public transport...</i>	As an overall statement of immediate priority, the existing bullet to 'Maintain the current level of service provided by public transport...' is considered appropriate and realistic. However, we note that the upcoming service review will include looking at specific services and timetable issues to ensure public transport services are operating as efficiently and effectively as possible, and to improve the level of service provided, where possible, within the available funding.	No change recommended to the corridor plan

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16.5			Believes priority must be given to ongoing safety improvements on the Rimutaka Hill Road.	Noted. The plan includes several measures to address this issue.	No change recommended to the corridor plan
16.6			Seeks reduced speed limit from 70kph to 50kph on southern entrance to Featherston.	Request forwarded to NZTA who advise that the speed limits into Featherston are currently being reconsidered.	No change recommended to the corridor plan
16.7			Suggests review of bus service from Woodside Station to Greytown, especially where there is no direct connection. If no changes are possible then consider how passengers are notified of when they must alight at Featherston to connect with a bus service to Greytown.	Wairarapa bus services are due to be reviewed in the 2010/11 financial year. Request about notification of passengers about connections has been passed to the GW Metlink team for consideration.	No change recommended to the corridor plan
16.8			Notes Waihenga Bridge on SH53 is essential in maintaining the reliability of SH53 and believes that the completion of the bridge upgrade should be by 2014.	NZTA advise that the programming of the Waihenga Bridge upgrade is a function of its priority and availability of funding. They note that it could be brought forward if funding permitted, subject to another project being delayed.	No change recommended to the corridor plan
16.9			Notes flat Wairarapa terrain is suitable for cycling, but safety on highways is detrimental to this mode of transport. Requests that NZTA consider including cycle lanes on SH2 and SH53 as regular maintenance on the road shoulder is carried out.	Suggestion referred to NZTA who advise that it has merit, but in practice NZTA doesn't include cycle lanes on rural highways. Generally cyclists are expected to ride on the shoulder through rural areas. The provision of dedicated cycle lanes would need to stand on their own merit in terms of BCR analysis in the Economic Evaluation Manual and prioritised against other competing improvement projects. However, the draft plan does include a measure for NZTA to review and improve the shoulder for cyclists on state highways and local open roads.	No change recommended to the corridor plan
17	David Perks, CEO	Positively Wellington Tourism	PWT believes that the plan should place a greater emphasis on the growing requirements of the region's recreational cyclists.	The measures in the plan focus on improving the cycling network for transport/trip making purposes because it is a transport plan. There will be benefits to recreational cyclists of improving shoulder facilities on state highways and rural open roads, and improving cycle facilities in urban areas however.	No change recommended to the corridor plan

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17.1			We support the proposal for improving cycle networks, reviewing shoulder widths, particularly on rural roads and more planning for the needs of pedestrians in towns alongside SH2.	Noted.	No change recommended to the corridor plan
17.2			However, recommend the following additions to the plan:	See responses below:	No change recommended to the corridor plan
17.3			Include a greater focus on (and investigate completion of) a potential Te Marua to Featherston via Lake Domain cycleway as an alternative and safer option to improving cycle access on Wairarapa's main roads.	Currently, the Regional Cycle Network does not include the Rimutaka Hill Road as it is not recommended as a safe route for cyclists. Providing a safe cycle connection between the Hutt Valley and Wairarapa, and taking cyclists off the Rimutaka Hill Road has merit and a new measure is recommended to address this.	<i>Recommended change: Add new measure under 'Walking and cycling' heading to read - 'Support and encourage upgrades to the Rimutaka Rail Trail track from Cross Creek through to Cross Creek Road to an easy shared path standard that accommodates a wide range of bicycle types, and identify any required improvements to on-road cycle facilities between the track and Featherston'. Responsibility: GWRC and SWDC. Timing: By 2015</i>
17.4			That the regional rail network allows for the transportation of bikes and that this benefit as an alternative mode of transport is promoted.	Current rules allow for the carriage of bikes on the regional rail network in general and the new Matangi trains have been designed to allow the carriage of bikes. Bikes can be carried on the Wairarapa trains, subject to available space. A review of the operational policy is underway in consultation with KiwiRail.	No change recommended to the corridor plan
17.5			Include a strategy to link the Wairarapa towns with a dedicated cycleway.	The plan includes measures to improve cycle facilities on the road network - a separate off-road dedicated cycleway between Wairarapa towns is more likely to be driven by tourism and recreational needs (and funding).	No change recommended to the corridor plan

