

Summary of NZTA submission, officer comments and recommendations

#	REFERENCE	ISSUE	Comment	Recommendation
1	Executive Summary Section 1 Page 4-6	NZTA strongly supports references to the Government's current investment priorities and the Wellington Northern Corridor RoNS programme in the Executive Summary. NZTA also supports the focus on multi-modal transport solutions and the acknowledgement of the need for better integration between transport modes and land use outcomes. For clarification and consistency it is recommended that paragraph 4 (page 6) be amended.	Agreed.	Change text as suggested to: "In December 2009 the NZ Transport Agency also announced its decision to invest over \$2 billion in the Wellington Northern Corridor Road of National Significance. This funding will enable most of the State Highway activities identified in the Western Corridor Plan and the Ngauranga to Wellington Airport Corridor Plan to be substantially completed within ten years. "
2	Vision Section 2 page 8	NZTA supports the vision statement and detailed aspirations set out in section 2, subject to the following three observations. 1. Cost constraints are only referenced in relation to managing traffic congestion. Was consideration given to adding a similar qualifier to other aspirations e.g. zero safety targets and public transport aspirations?	The public transport aspirations describe how Greater Wellington wants to move towards achieving our public transport outcomes and targets – then build on from there. The traffic congestion aspiration is for congestion to be appropriately managed at an acceptable level. The difference between "increase" and "manage" for public transport and traffic congestion means that the aspirations were written taking different pressures into account.	No change with regard to cost constraints is recommended.

#	REFERENCE	ISSUE	Comment	Recommendation
		<p>2. The zero safety target is significantly more ambitious than the road safety vision set out in Safer Journeys 2010-2020 (Safer Journeys).</p>	<p>The vision expresses an ideal long term view. We note that the safety aspiration is to “help to ensure that no one is killed or seriously injured...” This statement is based on Greater Wellington’s assertion that no amount of deaths or serious injuries is acceptable on the roads in the region.</p>	<p>No change with regard to the road safety aspiration, but change explanatory text on page 47 paragraph 4 from “The RLTS Vision statement seeks that no one will be killed or seriously injured on the region’s roads” to “The RLTS Vision statement reflects the assertion that no amount of deaths or serious injuries are acceptable when travelling in the region.”</p>
		<p>3. The vision includes an aspirational statement that “More bulk freight will be moved by rail and coastal shipping when appropriate”. This aspiration appears to be contrary to other statements in the document, which indicate that freight movements by rail and coastal shipping are minor compared to other modes and are unlikely to increase significantly in the future.</p> <p>NZTA recommends that either further clarification of “when appropriate” is provided or the statement is removed.</p>	<p>While Greater Wellington acknowledges the amount of bulk freight moved by rail and coastal shipping is minor; that does not mean these freight modes should be ignored at the strategic level.</p>	<p>Change to reflect the KiwiRail Turnaround Plan terminology –</p> <p>“More bulk freight will be moved by rail and coastal shipping when sustainable.”</p>
3	<p>Growing Economy</p> <p>Section 3.2.2</p> <p>page 12</p>	<p>NZTA strongly supports the statement in section 3.2.2 paragraph 2 which aligns well with the current investment focus of the Government and NZTA.</p> <p>In addition to the regional economic growth projections, we recommend that reference is made to the role of key regional transport corridors in supporting and enabling national economic growth.</p> <p>Similar provisions could also be included in section 3.3.2 Economic Development.</p>	<p>NZTA’s strong support is noted.</p> <p>The concept of key regional transport corridors is covered in section 3.3.2 by the first sentence of that section: “Economies rely on effective and reliable transport networks to function.”</p>	<p>Amend text to incorporate idea of key regional transport corridors.</p> <p>Section 3.2.2 – Change paragraph 2 to “The efficient movement of people, goods and services along key regional transport corridors and local roads is crucial ...”</p> <p>No change to section 3.3.2.</p>