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18	F G Weenink		Supports the shifting of heavy freight vehicles to rail where possible, including rail sidings for transfer of goods from road to rail at either side of the Rimutaka Hill Road.	Noted. As is the case with the proposed Waingawa example, the location of sidings and transfer sites are likely to relate to 'hubbing' opportunities based on core freight movements and location of associated storage and processing sites.	No change recommended to the corridor plan
18.1			Pleased to see emphasis on safety issues. Particular concern about conflict between cars and cyclists, notes therefore importance of adequate road space for cyclists, also supports traffic calming measures.	Noted. The plan includes several measures to address these issues under 'Walking and cycling'.	No change recommended to the corridor plan
18.2			Believes more should be done, faster, to upgrade the Rimutaka Hill Road. The poor level of service provided by the route is a hindrance to Wairarapa growth and has changed little in over a century - suggests much more than Muldoon's corner upgrade is deserved.	The timing of improvements to Rimutaka Hill Road comes down to available funding and priority. NZTA advise that upgrading the Rimutaka Hill is a lesser priority than other projects including RoNS. The current Muldoon's corner improvements is expected to make a significant difference to State Highway 2 when complete.	No change recommended to the corridor plan
18.3			Provides some suggestions for additional air services between Wairarapa's Hood Aerodrome and South Island, Wellington Airport.	The corridor plan relates to land transport only as it implements the Regional Land Transport Strategy. Aviation services are outside the scope of the plan.	No change recommended to the corridor plan
19	Michael Gee		Supports the proposed road safety and road network measures, but questions need for investment to bring Rimutaka Hill Road to 55kph standard. Believes this will just encourage freight moved by road rather than rail.	The proposed long term improvements to the Rimutaka Hill Road reflect its status as State Highway 2, and the need to improve the level of service for both general traffic and freight on this section of a key state highway link. Even with a significant shift in freight movements from road to rail, there will still be a very large number of freight trips by road and the network needs to accommodate those safely and efficiently.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
19.1			Seeks more/stronger actions to shift freight from road to rail and address the 'wall of wood'. Suggests advocacy only around the Waingawa log transfer site not enough. States that road subsidies and road investment will only make road freight more attractive.	Advocacy and support is considered the appropriate measure for the financial partners to this plan (TAs, GW, NZTA) as the development of the log transfer site would need to be via a commercial partnership. See also response above.	No change recommended to the corridor plan
19.2			Seeks advocacy action in plan for retaining the Masterton to Woodville railway in case Napier becomes the primary port for log exports in future.	See response under point 11.3a above	Recommended change: See 11.3a above
19.3			Seeks improved public transport services to link Wairarapa with the rest of the region. Suggests this would assist economic development in Wairarapa. Suggests weekend shuttle services between Masterton and Upper Hutt.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
20	Michael Gee - on behalf of	Trans-Action	Advocates the introduction of tram-trains in the Wellington Region, to facilitate the continuous running of rail services on the existing rail network through the CBD to parts of Wellington City south of the CBD.	Noted. This issue was considered as part of the Ngauranga to Airport Corridor Plan. A scheme assessment for a high quality public transport system is scheduled to be undertaken between 2014 and 2018.	No change recommended to the corridor plan
20.1			Notes that in general, buses and trains in the Wairarapa are well-integrated, particularly to Martinborough, but publicity is poor. States just two of the multiple connections during the week are noted in the train timetable. Similarly, no connections to Hutt Valley trains are advertised.	Noted. This comment will be passed on the relevant GW officers for consideration.	No change recommended to the corridor plan
20.2			Suggests current Wairarapa rail frequency limited due to lack of passing opportunity north of Trentham. Seeks new passing loop at Featherston.	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
20.3			States any rail improvements must not jeopardise any future introduction of tram-trains in the Wellington area. Believes the Wairarapa Corridor Plan needs to acknowledge this.	This is not considered necessary within the Wairarapa Corridor Plan, most relevant to the Ngauranga to Wellington Airport Plan and Regional Rail Plan.	No change recommended to the corridor plan
21	Troy Baisden		Suggests the Draft Plan portrays the Wairarapa population as static, without making note of the clear increase in the proportion of the population that commutes to Wellington for work.	The background and issues paper includes a section titled 'Journey to work patterns' under section 12. This includes statistics about the destination of journey to work trips made by Wairarapa residents - from Census data. The paper notes that the percentage of residents who travel outside Wairarapa for work has been steadily increasing over the past decade. The steady increase has been considered when developing measures for the corridor plan - however the statistics also show that this percentage was only 9.1% in 2006.	No change recommended to the corridor plan
21.1			Does not support major work to straighten the Rimutaka Hill Road.	Noted. Ongoing works to improve the level of service provided by the Rimutaka Hill Road reflects its status as SH2 and the only direct road link between Wairarapa and the rest of the region.	No change recommended to the corridor plan
21.2			Supports proposals to address log freight. Believes the impact of freight on the issues of the Rimutaka Hill Rd are underestimated.	Noted. The plan clearly identifies the issue of an expected significant increase in freight volumes and the likely impact on the transport network and identifies measures to address this - within the scope of the plan.	No change recommended to the corridor plan
21.3			There should be a clearly stated priority to make walking and cycling an option from public transport, with a particular focus on rail stations in the Wairarapa towns.	The regional plan for walking and cycling includes a measure for local councils to develop local strategies that include priorities for improving walking and cycling networks - these could include routes to/from public transport or could be routes to schools/shops/health facilities. It was considered through development of our regional plans that these priorities should be decided by local communities to address specific needs.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
21.4			States that the policy of allowing Wairarapa Line rail services to refuse to carry bicycles must be ended - currently serves as a serious barrier to recreational use.	The carriage of bicycles is allowed but will always be limited to available space. A review of the operational policy is underway in consultation with KiwiRail.	No change recommended to the corridor plan
21.5			Believes a safe cycleway should be provided through Wairarapa, including allowing space for cyclists on narrow bridges or finding alternate routes. Cyclist safety in towns also needs to be considered.	The plan includes measures to improve cycle facilities on the road network both on state highways and open local roads and within urban areas.	No change recommended to the corridor plan
21.6			Believes main issue for rail is not reliability of locomotives but the need for many passengers to stand on peak services for up to 40 mins.	In the short term, some reconfiguration of current services to increase seating capacity was considered but has been put on hold due to decreased patronage over recent months. The new SE carriages, due from late 2010, will also increase capacity once these can be used on Wairarapa rail services. Service frequencies will also then be reviewed in line with available budgets.	No change recommended to the corridor plan
21.7			Suggests that seating capacity on Wairarapa services needs to be urgently addressed - particularly the 4.33pm Friday service from Wellington. Suggests an additional earlier service on Fridays.	See response to point 21.6 above.	No change recommended to the corridor plan
21.8			Seeks additional weekend frequency and a later evening service.	See response to point 21.6 above.	No change recommended to the corridor plan
21.9			Seeks improved connectivity to meet user needs - eg. meeting needs of commuters to the airport, connecting the Wairarapa line service with the Overlander departure time.	Connections between services on a regional basis will be considered as part of the development of a new Regional Passenger Transport Plan which has just commenced. At a more local level, connections are considered when service reviews are undertaken. Wairarapa bus services are due to be reviewed in the 2010/11 financial year.	No change recommended to the corridor plan
22	Heather Kary	Featherston Community Centre	Provides a wish list of measures relating to cycling, rail, buses, pedestrians and vehicle transport. These are summarised below:	See responses set out below.	See below