#	REFERENCE	ISSUE	Comment	Recommendation
4	Increasing Travel Demand Section 3.2.3 Page 14-15	NZTA recommends that paragraph 2 on page 14 is amended by adding increased safety risks to the list of potential effects associated with increased trips and trip duration.	Agree with suggested change to paragraph 2 on page 14.	Amend paragraph 2 to read: "This means more vehicle kilometres travelled (VKT), which contribute to additional CO2 emissions and other environmental impacts, increased safety risks, longer peak period journey times and more congestion."
		NZTA suggests that paragraph one on page 15 could be revised to recognise that a range of interventions will be required to manage and respond to the increasing demands for travel. This includes measures to reduce the need to travel, as well as targeted capacity improvements on congested critical routes to reduce journey times and the cost of travel.	The Pressures and Issues chapter is concerned with identifying what is affecting transport in the region, not necessarily what is intended to deal with those pressures and issues. The Travel Demand Management and Corridor Plans are included alongside the RLTS and contain the specific interventions in the identified areas in this section of the submission.	Amend paragraph to: "As shown in Figure 7, in a medium scenario we are forecasting around 26% [updated value] growth in VKT over the next 30 years. Modelling work for the strategic options indicates that different measures to manage and respond to various levels of increasing demand for travel can combine to reduce VKT or increase its rate of growth out to 2040. Interventions to reduce growth in VKT need to ensure a high level of access and interaction are maintained to minimise disruption to economic and social activity."
		It is also unclear whether Figure 7 on page 15 (Projected regional VKTs per annum) includes traffic projections associated with the RoNS?	Figure 7 displays charts generated from the Modelling Report background technical document. This background work included the projects identified for the Wellington RoNS.	
5	Access and mobility Section 3.3.1 Page 17	While the NZTA acknowledges that the provision of viable alternative modes is critical to the development of the region's transport networks, NZTA considers it is important that roading infrastructure improvements are recognised as part of the package of solutions to improve access across the transport network.	<p>Agree in principle.</p> <p>The roading network provides critical linkages in Wellington's economy. The Strategic Options Assessment identified that mixed investment in roads and public transport is the best approach to manage congestion as the population and economy of the Wellington region grows.</p>	<p>Amend text as follows:</p> <p>"To maintain a good level of access it is necessary to ensure better transport linkages between activities in different areas allow greater access to markets and employment opportunities. This allows markets to operate more efficiently. There is also a pressing need to limit the growth in car traffic in the cities and ensure viable alternatives to travel by private car are available."</p>

#	REFERENCE	ISSUE	Comment	Recommendation
6	Economic Development Section 3.3.2 Page 17	<p>The GPS states that the “government’s priority for investment in land transport is to increase economic productivity and growth in NZ”.</p> <p>It is recommended this section is revised to recognise the important link between economic development and freight generation. This could include adding a reference to Section 3.3.7 Freight and to the scheduled investment in the Wellington Northern Corridor RoNS, being a cornerstone in the Government’s strategy to encourage regional and national economic development.</p>	<p>Agree that the wording in the GPS is as indicated; and that the RoNS concept is the cornerstone in the Government’s implementation programme for the GPS.</p> <p>Agree that freight is important to economic development. However freight issues are covered under section 3.3.7 which states that “There is a direct relationship between economic growth and freight growth.”</p>	<p>Change wording as suggested to:</p> <p>“As set out in the Government Policy Statement, the government’s priority for land transport funding is to increase economic productivity and growth in NZ. Scheduled investment on the Wellington RoNS is a cornerstone of the Government’s strategy to facilitate regional and national economic development. ”</p>
7	Transport Network Reliability Section 3.3.3 Page 17-20	<p>NZTA suggests the following sentence could be added to paragraph 1, Page 17 <u>“The development of more sophisticated supply chains and the reduction in inventories in retail stores is also placing an increasing premium on delivery within constrained time windows”.</u></p>	<p>Agree with suggested addition to paragraph 1 on page 17.</p>	<p>Add sentence to paragraph 1 on page 17 as suggested.</p>
		<p>For clarification, NZTA suggests removing the reference to the “Western Corridor” in paragraph 2 on page 19.</p>	<p>Disagree with removing “Western Corridor” from paragraph 2 on page 19 as it refers to the regional Western Corridor Plan.</p>	<p>No change recommended to the RLTS.</p>
		<p>For clarification, NZTA suggests two minor amendments to paragraph 3 on page 19.</p>	<p>Agree with minor amendments in the third paragraph on page 19.</p>	<p>Amend paragraph 3 on page 19 as suggested to:</p> <p>“The highway route can be prone to closure following traffic accidents Improvements to SH1 signalled for the next 10 years as part of the Wellington RoNS are expected to improve network reliability and reduce congestion in the long term after the route becomes operational.”</p>