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22.1			Improved cycle facilities (lanes and/or off-road) between Featherston, Greytown and Martinborough	The plan includes measures to improve cycle facilities on the road network - a separate off-road dedicated cycleway between Wairarapa towns is more likely to be driven by tourism and recreational needs/funding.	No change recommended to the corridor plan
22.2			Improvements to the policies and facilities for the carriage of bikes on trains and more bike racks at stations	Current rules allow for the carriage of bikes on the regional rail network in general and the new Matangi trains have been designed to allow the carriage of bikes. Bikes can be carried on the Wairarapa trains, subject to available space. The operational policy is under review and will include looking at cycle storage at rail stations.	No change recommended to the corridor plan
22.3			Seeks bike racks on buses	In terms of potential for bikes carried on the outside of buses, the vehicle size rules currently preclude the addition of racks to most buses. The vehicle size rule is under review by NZTA and if this allows the addition of racks, GW will review the policies for the carriage of cycles on buses.	No change recommended to the corridor plan
22.4			Support & endorse Bikewise Month. Support children biking to school. Support Walking School Buses.	Bikewise Month is supported in the region by GW and local authorities, along with relevant agencies - however there is always opportunity to increase participation. The Regional Travel Demand Management, Walking, and Cycling Plans include programmes to encourage and support walking and cycling to school, walking school buses, and other actions often under the framework of school travel plans.	No change recommended to the corridor plan
22.5			One additional weekend Wairarapa rail service.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
22.6			Coordination of trains with major Wellington or Wairarapa events.	See response to point 22.5 above	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
22.7			Additional seating capacity during evening peak - guaranteed seats for all.	Seats can not be guaranteed on any public transport services. In the short term, some reconfiguration of current services to increase seating capacity was considered but has been put on hold due to decreased patronage over recent months. The new SE carriages, due from late 2010, will also provide increased capacity once these can be used on Wairarapa rail services.	No change recommended to the corridor plan
22.8			Station improvements - improved signage and graffiti removal.	Noted. This comment will be passed on the relevant GW officers for consideration.	No change recommended to the corridor plan
22.9			A 'true' zoning system across region where a pass for zones 1-13 include all travel in those zones - not extra fare to Martinborough.	Greater Wellington is planning to review fares policies in the 2010/11 financial year, subject to confirmation of current government review of bus procurement, SuperGold card review and farebox recovery policy.	No change recommended to the corridor plan
22.9a			Additional bus stops and seating at several locations - and creative bus stops with recycling facilities in South Wairarapa.	Wairarapa bus services are due to be reviewed in the 2010/11 financial year. This review will include a review of bus stops. Your suggestion regarding recycling facilities at bus stops is noted and will need to be considered by South Wairarapa District Council - this is a detail below the scope of this corridor plan.	No change recommended to the corridor plan
22.9b			Several new pedestrian crossings are sought at various locations (SH2 and SH53) and speed reduction in school zones.	NZTA advise that requests for pedestrian crossings across the state highway and applications to reduce speeds outside schools that face onto state highways to 40km/hr before and after school can be made directly to the NZTA. They note that there are various criteria that need to be satisfied in terms of number of pedestrians, traffic volumes, road environment and number of school children. The Regional Walking Plan and Regional Road Safety Plan support reduced speed limits outside schools which is a region-wide issue.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
22.9c			Increased use of speed cameras on SH2 and other targeted enforcement initiatives.	Use of speed cameras and enforcement on state highways is the responsibility on NZ Police - targeted programmes are informed by Risk Targeted Patrol Plans and Road Safety Action Plans developed under the Regional Road Safety Plan.	No change recommended to the corridor plan
22.9d			Speed reductions approaching Featherston, improved safety barriers on SH2, improved signage of key local recreation sites.	NZTA advise that they are currently reviewing speed limits around Featherston. Improved safety barriers are covered under the measure to implement safety improvements identified through crash reduction studies on SH2. Improved signage to local recreational sites will be considered by road controlling authorities on a case by case basis (falls below the scope of this strategic corridor plan).	No change recommended to the corridor plan
22.9e			Shift freight transport from road to rail.	The plan includes measures to address this issue.	No change recommended to the corridor plan
22.9f			Make alternative fuels more competitive and cost effective.	This is an issue being progressed at the national level - it is not specific to Wairarapa.	No change recommended to the corridor plan
23	Peter Wilson	Destination Wairarapa	Supports the immediate priorities outlined in plan.	Noted.	No change recommended to the corridor plan
23.1			Supports improving safety on SH2, progress towards a 55km/hr design standard for the Rimutaka Hill Road, replacement of the Waihenga Bridge and advocacy for improvements to the Pahiatua Track.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
23.2			Suggests more passing lanes and signage needed on Rimutaka Hill Road.	The overall plan to upgrade Rimutaka Hill to a speed environment of 55kph includes provision for passing bays. This upgrade is included as a measure in the plan. The Muldoon's Corner improvements, currently underway, includes provision for passing lanes.	No change recommended to the corridor plan
23.3			Supports seal extension on key tourism routes - provides a number of suggested specific route priorities.	Noted. This measure is included in the plan - however the selection of specific routes within each TA area will be identified by local councils.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
23.4			Suggests raising speed limit on the edges of towns to 60 or 70 kph where feasible - but in all cases consistent with national standards.	NZTA advises that it reviews speed limits on the edges of towns on a regular basis in Wairarapa and is satisfied that the current speed limits (excluding Featherston, which is currently being investigated) are consistent with national standards.	No change recommended to the corridor plan
23.5			Supports intersection improvements for Norfolk Road/SH2, the heavy vehicle bypass east of Masterton, the provision and support for log transfer and storage at Waingawa and the review of increase in freight volumes.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
23.6			Supports incentives and policies to encourage more freight transport from roads and onto rail.	Noted. The plan includes measures to address this under Freight. Subsidies for rail freight is an issue that sits with central government. An 'alternative to roading' subsidy has been made available for rail freight over recent years - however it is unclear whether these subsidies will continue in future under the current government.	No change recommended to the corridor plan
23.7			Supports improving cycle networks, reviewing shoulder widths on rural roads and more planning for the needs of pedestrians in towns alongside SH2.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
23.8			Seeks more space available for bikes on trains and the promotion of taking bikes on trains.	Current rules allow for the carriage of bikes on the regional rail network in general and the new Matangi trains have been designed to allow the carriage of bikes. Bikes can be carried on the Wairarapa trains, subject to available space. The operational policy is currently under review and will include looking at cycle storage at rail stations. There will be promotion of the new policies.	No change recommended to the corridor plan
23.9			Seeks plan to link the Wairarapa towns with a dedicated cycleway.	The plan includes measures to improve cycle facilities on the road network - a separate off-road dedicated cycleway between Wairarapa towns is more likely to be driven by tourism and recreational needs/funding.	No change recommended to the corridor plan