#	REFERENCE	ISSUE	Comment	Recommendation
8	Traffic congestion Section 3.3.4 Page 20-22	NZTA queries whether congestion growth projections on page 21 (Figure 11) reflect projected improvements following completion of the Wellington Northern Corridor RoNS?	Yes, the projects identified in the Wellington RoNS are included in the modelling work done for the strategic options.	No change recommended to the RLTS.
9	PT capacity Section 3.3.6 Page 23	NZTA suggests a reference is added to paragraph 3 page 23, noting that changes in off-peak trips are likely to be impacted by the future of the SuperGold card.	Agree that the SuperGold scheme is an important contributor to off-peak public transport patronage.	Amend text to – “Recent trends in off-peak trips have growth faster than peak period travel, which is likely due in part to the SuperGold card , although it is uncertain whether these trends will continue.”
10	Freight Section 3.3.7 Page 24-25	Section 3.3.7 includes inconsistent references to the future role of rail freight within the region. NZTA recommends that section 3.3.7 is reworded to closer align with the intent of Policy 8.2.k and section 9.6.	Agreed that the discussion of rail freight needs some fine tuning. Greater Wellington believes that making rail freight more competitive with road freight for long distance inter-regional bulk freight movement will be beneficial to the region economically and environmentally. Amending this section along these lines will also be consistent with the RLTS submission from KiwiRail.	Amend sentence to section 3.3.7 paragraph 2 as follows: “Given that most freight journeys involve relatively short distances and are contained within the region (the average heavy commercial vehicle trip length is about 11 km), the role of rail for freight movements within the region is likely to continue to be minor.” Moving the paragraph on page 25 beginning with “The use of rail for long distance, inter-regional freight...” to just below section 3.3.7 paragraph 2 will further clarify the section’s view of rail freight.
		NZTA considers that the road freight will continue to account for the majority of freight movements in the region. However the Agency recognises that rail freight does have an important role in long haul freight, including the transportation of forestry products in the region. This view is consistent with the recently released National Infrastructure Plan.	Agreed that road freight will continue to account for the majority of freight movements within the region. Greater Wellington considers sections 3.3.7 (amended as recommended) and 9.6 are consistent with the National Infrastructure Plan.	No change recommended to the RLTS.

#	REFERENCE	ISSUE	Comment	Recommendation
		<p>For clarification, it is recommended that paragraph 1 page 25, is reworded as follows:</p> <p><i>"It is expected that investment the <u>Wellington Northern Corridor Road of National Significance (SH1 North of Levin to Wellington Airport)</u> will significantly improve the efficiency and <u>timely movement of freight</u> within the region".</i></p> <p>NZTA also suggests section 3.3.7 should be revised to recognise:</p> <ul style="list-style-type: none"> • the large number of heavy vehicle flows on SH2 between Ngauranga and Upper Hutt, linking the distribution and manufacturing centres of Upper Hutt, Lower Hutt and Seaview with the population base and port facilities in Wellington City. • the importance on public transport investment on key freight routes and commuter routes to ensure network efficiencies. 	<p>Agree with the principle that improvements will "significantly" improve the efficiency and "timely movement of freight" within the region. However, mentioning the Wellington RoNS here is unnecessary and runs counter to NZTA's other proposed change for adding commentary on road freight movements along State Highway 2.</p> <p>Agree that mentioning the large number of heavy vehicle flows on State Highway 2 should be mentioned in the section.</p> <p>We also agree with the importance of public transport investment on key freight and commuter routes.</p> <p>Additionally, local roads are also important for the movement of road freight. Improvement to key local roads to adequately handle the introduction of larger, heavier trucks may be needed where appropriate.</p>	<p>Amend paragraph 1 on page 25 to read:</p> <p>"The expected growth in road freight volumes, together with timing needs associated with freight delivery will mean an increased contribution of road freight to peak period congestion. Currently, there are significant heavy vehicle flows along State Highway 1 as well as State Highway 2 (which links manufacturing centres in Upper and Lower Hutt, as well as Seaview with the population base and port facilities in Wellington City). Likewise, the effects of congestion on freight movement have been signalled as a problem which is likely to increase with expected freight volume growth.</p> <p>"Investment on the State Highway network, local roads and public transport improvements along key freight and commuter routes will significantly improve the efficiency and timely movement of freight within the region."</p>
		<p>NZTA recommends that the target for related outcome 7.2 be reworded to closer align with the intent of Policy 8.2.k and section 9.6.</p>	<p>Having a 10 year target for removing "all" infrastructure constraints on rail freight is considered to be too ambitious and out of step with the Regional Rail Plan. Likewise, RLTS policy 8.2.k acknowledges the use of rail for freight movement is an economic decision and not necessarily a policy one.</p>	<p>Amend target 7.2 by removing the word "all". The new target is to read:</p> <p>"Infrastructure constraints to rail freight movements are removed"</p>

#	REFERENCE	ISSUE	Comment	Recommendation
11	Climate Change Section 3.3.10 Page 29	A recent analysis of regional freight movements suggests a high proportion of regional heavy commercial vehicles (HCV) movements includes an amount of empty running. NZTA notes that a reduction in empty running (e.g. due to a change in freight logistics or freight hub locations) could also contribute to a reduction in emission rates.	This issue is covered by bullet point 3 on page 29: "Encouraging improvements to heavy commercial vehicles (HCV) – their size, average load... "	No change recommended to the RLTS.
12	Integration of land use and transportation Section 3.3.12 Page 30-31	NZTA strongly supports references protecting strategic transport corridors from the adverse effects of inappropriate land use, and the corresponding need to manage this issue through statutory planning processes.	Noted.	N/A
13	Safety and Personal Security Section 3.3.13 Page 32	NZTA suggests that reference could be made to Road Safety 2020 in section 3.3.13, together with some discussion on the relationship between the priority actions in the government's strategy and the significant regional road safety issues.	The primary purpose of section 3.3.13 is to describe the current situation from a regional perspective. Safer Journeys 2020 was being developed at the same time the Regional Road Safety Plan, so the Safer Journeys process influenced Greater Wellington's.	No change recommended to the RLTS.
		NZTA suggests a reference could be added to consider changing driver behaviour when interacting with vulnerable road users when discussing perceptions of safety by pedestrians and cyclists.	Agreed.	Amend paragraph 2 on page 33 to read: "Providing lighting and open streetscapes, increasing pedestrian and cyclist numbers (eyes on the street), and improved driver awareness of vulnerable road users can positively affect perceived and actual personal security".
		NZTA also suggests that reference is made to the safety benefits which are likely to accrue for road users on SH1 following completion of the Wellington Northern Corridor RoNS.	Many of the projects on the Wellington RoNS have not gone through a detailed design phase, so the potential safety benefits are uncertain at this time.	No change recommended to the RLTS.

#	REFERENCE	ISSUE	Comment	Recommendation
14	Cycling Safety Section 3.3.14 Page 33	NZTA notes that under the Road Safety Strategy 2020 safe walking and cycling is an area of medium concern. This priority is likely to affect the amount of funding NZTA will make available for walking and cycling activity classes through the NLTP.	We note the priority setting of walking and cycling safety in Safer Journeys 2020. The statement in question reflects a regionally held view as cyclist and pedestrian safety is of high regional priority. However a mention of the relationship between Safer Journeys 2020 and the regional view is appropriate here.	After the last paragraph in section 3.3.14 on page 34 add a sentence as follows: “Safe walking and cycling is an area of medium concern nationally under the Safer Journeys 2020 road safety strategy.”
15	Travel to education facilities Section 3.3.17 Page 36	It would be useful to know if the information in Figure 18 is still valid given it is relatively old (2001).	While the data dates back to 2001, anecdotal evidence suggests that there has not been much movement to these numbers. More recent information is available from MoT and Greater Wellington’s School Travel Plan Programme monitoring.	Amend section 3.3.17 paragraph 1 to read: “Data collected between July 2003 and June 2009 indicates that a significant number of the region’s peak period trips (19%) take place between homes and educational facilities (NZ Ongoing Household Travel Survey). Of those trips, 60% of the region’s 5 – 12 year olds travel to school by private car and 34% of 13 – 17 year olds do the same (TMIF, TP007). The majority of trips between home and education facilities are less than three kilometres ...”
16	Links between strategy objectives and outcomes Section 6.1 Page 43	NZTA suggests that Table 1 on page 43 could be improved by: <ul style="list-style-type: none"> • Outcome 4.3 has the potential to deliver significant safety benefits. • Outcome 1.4 is considered to deliver significant economic benefits, particularly on key commuter and freight routes. 	Outcome 4.3 – While improving safety will improve reliability, it is unclear how improving reliability will help improve safety. Any safety benefits from improved reliability would be indirect in nature. Outcome 1.4 – agreed.	Outcome 4.3 – No change. Outcome 5.1 – Tick the box for ‘Improve access, mobility and reliability’ Outcome 1.4 – Tick the box for ‘Assist economic and regional development’