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23.9a			Notes support for the submission by Positively Wellington Tourism on improved cycleways.	Noted.	No change recommended to the corridor plan
23.9b			Strongly support advocating for newer locomotives, welcome the additional rail carriages (with urgency, given current usage projections), supports opportunities to improve Park And Ride facilities along with the proposed review of bus services.	Noted. These are all measures included in the draft plan.	No change recommended to the corridor plan
23.9c			Seeks additional weekend services.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
23.9d			Seeks change in regulations regarding carrying capacity of passenger trains travelling north from Featherston. (Current maximum capacity is approx. 250 passengers as each carriage must have toilet facilities and therefore only new carriages can be used.)	Comment referred to the NZ Transport Agency and Greater Wellington's Rail Strategy officer's for their consideration.	No change recommended to the corridor plan
23.9e			Opposes any 'moth-balling' of the Masterton to Woodville rail-track- recommends improving maintenance to enable increased speeds to match that of other freight and/or passenger lines. The current slow speed of the line impedes our ability to bring potential visitors and freight to the region.	See response under point 11.3a above	Recommended change: See 11.3a above
23.9f			Seeks progress on an integrated, electronic fares system for the region.	Greater Wellington supports the introduction of integrated electronic ticketing in the region in the medium term. Our current focus is on the introduction of real time information, and we are waiting for clarification at a nation level of a number of integrated electronic ticketing matters such as standards for data transfer.	No change recommended to the corridor plan
23.9g			Seeks better promotion of the current bus services.	Your comments has been noted and passed on to the GW Metlink team who promote the region's public transport network and services.	No change recommended to the corridor plan

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23.9h			Woodside rail station to Greytown (return) requires a weekend bus service to meet each train.	New improved Wairarapa bus services commenced operating in 2007 and are due to be reviewed in the 2010/11 financial year.	No change recommended to the corridor plan
23.9i			Strongly supports rollout of the government's Rural Broadband Initiative.	Noted. Support for this initiative is included in the plan.	No change recommended to the corridor plan
23.9j			Supports all long-term measures listed in draft plan but suggest these all need to happen sooner given the fast-growing tourism industry.	Noted. The timings of measures in the plan responds to priorities based on need, but also recognises limitations and realities around funding and resourcing projects.	No change recommended to the corridor plan
24	Glen Mackie	Forest Owners Association	Suggests the plan does not sufficiently address the certainty of a huge increase in log transport in the Wairarapa Transport Corridor over the next ten years. States that road transport, rail and port storage issues need to be addressed urgently.	The plan clearly identifies the issue of an expected significant increase in freight volumes and the likely impact on the transport network and identifies measures to address this - within the scope of the plan.	No change recommended to the corridor plan
24.1			Notes that CentrePort, NZTA, Kiwirail and Ontrack are key organisations in addressing the infrastructural issues limiting the efficient transportation of forest produce through this corridor - need cooperation and commitment from these parties.	Noted and agree. It will be important for the relevant organisations to work together to find solutions to address expected increases in log freight from Wairarapa to CentrePort.	Recommended change: 'Work with KiwiRail, Ontrack, CentrePort, NZTA and forestry companies to investigate removal of infrastructure and rolling stock constraints affecting rail freight movement between the Wairarapa corridor and key freight hubs such as CentrePort'.
24.2			Notes existing log storage area inadequate for cargo over 30,000 tonnes - no facilities for chip export - limited train lengths due to Aotea Quay crossing difficulties.	Noted. The availability of storage facilities at CentrePort is an issue that the RTC can advocate for but cannot directly influence. The issue of freight trains crossing Aotea Quay requires a balance between the needs of commuter traffic flows on a key strategic road into the Wellington City CBD and the needs of rail freight access to the port.	Recommended change: See 24.1 above.

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
24.3			Seeks investigations/discussions between CentrePort and forest industry re potential log freight task and potential for joint venture to operate log transfer site at Waingawa.	The plan supports this project and discussions between these parties about the potential development of a log transfer site at Waingawa are welcomed.	No change recommended to the corridor plan
24.4			Notes attempts at transporting forest produce using KiwiRail have so far proved unsatisfactory despite an NZTA subsidy. Trains from Waingawa have a limited ability to competitively deliver forest produce to CentrePort due to (a. An adverse gradient south of Featherston requiring 2 locomotives (b. Train length in crossing Aotea Quay (c. Lack of wagons (d. Restrictions on operating hours around passenger trains.	This combination of infrastructure and rolling stock constraints would need to be addressed by Ontrack, KiwiRail, NZTA and local councils. A new advocacy measure has been recommended to address this.	Recommended change: See 24.1 above
24.5			Supports improvements on SH2 Rimutaka Hill Road, Masterton Eastern Bypass, Norfolk Rd/SH2 intersection improvements identified in the plan.	Noted.	No change recommended to the corridor plan
24.6			Also seeks bridge strengthening to carry trucks at 53 tonne on selected routes and state highways.	NZTA advise that all existing bridges in Wairarapa can cope with the proposed increase in vehicle dimensions, although some may have restrictions relating to the speed of heavy vehicles. This will be covered further under the measure for NZTA to review the implications of increases freight volumes and larger/heavier trucks on state highways through the corridor.	No change recommended to the corridor plan
25	Colin Olds	Featherston Promotional Group & Business Association	Seeks more appropriate speed restrictions in pedestrian zones and around schools. Seeks more pedestrian crossings along state highways - in particular outside the Meta Riddiford Kindergarten in Featherston. Supports pedestrian improvements through towns.	Speed restrictions around schools and other areas with high pedestrian volumes is addressed through the region's walking and road safety plans. Consideration of pedestrian needs in townships - including pedestrian crossings - is included in the plan under 'Walking and cycling' measures.	No change recommended to the corridor plan
25.1			Seeks reduction of speed limit from 70 to 50 kph coming into Featherston (SH2) from Otairua Reserve.	Request forwarded to NZTA who advise that the speed limits into Featherston are currently being reconsidered.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
25.2			Seeks roundabout at intersection of SH2, Bethune Street, Wakefield Street - as a problem area.	Request referred to NZTA who advise that the intersection has a low number of reported accidents over the previous five years and would cause delays to traffic along the state highway. Accordingly, the NZTA does not consider that a roundabout is appropriate in this location.	No change recommended to the corridor plan
25.3			Parking is an issue along SH2 - need to encourage designated parking areas within all towns.	On-street parking areas are managed by local councils - the provision and layout of parking areas need to balance demand for car parking with the safe operation of the state highway network and the needs of other road users.	No change recommended to the corridor plan
25.4			Supports any initiative to encourage better cycleway links through the district.	The plan includes measures to improve cycle facilities on the road network - both state highways/open roads and within urban areas.	No change recommended to the corridor plan
25.5			Supports - the a 55km/h design standard for the Rimutaka Hill Road, replacement of the Waihenga Bridge, a heavy traffic bypass east of Masterton.	Support noted.	No change recommended to the corridor plan
25.6			Encourages use of the rail network for freight purposes and would be disappointed to see the Wairarapa line north of Masterton not utilised in the future.	See response under point 11.3a above	Recommended change: See 11.3a above
25.7			Seeks more efficient passenger rail network with better flexibility in the timetable. Believes double tracking between Featherston and Masterton would decrease turnaround time for rail services.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets. The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term.	No change recommended to the corridor plan