#	REFERENCE	ISSUE	Comment	Recommendation
17	Key outcome targets Section 7.1 Page 45-47	NZTA recommends that the following key actions are added/amended: 1.1 key action: <i>"Improvements to roading network to support the efficiency of the public transport network e.g. Improvements around the Basin Reserve"</i> .	This is mostly covered by 'bus priority measures' key action	Amend the 'bus priority' key action to 'bus priority measures and other supporting road network improvements' . 'Continuous bus replacements' to become its own key action.
		2.1 key action: <i>"improve walking and cycling facilities e.g. by ensuring the implementation of integrated land use and transport planning."</i>	Disagree. Integrated land use and transport planning is its own outcome (6.1) and its effects cut across all the other outcomes.	No change recommended to the RLTS.
		4.1 key action: <i>"Advancement Implementation of the Wellington Northern Corridor Road of National Significance"</i>	Agree	Change to 'Implementation of the Wellington RoNS'
		5.1 key action: <i>Implementation of the Wellington Northern Corridor Road of National Significance"</i>	Agree with intent of suggestion. Many of the RoNS projects have not yet been designed so any safety benefits are uncertain at this time.	Amend key action to "Advocate for inclusion of safety measures in the Wellington RoNS and other projects "
		NZTA suggests paragraph 4 page 47 is amended to indicate the location of fatal accidents (ie state highways v local roads). This could assist in determining the type of responses required to address the problem.	The suggestion for paragraph 4 on page 47 is more appropriate for the Pressures and Issues chapter.	Add paragraph to section 3.3.13 (with accompanying charts on crash numbers by location and social cost by location) as follows: "In the Wellington region, the number of crashes and their social costs is highest on our local urban roads. This is related to the fact that the greatest amount of VKT occurs on those roads. However, the social cost of 'fatal' and 'serious' road crashes is also relatively high on both state highway and local open roads where vehicles are travelling much faster and the consequence of collision is more likely to be severe."

#	REFERENCE	ISSUE	Comment	Recommendation
18	Related outcome targets Section 7.2 Page 48-50	NZTA recommends that the following key actions are added/amended: 1.2 key action: <i>"Roading network to support the efficiency of the public transport network e.g. Improvements around the Basin Reserve"</i> .	Disagree. This is not considered to be a 'key issue' for the off-peak. The congestion that this 'key action' would address is not considered to be a key issue for public transport services during the off-peak times.	No change recommended to the RLTS.
		4.3 key action: <i>"Implementation of the Wellington Northern Corridor Road of National Significance"</i>	Agree with intent of suggestion. Many of the Wellington RoNS projects have not yet been designed so any safety benefits are uncertain at this time.	Amend key action to 'Advocate for inclusion of safety measures in the Wellington RoNS and other projects'
		7.2 target: Review to closer align with the intent of Policy 8.2.k and section 9.6.	Agreed. Further explanation above in the comment section for Freight.	Amend target 7.2 by removing the word "all". The new target is to read: "Infrastructure constraints to rail freight movements are removed"
19	Network Management Policies Section 8.1 page 51-52	Policy R on page 52 refers to Transmission Gully (TG) being the long term solution network reliability issues on SH1. NZTA strongly recommends that an additional policy is added: <i>"Ensure that the proposed improvements to SH1 that form part of the Wellington Northern Corridor Road of National Significance programme are developed as the long term solution to reduce congestion, improve safety and improve network reliability on for SH1 between the Wellington Airport and Otaki (and onwards to North of Levin)"</i>	Transmission Gully has gone through an extensive community consultation process and has been specifically endorsed by the Regional Transport Committee as a preferred option. The design of other Wellington RoNS projects are still being worked through with local communities, so there may be other considerations than those listed in the submission.	No additional policy recommended.

#	REFERENCE	ISSUE	Comment	Recommendation
		<p>While Policy S on page 52 remains relevant, the RoNS announcement effectively extends the section of existing SH1 that may be bypassed. NZTA strongly recommends that an additional policy is added:</p> <p><i><u>“Ensure the long term purpose of the existing SH1, between MacKays Crossing and Otaki is agreed and the route is managed in a way that is consistent with its long term purpose once the Wellington Northern Corridor Road of National Significance is operational.”</u></i></p>	<p>The proposed policy does not define what the ‘long term purpose’ of the former parts of State Highway 1 would be. Further discussions with KCDC have indicated that it is still too early in the process to determine what that long term purpose would be. Therefore, it is not considered appropriate to include this new policy at this time.</p>	<p>No additional policy recommended.</p>
20	<p>Safety Policies Section 8.3 page 53</p>	<p>NZTA recommends policies 8.3a – 8.3e relating to safety are reviewed to ensure consistency with the Safer Journeys Road Safety Strategy 2010-2020.</p>	<p>Policy 8.3.a was specifically amended to take into account Safer Journeys 2020. The areas identified as high concern by Safer Journeys 2020 are all included in policy 8.3.a except for motorcycle users.</p>	<p>Add new policy of: ‘Support improved safety (perceived and real) of motorcyclists from risks posed by traffic and other hazards’</p>
21	<p>Integrated Planning Policies Section 8.5 Page 54</p>	<p>NZTA strongly supports the integrated planning policies in section 8.5, in particular policies 8.5a, d and e. These policies set a strong framework for development of an integrated and efficient transport system, of which the Wellington Northern Corridor RoNS forms a key part.</p>	<p>Noted.</p>	<p>N/A</p>
22	<p>Programme prioritisation and funding Section 8.8 Page 56-57</p>	<p>NZTA notes that the definition of “Effectiveness” in section 8.8.c differs to the NZTA definition. Given that the definitions for strategic fit and efficiency in section 8.8.c align with NZTA definitions, NZTA would recommend the effectiveness definition is amended to include a reference to the Land Transport Management Act.</p>	<p>The definition of “Effectiveness” was a deliberate decision of the Regional Transport Committee to ensure the RLTP prioritisation process is consistent with the strategic direction set in the RLTS (LTMA 14(a)(iii)(B)).</p>	<p>No change recommended to the RLTS.</p>

#	REFERENCE	ISSUE	Comment	Recommendation
23	The role of Private Vehicles Section 9.1 Page 63	NZTA notes that motor cycling is identified as highest relative risk mode, and that this is a growth mode. However it is unclear which implementation plan will be used to address this issue.	The Regional Road Safety Plan and the relevant corridor plans (particularly the Wairarapa Corridor Plan) contain interventions to address this issue.	No change recommended to the RLTS.
24	The role of freight Section 9.6 Page 68	NZTA suggests section 9.6 is amended by adding reference to freight flows on SH1. The importance of freight movements on SH1 is likely to increase as the Wellington RoNS become operational.	Agree that freight movements along State Highway 1 are substantial and deserve mention.	Amend the last sentence of paragraph 3 on page 68 to read: "While freight movement on State Highway 1 is significant, State Highway 2 between Ngauranga and Upper Hutt has the highest daily flow of heavy vehicles in NZ."
25	Integration of modes Section 9.8 Page 69	NZTA strongly supports section 9.8. It is noted that opportunities to combine cycling trips with other modes would also exist if provision was made for bikes on buses and trains, and if there was appropriate integration at transport hubs.	NZTA's support for section 9.8 is noted. Agree in part with the suggestions for paragraph 3. Allowing bikes on buses is not specifically included because current legislation does not allow for that provision.	Amend paragraph 3 to: "In particular, safe cycling routes and cycle storage provision on vehicles and at key transport hubs will be crucial to achieving good integration between cycling and other modes."
26	Road Safety Section 10.1.2 Page 75	NZTA recommends section 10.1.2 is reviewed to ensure reference is made to the Safer Journeys Road Safety Strategy 2010-2020, particularly in paragraphs 4 and 5.	Reference is currently made, but is not explicit.	Amend the last paragraph on page 75 to read: "... and safer speeds – consistent with the approach used in the national Safety Journeys 2020 strategy."
27	Western Corridor Plan Summary Section 10.2.1 Page 78	NZTA supports references in Footnote 54 of section 10.2.1 (page 78).	Noted.	N/A