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26	Paula Warren	Living Streets Wellington	Believes walking and cycling improvements should be a priority, and that GWRC needs to take direct action, e.g. through RPS policies, to ensure that walking and cycling programmes and improvements are carried out at the local level.	The plan cross references measures in the region-wide walking, cycling and travel demand management plans. These implementation plans cover the actions sought - to provide for improvements to cycle and walking networks (new and existing), and sets out provisions for inclusion in the Regional Policy Statement and District Plans, and advocacy principles in relation to these networks.	No change recommended to the corridor plan .
26.1			Seeks the completion of cycle access between Te Marua and Featherston as a safe and alternative option for walkers and cyclists.	See earlier response under point 17.3 above.	See recommended change under point 17.3 above.
26.2			Suggests at least one rail passing loop should be a priority project in the plan, together with improvements to train timetables and much earlier evaluation of providing more services at a similar cost using shuttles.	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term. With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets. The measure to 'consider the potential for shuttle services...' is likely to be beyond ten years given current affordability issues - therefore timing in the plan is realistic.	No change recommended to the corridor plan
26.3			We support putting more effort into moving freight off the roads and onto rail and costal shipping.	Noted. The plan includes measures to address this under Freight.	No change recommended to the corridor plan
26.4			The best way to reduce accidents is by having fewer vehicles on the roads (more people using PT), reducing the number of large vehicles interacting with small cars and cyclists, and by reducing speeds.	The corridor plan includes measures to improve capacity, reliability and (longer term) connectivity/access of public transport services. Other plans such as the Regional Public Transport Plan and Regional Travel Demand Management Plans include specific measures to encourage and promote public transport use.	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
27	Kent Duston	Public Transport Voice	Acknowledges new trains and new bus services in Wairarapa over recent years, but believes service times/frequency do not meet peoples needs.	Noted. See responses below.	No change recommended to the corridor plan
27.1			Seeks increased train service frequency, more bus/rail connections for Greytown, and better information/promotion of PT services.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets. Bus connections to Greytown will be considered as part of the next Bus Service Review for Wairarapa. Comments about need for better info/promotion will be passed onto GW's Metlink team.	No change recommended to the corridor plan
27.2			PT also needs to cater for visitors to Wairarapa at weekends and during events.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
27.3			Maximum service frequency on existing track is over 2 hours so putting in at least one crossing loop must be a priority project in the plan.	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term.	No change recommended to the corridor plan
27.4			Seeks additional train services to fill timetable 'gaps'- eg. earlier weekday train from Wellington - at little or no extra cost.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
27.5			Believes additional SE carriages for Wairarapa line should be possible in substantially less than 10 years given arrival date of new Matangi's.	Agree. The plan states that the timing for this measure is 2012/13 (see page 11).	No change recommended to the corridor plan

Sub No.	Name(s)	Organisation	Summary of Submission	Comments in response	Recommended amendments
27.6			The best way to reduce accidents is by having fewer vehicles on the roads (more people using PT), reducing the number of large vehicles interacting with small cars and cyclists, and by reducing speeds.	Noted. Measures to improve and promote public transport, to encourage freight transport by rail, and to reduce speeds are included either in this plan or in other implementation plans cross referenced in this plan.	No change recommended to the corridor plan
27.7			Seeks better provision for recreational trips to be made by public transport. Suggests following action be added to plan <i>'Work with councils, park managers, tourism promotion organisations and other relevant parties to improve access to parks and other attractions for people who do not have a car.'</i>	Public transport is most feasible where many people are travelling to/from similar origins/destinations - in most cases it is unlikely to be affordable to have public transport services to parks and beaches simply to serve recreational trips. However, there are measures in our Regional Travel Demand Management Plan that look to promote travel choices for all trips and improve publicity about how to access parks and other attractions by means other than private car - some recent tools developed under this plan include the 'Let's Carpool' and PT, Walking and Cycling Journey Planner websites.	No change recommended to the corridor plan
28	Mike Mellor		Road safety measures should include positive encouragement of these modes, by growing public transport use and providing safe and convenient walking and cycling facilities.	The Regional Road Safety Plan (cross referenced in this plan) addresses these aspects - they apply to the whole region not just Wairarapa.	No change recommended to the corridor plan
28.1			Believes the measures about the impact of increasing freight volumes focus entirely on roads. Notes that road freight is being facilitated by road improvements for which no direct charge will be made, but the only proposed rail freight improvement, the log transfer site, is required to pay its own way. Submits that this is inequitable and unbalanced.	NZTA notes that its policy on funding assistance for rail freight operations and infrastructure is based on validated business cases demonstrating funding gap, merit of the proposal and that the freight service will be self sustaining at the end of funding period.	No change recommended to the corridor plan
28.2			Suggests the Rimutaka Rail Trail should be identified as a key walk/cycle link with major tourism benefits - and connections upgraded between the Hutt River Trail/Great Harbour Way and through Wairarapa.	See earlier response under point 17.3 above.	See recommended change under point 17.3 above.