#	REFERENCE	ISSUE	Comment	Recommendation
28	Funding Section 11 page 81	For clarification NZTA suggests paragraph 2 of section 11 (page 81) is reworded.	Agree.	Change as suggested to: "The Regional Land Transport Programme (RLTP) details the indicative three year programme of potential projects and funding requirements, together with significant activities proposed over the next 10 years. The RLTP is a key input into the National Land Transport Programme (NLTP) which is compiled by the NZ Transport Agency. The NLTP is a three year document that prioritises activities from all RLTPs against national criteria, including the Government Policy Statement. The NLTP includes activities that the NZ Transport Agency anticipates will be funded from the National Land Transport Fund (NLTF). To be included in the NLTP, activities must either be proposed in a regional land transport programme or be an activity that is to be delivered nationally. They must also be of a sufficient priority to be funded."
29	Available Funding Section 11.1 Page 82	For clarification NZTA recommends the following sentence is added to bullet point 2 in section 11.1 (page 82): <u>"Approximately \$118 million remains uncommitted, and if unused by 2015, will revert to National (N) funds".</u>	Agree in principle. Following further advice from NZTA we expect that all R funds will be committed before this date.	Amend suggested sentence to: <i>"Approximately \$118 million remains uncommitted. If unused by 2015 this will revert to National (N) funds, however, it is expected that most – if not all – R funds will be spent or committed by 2015."</i>

#	REFERENCE	ISSUE	Comment	Recommendation
		<p>NZTA recommends amendments to bullet 3 (p 82):</p> <p><i>"C1*insert footnote (announced 27 January 2005 <u>and is required to be committed by 14/15</u>)</i></p> <p><i>C2*insert footnote (announced 5 July 2005 <u>and is required to be committed by 15/16</u>)</i></p> <p><i>C3 (announced 5 July 2005 <u>and is required to be committed by 15/16</u>)</i></p> <p><i>*footnote <u>These amounts are subject to change as a consequence of the Government's decision to change the funding arrangements for rail infrastructure.</u>"</i></p>	<p>Agree in principle. However, further discussions with NZTA have established the correct dates are set out in LTMAA 2008 Schedule 2, section 14 'Transitional and savings provision'.</p>	<p>Amend dates to:</p> <p><i>"C1*insert footnote (announced 27 January 2005 and is required to be committed by 15/16)</i></p> <p><i>C2*insert footnote (announced 5 July 2005 and is required to be committed by 16/17)</i></p> <p><i>C3 (announced 5 July 2005 and is required to be committed by 16/17)</i></p> <p><i>* footnote These amounts are subject to change as a consequence of the Government's decision to change the funding arrangements for rail infrastructure."</i></p>
30	<p>GPS</p> <p>Section 11.3</p> <p>Page 83</p>	<p>For clarification NZTA recommends section 11.3 is amended:</p>	<p>Agree, but note that Greater Wellington disagrees with the inclusion of the material on the 2009-12 NLTP as this will date the RLTS because there will be a new GPS and NLTP midway through the effective life of the RLTS 2010.</p>	<p>Amend section 11.3 to read as follows:</p> <p>"The Government Policy Statement on land transport funding (GPS) sets out impacts that the Government seeks to achieve from its investment in land transport. It also sets out how it will achieve these impacts through funding certain activity classes, how much funding will be provided over a ten year period and how this funding will be raised.</p> <p>The GPS is reviewed every three years. The NZ Transport Agency must also ensure the National Land Transport Programme gives effect to the GPS.</p> <p>The GPS 2009/10 -2018/19 clearly signals the government's priority for land transport investment is to increase national economic growth and productivity in New Zealand."</p>