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28.3			Seeks additional weekend rail services.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
28.4			Additional weekday off-peak services.	See response to point 28.3 above.	No change recommended to the corridor plan
28.5			A crossing loop should be built between Upper Hutt and Masterton.	The Wellington Regional Rail Plan identifies double tracking from Trentham to Upper Hutt as a medium term network enhancement project and will be a priority if funding can be made available. Other track works are not planned in the short to medium term.	No change recommended to the corridor plan
28.6			Push-pull trains should be investigated to improve turn-around time.	Push-pull trains could be one of the solutions considered for shuttle services between Masterton and Upper Hutt under the long-term measures in the plan.	No change recommended to the corridor plan
28.7			Overcrowding issues on trains need to addressed now.	In the short term, some reconfiguration of current services to increase seating capacity was considered but has been put on hold due to decreased patronage over recent months. The new SE carriages, due from late 2010, will also provide increased capacity once these can be used on Wairarapa rail services.	No change recommended to the corridor plan
28.8			Current train services should be examined in terms of their passenger convenience -eg. luggage arrangements	The current Wairarapa passenger trains have been designed with passenger convenience in mind (e.g. toilets, luggage wagon, power points, tables etc). However, the GW Public Transport Group notes that they welcome specific suggestions for improvements.	No change recommended to the corridor plan

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28.9			Seeks better publicity of existing bus/rail connections and seeks additional weekend bus/rail connections for Greytown.	New improved Wairarapa bus services commenced operating in 2007 and are due to be reviewed in the 2010/11 financial year. Your request about publicity of bus/rail connections has been passed to the GW Metlink team for consideration.	No change recommended to the corridor plan
28.9a			The relevant initiatives from the other plans (TDM, Road Safety, Walking and Cycling) should be spelled out, with explicit reference to their application to the Wairarapa.	These region wide implementation plans for TDM, Road Safety, Walking and Cycling are cross referenced in the Wairarapa Corridor Plan at the high level, but repeating all of the actions in these other plans here would result in a very lengthy action plan with much duplication. We note that these other region-wide plan do sit alongside this corridor plan in the RLTS folder.	No change recommended to the corridor plan
29	Selwyn Blackmore	NZ Transport Agency	Overall supportive of the draft plan. Notes the Agency's involvement in the development of the plan prior to consultation. Seeks several minor amendments as set out below.	Noted.	No change recommended to the corridor plan
29.1			Under strategic context section the draft plan refers to RLTS 2007-2016, assume this will be updated to reflect pending update to the strategy.	Yes. The plan will be updated to reflect the status of the RLTS review at the time of adoption.	Recommended change: Update any text to reflect new RLTS as needed.
29.2			On page 9, the draft plan requires 'all agencies' to advocate for improvements to the Pahiatua Track. Believes it is not appropriate for NZTA to do so. Suggests the responsibility for this action be changed to the relevant local government agencies.	Accept that the advocacy for this particular project would be to NZTA for funding to be included in the NLTP - therefore agree it may not be appropriate for NZTA to advocate.	Recommended change: Change the responsibility under this measure to 'Greater Wellington, MDC, CDC, SWDC'
29.3			Suggests that investigation and design of safety improvements at SH2/Buchanan Place intersection could be added under the safety actions - funding is allocated in NLTP and investigations due to be completed by 2012.	Agree that this project should be included in the plan as it addresses road safety associated with heavy vehicles using this intersection - the measure could be included as part of the existing Norfolk Rd/SH2 action with construction by 2015 - a realistic date after the investigation/design stage to signal the desire to see the project progressed.	Recommended change: Add new text in the plan to read - 'Construct intersection improvements at Norfolk Rd/SH2 and Buchanan Pl/SH2 to ensure the increasing number of vehicle movements at <i>these</i> locations can be safely and efficiently accommodated'.

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29.4			Suggests moving the Norfolk Rd/SH2 intersection upgrade from freight heading in the plan to the road safety heading - while improvements are to safely accommodate expected growth in heavy vehicles to/from Waingawa on SH2, the safety benefits will be for all road users.	Measure could sit under either Freight or Safety heading, but as it has safety benefits for all road users - agree best place is under Safety.	Recommended change: Move action from Freight to Safety in actions table.
29.5			In relation to the action under the freight heading to 'review the potential impacts of a significant increase in freight volumes and likely increases in heavy vehicle dimensions.....' notes there is currently no funding for such review in 2009-2012 NLTP. However believes a review does have merit and could be funded in next RLTP, therefore suggests pushing timing out to 2013. This would however mean that any projects identified as a result of the review would not be able to be considered for funding until the 2015 - 2018 NLTP.	Given the likely impacts of a significant increase in freight volumes are forecast from around 2015 onwards, pushing the review out to the next RLTP and therefore the construction of any required projects until after 2015 is not ideal to address the needs of the corridor. However, we suggest that in the meantime, the needs of over dimensioned vehicles through Wairarapa corridor should be addressed as part of the current NZTA project to identify high productivity freight routes and associated needs.	Recommended change: Adjust the timing for the NZTA freight impacts review - page 10 of the draft plan - from 2012 to 2013.
30	Judith Callaghan		Suggests that the Masterton Eastern Bypass is very unlikely to happen by 2016 due to Masterton having expensive infrastructure upgrade commitments for the next 15-20 years. Suggests may happen a long time in the future.	Noted. The investigation and design phases for this project have been allocated funding in the NLTP 2009 - 2012 and MDC Annual Plan. Funding for the construction stage will be considered in the next NLTP 2015 -2018 and future Annual Plans/LTCCPs.	No change recommended to the corridor plan
31	Neville Hyde	CentrePort Wellington	The importance of efficient transport infrastructure and service delivery is key to the viability and performance of CentrePort's operations and all businesses within the region.	Noted.	No change recommended to the corridor plan
31.1			Pleased to see recognition in the plan given to not only freight but also tourism needs.	Noted.	No change recommended to the corridor plan
31.2			Believes the plan correctly identifies the key issues and priorities, recognising the importance of expected increases in freight (log and other) over the next decade.	Noted.	No change recommended to the corridor plan