#	REFERENCE	ISSUE	Comment	Recommendation
31	Funding for the Wellington Northern Corridor RoNS Section 11.4 Page 83	NZTA strongly supports section 11.4 which details funding provision for the Wellington Northern Corridor RoNS. For clarification it is recommended the section is amended.	Agreed.	Amend as suggested to read: “In December 2009 the NZ Transport Agency announced its decision to invest over \$2 billion dollars in the Wellington Northern Corridor Road of National Significance (State Highway 1 from Levin to Wellington International Airport. This will significantly transform the region’s roading network over the period of this Strategy and deliver against a number of RLTS outcomes and policies. This funding is targeted over three phases: - Phase 1: Aotea Quay to Ngauranga improvements, - Basin Reserve upgrade, MacKays to Peka Peka Expressway and Peka Peka to Otaki - Phase 2: Transmission Gully - Phase 3: includes – Mount Victoria duplication and Ruahine Street widening, and Terrace Tunnel duplication”
32	Implementation and corridor plan reviews Section 12.3 Page 86	Table 7 (page 87) indicates that the Ngauranga to Wellington Airport Corridor Plan is scheduled for review in 2015/16. As noted in paragraph 3 on page 87 the timing of some projects in the Corridor Plan need to be brought forward. NZTA strongly recommends that Greater Wellington reconsider bringing the review of the Ngauranga to Wellington Airport Corridor Plan forward to 2011/12.	Disagree. The timing of measures in the Ngauranga to Wellington Airport Corridor Plan are structured around a set of identified ‘Immediate priorities’. The Regional Transport Committee went through a collaborative and very deliberate process in formulating the Immediate priorities as well as the timing of the measures in the Plan. NZTA was a party to these processes.	No change recommended to the RLTS.

#	REFERENCE	ISSUE	Comment	Recommendation
33	Section 14 Page 92	Section 14 Paragraph 6 states that SH1 corridor been recognised by the Ministry of Transport as a RoNS. It is assumed that reference should be made to the Minister not the Ministry.	Throughout the RLTS, when referring to the Wellington RoNS, mention is made that it was first identified in the 2009 GPS. The reference in this section should continue that convention.	Amend paragraph 6 to read: "... as well as by the 2009 Government Policy Statement as a road of national significance."
34	Appendix 1 Strategic Transport Network	NZTA notes that no strategic walking and cycling routes are identified in the strategic transport network. It is also noted that some of the strategic local roads listed on page 102 include sections of State Highway network e.g. Vivian Street.	A map of the Regional Cycling Network is included in the Regional Cycling Plan 2008. No current map of significant walking routes exists for the Wellington region. The appendix lists roads that are identified in the relevant TA district plan as being of significance (ie. either arterial roads or 'distributors').	Remove 'local' from the heading 'Strategic local roads (by district). Incorporate commentary on the Regional Cycling Network in Appendix 1 which reads: "The Regional Cycling Network was developed collaboratively through the regional cycling forum. It identifies the core strategic routes which link the region's centres and should provide an acceptable level of service. The identified network follows the region's state highways, however alternative off-road routes are provided along some sections of the network. It is expected that each TA in the region will identify their important cycle routes through development of their local cycling strategies."
35	Appendix 2 Statutory Context	NZTA suggests that table A2.1 could be amended by adding private funders (ie developers) as a funding source to pedestrians and demand management.	Agree with adding 'Private' to the Pedestrians category as this would be consistent with the Wellington RPS. Disagree with adding to the Demand management category as it is unclear how private funds deliver on these programmes.	Add 'Private' to the funders in the Pedestrians category. No change to the Demand management category.

#	REFERENCE	ISSUE	Comment	Recommendation
36	Various	<p>Recommend the following naming conventions:</p> <p>Full: Wellington Northern Corridor Road of National Significance (SH1 North of Levin to Wellington Airport)</p> <p>Abbreviated: Wellington Northern Corridor RoNS</p>	<p>The use of the word 'corridor' in naming the Wellington RoNS might foster confusion with regional corridor plan documents, specifically the Western Corridor Plan.</p>	<p>Refer to the RoNS as the Wellington Road of National Significance, abbreviated to Wellington RoNS.</p>
		<p>It is recommended that all references to the "proposed Sandhills Expressway" are replaced with the "proposed MacKays to Peka Peka Expressway".</p>	<p>Agreed.</p>	<p>Change as requested to proposed MacKays to Peka Peka Expressway.</p>