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31.3			Fully endorses the measures to be implemented within 10 years in the plan under 'Road Safety' and 'Freight' - they have direct relevance in addressing efficient movement of Port freight, ferry passengers and tourism associated with cruise ships.	Noted.	No change recommended to the corridor plan
31.4			Also supports the beyond 10 year measures in the plan.	Noted.	No change recommended to the corridor plan
32	Simon Everett	Wairarapa District Health Board	Notes that a 'rapid assessment' using health impact assessment processes was carried out on the draft plan and lists a number of potential positive and negative health outcomes from the plan (see full submission for comprehensive list).	Noted. When looking at a strategic transport plan such as this through a health specific lens both positive and negative impacts on the various health determinants can be expected.	No change recommended to the corridor plan
32.1			Recommends the plan increase rather than maintain public transport services and align timetables with commuter needs.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
32.2			Suggests GW and Wairarapa councils increase and promote the use of public transport.	Noted. This comment will be passed on the relevant GW officers for consideration.	No change recommended to the corridor plan
32.3			Suggests noise pollution is monitored during development and construction of the corridor plan.	The corridor plan is a strategic plan that identifies a range of measures and actions to be progressed. Noise pollution issues would be addressed through the consenting and construction phases of the specific projects as they are implemented.	No change recommended to the corridor plan
32.4			Suggests GW and Wairarapa councils play a stronger role in promoting the benefits of free modes - eg. walking, cycling, car-pooling, SuperGold card.	Greater Wellington and local councils promote the benefits of walking, cycling, public transport and car pooling through programmes identified in the Regional TDM Plan. This plan is cross referenced in this corridor plan.	No change recommended to the corridor plan
32.5			Believes GW should fund rail services to provide, supply and maintain adequate safety barriers at level crossings.	Greater Wellington does not fund or provide safety barriers at rail crossings. This work is carried out by KiwiRail.	No change recommended to the corridor plan

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32.6			Recommends that GW fund a Health Impact Assessment for the draft corridor plan (focusing on proposed traffic bypasses).	A HIA was carried out during the development of the existing RLTS to check its contribution to the objective 'Protect and promote public health'. This plan has been developed under the policy framework of the RLTS.	No change recommended to the corridor plan
33	Kereana Sims	Carterton District Council	Supports and agrees with the actions identified in plan for NZTA to implement.	Noted.	No change recommended to the corridor plan
33.1			Supports extending the seal on rural roads of special tourist significance where cost effective - several of these in Carterton - but need adequate subsidies.	Noted. NZTA advise that under the current National Land Transport Programme, seal extensions on local roads, even those on tourism routes, have been given a very low strategic priority. The existing measure in the plan to carry out local road seal extensions - where cost effective - is still considered appropriate as an ongoing action for the corridor.	No change recommended to the corridor plan
33.2			Will take all opportunities to advocate and support Horizons for improved connections via the Pahiatua Track. Notes that key connections to the Pahiatua Track (eg. Mangamaire turnoff from SH2) also require upgrading.	Noted. See proposed amendment to cover connections to the Pahiatua Track.	Recommended change: amend text to read - Advocate for improvements to the Pahiatua Track, and key connecting links, as an important route for...
33.3			Supports all of the actions within the first 10 years under Freight.	Noted	No change recommended to the corridor plan
33.4			Suggests that several heavy vehicle bypass routes could be created within ten years to improve freight connectiveness and road safety. The first is a heavy vehicle bypass of Carterton CBD via Dalefield Rd, Lincoln Rd, Kent St. The second is a HCV bypass around Waingawa via Wiltons Rd, following the rail corridor across a new river bridge over the Waingawa River to join with the existing Masterton (north-western) heavy vehicle bypass at Ngaumutawa Rd.	The long term measure in the plan is to investigate the need for (state highway) traffic bypasses - NZTA has advised that they will not be carrying out investigations within the next ten years. However, there is no reason why local councils (in discussion with NZTA) should not investigate the merit of any Heavy Vehicle only bypass options (as they see fit) in the interim. A case for any funding assistance for such investigations would need to be made through the next RLTP/NLTP process.	Recommended change: Add new measure under Freight heading to read - Investigate the potential for heavy traffic only bypasses where opportunities exist, to remove heavy vehicles from SH2 through towns.

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33.5			Agrees with action to <i>improve the cycle network...particularly in urban areas</i> - but seeks this responsibility be widened to all TAs including CDC.	Agree. See recommended amendment.	Recommended change: Add CDC and SWDC to the responsibility column alongside the action to 'improve the cycle network...particularly in urban areas....'
33.6			Supports action to review shoulder widths - but would like to see review extended to include seal quality and other safety issues (eg. separation barriers on bridges vs marked cycle lanes).	Agree - the review should cover both width and quality of sealed shoulders and other relevant safety issues for cyclists.	Recommended change: Amend text to read - Review shoulder widths <i>and quality</i> on open state highways and open local roads...
33.7			Supports actions to consider needs of pedestrians in townships along SH2 - and take every opportunity to improve pedestrian safety, amenity, SH2 crossings, and adjacent network connectivity.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
33.8			Supports the public transport actions identified for GW to progress.	Noted.	No change recommended to the corridor plan
33.9			Suggests the PT services need to provide for travel to the Wairarapa better - not just commuters to Wellington.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets.	No change recommended to the corridor plan
33.9a			Seeks better integration between rail/bus/shuttle/taxi services.	New improved Wairarapa bus services commenced operating in 2007 and are due to be reviewed in the 2010/11 financial year. The new services provided for a number of train/bus connections. Connections will be reviewed again as part of the forthcoming review.	No change recommended to the corridor plan

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33.9b			Seeks more cycle storage/carriage space on trains.	Current rules allow for the carriage of bikes on the regional rail network in general and the new Matangi trains have been designed to allow the carriage of bikes. Bikes can be carried on the Wairarapa trains, subject to available space. The operational policy is under review and will include looking at cycle storage at rail stations. There will be promotions of the new policies.	No change recommended to the corridor plan
33.9c			Notes that a potential new park and ride facility for the southern part of Carterton has been identified and will be discussed with GW.	Noted. This comment will be passed on the relevant GW officers for consideration.	No change recommended to the corridor plan
33.9d			Supports consideration of shuttle service between Masterton and Upper Hutt - but suggests timing be bought forward to within 10 years.	The ideas of a rail shuttle service from Upper Hutt to Masterton has merit and is included in the long term measures in the plan. It is not currently feasible because of the inability to turn engines around at Upper Hutt, but could be in future following relevant track works and/or availability of push-pull trains from Auckland. Given the pressure on rail funding, it is unlikely that the necessary infrastructure is affordable in the short to medium term.	No change recommended to the corridor plan
33.9e			Supports the rollout of the government's rural broadband initiative in Wairarapa and implementing the initiatives in the regional safety, TDM, walking and cycling plans.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
33.9f			Notes that adequate funding will need to be forthcoming to ensure the actions in the plan can be progressed.	Agree. Advocacy to central government for funding support for these activities will be needed.	No change recommended to the corridor plan
34	Wayne Wallace	Horizons Regional Transport Committee (Chair)	Agrees with the direction of the plan and the packages of improvements to be implemented over the next 10 years.	Noted.	No change recommended to the corridor plan
34.1			Endorses the inter-regional outcomes developed through the current RLTS review process. Notes that while the majority of inter-regional flows occur via the Western Corridor, the Wairarapa Corridor forms an important secondary link.	Noted. The new inter-regional outcome will be consulted on and formally confirmed through the RLTS review process.	No change recommended to the corridor plan

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34.2			Notes that upgrade of the Pahiatua Track is a high priority in its RLTP, but that the NLTP ranks the project as 'possible' meaning it is unlikely to begin construction under the current NLTP (2009 - 2012) time frame. Notes that Horizons will continue to advocate for funding as soon as possible.	Noted. The Wellington Regional Transport Committee will continue to support Horizons by advocating for these improvements - as set out in the plan.	No change recommended to the corridor plan
34.3			Supports the development of a log transfer site at Waingawa, particularly given increasing demands on Rimutaka Hill Road and the associated potential for more conflict between cars and heavy trucks. While most freight transferred to rail would be southbound, some would go north and therefore the benefits of a log transfer site are inter-regional.	Noted.	No change recommended to the corridor plan
34.4			Notes the uncertainty about long term future of rail network north of Masterton suggested in the background paper. Horizons will advocate for continued and increased use of this vital piece of infrastructure. A log transfer site at Waingawa would serve to increase the importance of the rail network north of Masterton.	See response under point 11.3a above	Recommended change: See 11.3a above
35	Lachlan Wallach	Upper Hutt City Council	Strongly supports continued upgrade of Rimutaka Hill Road.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
35.1			Supports options to move logs by rail rather than increased truck movements via SH2.	Noted. These measures are included in the plan.	No change recommended to the corridor plan
35.2			Supportive of improved walking/cycling connections between Hutt Valley and Wairarapa but suggests Rimutaka Hill Rd not safe or practical and Rimutaka incline not suitable for all, so suggests promotion of bikes on trains as providing for this link.	The Regional Cycle Network map does not currently include the Rimutaka Hill Road and suggests that this connection is best made by train. These comments will be considered when the new operational policy on the carriage of bikes on trains, under development, is released and promoted.	No change recommended to the corridor plan
35.3			Supports advocacy for newer locomotives for passenger rail services on Wairarapa line - reliability is crucial.	Noted. This measure is included in the plan.	No change recommended to the corridor plan

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35.4			Seeks further/stronger actions to move freight from road to rail - NZTA and KiwiRail should <i>proactively encourage</i> as they would both benefit.	NZTA notes that its policy on funding assistance for rail freight operations and infrastructure is based on validated business cases demonstrating funding gap, merit of the proposal and that the freight service will be self sustaining at the end of funding period.	No change recommended to the corridor plan
35.5			Suggests action to 'review shoulder widths...' in relation to cycling should have a specified date for completion rather than 'ongoing'.	The NZTA has determined target seal widths for each road class, as outlined in the Wellington Region Asset Management Plan. Typically, roads that carry higher volumes of traffic have wider target seal and shoulder widths. NZTA advises that it programmes seal width improvements as part of ongoing maintenance to achieve the best value for money. 'Ongoing' is therefore the most appropriate timing for this measure.	No change recommended to the corridor plan
35.6			Under the heading 'Travel Demand Management' suggests the responsibility - 'All agencies' - is too wide - suggests key agencies be named.	Noted. All agencies who are financial partners to the plan could be listed - eg. GW, NZTA, UHCC, SWDC, CDC, MDC - these agencies will need to work with other agencies to implement measures - eg. Schools, Police, Regional Public Health etc.	Recommended change: List the relevant agencies under the responsibility column for this measure.
35.7			Suggests more specific targets may be more effective in relation to implementing the initiatives of other regional plans.	More specific action progress targets sit alongside the specific measure in those other implementation plans. Repeating all of those targets here would result in a lot of duplication and a very lengthy plan.	No change recommended to the corridor plan
36	Glen Evans	Wellington Civic Trust	Seeks undertaking in the plan that a comprehensive study to achieve a goal of improving rail transport service to Wellington, as a priority, rather than road transport.	The Regional Rail Plan sets out a comprehensive plan for developing and improving the rail network over the short, medium, and long term. This has been a key input to the draft corridor plan.	No change recommended to the corridor plan

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36.1			Suggests need to look urgently at how the rail transport can be improved to increase the number of commuters who travel by train rather than by road and seeks practical means by which this can be achieved.	With the current rolling stock there are limitations to the services that can be provided. However, Wairarapa rail services will be reviewed once more carriages become available following the introduction of the new electric Matangi trains from late 2010, in line with available budgets. Encouraging increased use of rail by commuters will continue through programmes in the Regional TDM Plan and Metlink promotional work.	No change recommended to the corridor plan